

Stabilizer & Thruster Customer Report

Sea Trials on 37-foot Nordic Tug

“The Low Profile stabilizer never ceases to amaze me.”

Kevin Pattison, Cap Sante Marine, Anacortes, WA

We pulled away from the Cap Sante Marine south dock in Anacortes at 9:45 a.m. on Friday, March 15 on board the 37-foot Nordic Tug, Buffalo Gal II, to test the newly installed WESMAR Low Profile roll fin stabilizers.

Our captain, Kevin Pattison, is the Structural Fiberglass Specialist at Cap Sante Marine's South Yard. Cap Sante installed the new Model RS250 stabilizer, and a WESMAR bow thruster, on the vessel and was taking it on sea trials to test its effectiveness.

The stabilizer was introduced at the Seattle boat show this year, and hailed by many boat yards as the best new product. It brings stability to the smaller, faster moving boats that tend to be very rocky but lack space to fit traditional stabilizers.

“The Low Profile stabilizer never ceases to amaze me,” said Pattison as we motored out in 3-foot seas and took a 90-degree turn, with hardly any list at all. As the demonstration continued it was apparent that without the fins we would have been grabbing for something to hold onto as Pattison continued to test, making several abrupt turns to demonstrate its effectiveness. Everything remained calm and in its place inside, as he continued to show us the immediate leveling and stability the WESMAR unit brought to the boat.



The Buffalo Gal II, part of the Anacortes Yacht Charters fleet, is owned by Spencer Block. He has ensured her stability with WESMAR stabilizers and her control while docking with WESMAR bow thrusters. She will cruise the Alaskan waters.



Left photo: The location of the fins was based on much planning and available engine room space. “We try to place the fins as close to the turning axis of the boat as possible,” said Bruce McDugle of Cap Sante.



Right photo: Controls for the stabilizer are conveniently installed in the wheelhouse near other onboard controls.

“Normally in quartering seas, you feel the boat roll. Once the stabilizers are switched on, she comes up straight part way down the side of a roll,” explained Pattison.

“With a non-stabilized boat, you can't do this for 10 hours,” said Pattison, referring to the exhaustion

a pilot experiences when piloting a non-stabilized boat for an extended time. “The ride is more comfortable without the usual short jerking movements. This stabilizer is a beautiful design.”

Cap Sante estimates that by year
continued on back



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end they may well have to dedicate a specialist team to the installation of thrusters and stabilizers, the demand is that strong.

Bruce McDugle, Cap Sante's Senior Specialist in charge of Estimating, discussed the installation in detail. He is enthused about WESMAR's new Low Profile stabilizer because it's the first system designed for the 50 foot and under boat.

"The stabilizers are fabulous," said McDugle. "We're totally excited with these because they are well designed and easy to install. WESMAR bow and stern thrusters conform to

high standards in every aspect."

Graeme Wilson President of Cap Sante Marine said the team worked hard to do it right—fit the product properly, and to work with WESMAR at every stage. "We like WESMAR because they are connected with the end user and we have been comfortable with their commitment to quality."

Cap Sante is a growing company with a strong presence in the Pacific Northwest. Their four yards (three in Anacortes and one on Lake Washington in Seattle) service everything from trailer boats to 70+

footers, handling structural and cosmetic work, engine repair, electronic and mechanical installations.

Cap Sante does a lot of work on Nordic Tugs because they are both located in Anacortes and have a number of common elements, for example strong associations with Cummins Engines. Now they have another common element, the WESMAR Low Profile stabilizer systems, ideal for the Nordic 32, 37, 42, and the new 52-foot tugs.



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