

## WESMAR On Board Dine In Comfort, Enjoy the View

When passengers board the luxurious dinner cruise ships built by SkipperLiner out of LaCrosse, Wisconsin, they do so for a unique experience. They view the inner harbors of America's most notable cities, or enjoy the magnificent shoreside homes, the sunshine and cool breezes off the upper deck. They may relax in the climate-controlled comfort of the two interior salons or wander down to the bow deck and catch a glimpse of marine life, before settling in the beautiful salon for a grand meal, corporate event or wedding party.

Behind this experience is a company that has spent over 30 years paying attention to cruising comfort and enjoyment. SkipperLiner builds ships of intimate size but spacious enough to accommodate a private or corporate party of up to 149 guests. The ships are to exacting standards approved by the U.S. Coast Guard - American Bureau of Standards, they are 90 feet long and 20 feet wide, and they are operating throughout the US from Seattle to Florida and offshore as well, offering dinner, lunch or sunset cruises.

True to their belief in quality and luxury, SkipperLiner has added WESMAR Bow Thrusters to their boats, and now Doug Shupe, chief purchasing agent for the company says they will only specify WESMAR Bow Thrusters. **"We routinely specify them now, and if the boats have a bow thruster it will be a WESMAR, because the WESMAR offers a lot more thrust."**

Among those using the WESMAR 60 HP bow thruster is Dave Norris, Captain of the Naples Royal Princess out of Naples, Florida, and President



*Luxury and comfort are part of what the passengers on the Naples Royal Princess sign on for including easy docking and maneuvering supplied by the WESMAR Bow Thruster.*

of the Naples Princess Division of SkipperLiner. The Naples Royal Princess cruises Naples Bay and the Gulf of Mexico offering sightseeing, lunch, dinner, sunset cruises and special charters, 360 days a year.

"We are thrilled with the WESMAR unit. It's far more user friendly to operate. You don't have to wait for a small diesel to wind up and wind down.

**"The WESMAR is the first hydraulic unit we've had, and it outperforms other units by a wide margin. It's far more responsive. You can bring it to full power quicker, and it has more power — 60 HP verses 42.**

**The spring loaded hydraulic control makes it much easier and more precise. It shuts off immediately when you take your hand off the control. Much nicer to control."** Says Dave Norris.

Norris said they often fight wind and current so it is a welcome addition for that as well. Plus he has always wanted a backup generator plant, an auxiliary system, which the system provides. "In docking situations it stops more quickly than diesels because you can reverse direction so quickly."