

The WESMAR Bow Thruster

“It’s a Difference Between Night and Day”

Mark Watkins, Captain of the 81 foot Lady Sea, Burger Yacht

“I was underpowered,” recalled Captain Mark Watkins when describing his previous bow thruster.

Watkins, a 20-year veteran on the water, navigates a pristine 81’ Burger, the Lady Sea, through narrow channels in Florida, along the East Coast, and in the Bahamas. His bow thruster is a critical tool, especially when he is forced to back up the Lady Sea ½ mile through a channel so narrow complete turns are impossible.

Previously, Watkins had a 13 horsepower thruster that did not get the job done. So he and boat owner George Paziuk contacted WESMAR and inquired about a more powerful thruster. They were referred to bow thruster and roll fin stabilizer specialist Mike Flores, owner of Hurricane Marine Services, near Ft. Lauderdale.

Flores has been working on bow thruster and roll fin stabilizer installations for nearly 8 years. He recommended that the two men consider upgrad-

ing their 13-hp unit to WESMAR’s 48-volt 23-hp continuous duty thruster with variable speed.

After Paziuk and Watkins agreed with his assessment, Flores went to work installing the new WESMAR thruster on the Lady Sea; a beautiful aluminum classic built in Wisconsin in 1969. After testing the yacht in North Carolina, Florida, and the Bahamas, Paziuk was impressed.

“The thruster worked really well,” he said.

“It’s a difference like night and day,” said Watkins. “I have ten times the control, which works well because we go in pretty tight slips.”

The only person who was not surprised was Flores, who had witnessed WESMAR thruster magic before.

“I really like the continuous duty, double-speed, WESMAR unit,” he said. “I can go into a DC doublehorsepower system and I do not have to place any hydraulic pumps at all... so there are no pumps putting

additional strain on the engine. A (competitive) hydraulic system can sometimes be twice as costly.”

“Recently I had a WESMAR RS900 stabilizer fin customer who initially said he did not need a bow thruster call me back a year and a half later asking for a bow thruster. He now uses a 48-volt, and 23-hp WESMAR unit with great success.”

Like Captain Watkins said, it’s like night and day.



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