

Thruster Customer Report

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Owner of the 60-foot Hatteras, ‘The Adjustment’

Ted Williams of Seaway Yachts, Inc. may have put his new Wesmar bow thruster to the ultimate test traveling 2,007 miles in 23 days from Florida to Michigan through a system of locks from the New York waterway to the ultra-challenging Canadian waterways. He credits his Wesmar bow thruster for taking him through without damaging the boat.

It was both a shake-down cruise and a trip home for Williams, who purchased the 1988 Hatteras in Florida, updated it considerably and then headed home to Michigan where he and his wife use it at their dockaminium resort on Lake Michigan.

The Williams spend summers cruising the Great Lakes and they winter in Florida, where they recently built a waterfront home in Cape Corral. Their new summer home will be their beautifully appointed 60-foot Hatteras yacht, aptly named ‘The Adjustment.’

Williams said the 23-horsepower Wesmar V2-12 DC bow thruster system passed the shakedown cruise test, ‘with honors.’

When they purchased the boat they wanted to make sure it was something they could operate as a couple. “The bow thruster makes ALL the difference in the world,” said Vickie. “We love it. Ted is semi-paralyzed on the left side (from an horrific auto accident five years ago) and the thrusters ease his boat operation considerably.

The trip back was a challenge regardless, said Williams. “Without the Wesmar thruster, there would undoubtedly have been damage to the boat.”

“It was absolutely necessary in the heavy wind conditions. We traveled through five sets of Locks between Cape Corral and the New York canal



system where we encountered another 38 locks taking us up over the Appalachians to the other side.”

“We had the greatest challenge traveling through the huge (8 locks) waterway system from Lake Ontario to Lake Erie, including a huge 400-foot climb near Niagara Falls where 25 million gallons of water were pumped into the locks in just 15 minutes.”

“We were like a cork in a boiling pot of water. Without the bow thruster we would have done substantial damage to the boat. The thrusters did a fantastic job.”

Williams believes the thrusters are a necessity for docking a boat like his as well. “We are a 100,000 pound boat sitting high at 25 feet off the water, so cross winds can be treacherous without the thrusters.”

Boating is not new to Williams who has owned a number of boats including a 41-foot Morgan Ketch and a 40-foot Chris Craft.

The new lifestyle, with summers in Michigan and winters in Florida, is a change for the retired businessman, who for the past 30 years he has worked to build his chemical compound manufacturing

business, a supplier of products used for tool cleaning, windshield solvents, pool cleaning, solvents for car washes, and more.

He recently sold the business, does a little consulting and now looks forward to his avocation boating. The Hatteras is an important component in their plan.

“It’s very different from the normal 60-foot Hatteras. The galley is up rather than down and is located in the middle of the main cabin surrounded by the salon and dining room. Four state-rooms including a master with queen and 3 baths and an office are on the lower level and it’s a walk around.”

She has two Detroit Diesels, 720 HP each, two generators, a 12 KW and a 20 KW; She’s 18 feet at the beam. Along with the new Wesmar bow thruster. is a complete, new computerized communication system with course control technology.

Williams said, “Ross Lund at Classic Yacht Service in Ft. Meyers, Florida did a fabulous job for us. Lund was a Captain himself, on a 74-Hatteras, so he knew the best bow thruster and the size we needed.”

