

## Thruster Customer Report

Krogen Owner says:

# Goodbye to Chaos, Hello to Comfort

Spilled drinks, emptied shelves, and a wobbly ride, are memories of the past for Richard Chew of Cape Coral, Florida, owner of the 'Avalon' a 42 foot 1984 classic Krogen. He fitted her recently with a WESMAR bow thruster and roll fin stabilizers.

The upgrades to the popular yacht have simplified his boating life and replaced challenging docking and rocky rides with better control and smoother cruising.

The 'Avalon' had a 5 hp single prop bow thruster when Richard updated it to the powerful new VORTEX, V2 8E, 13 hp. The installation was done in Ft. Lauderdale by Yacht Equipment and Parts. "Thanks to WESMAR's easy upgrade design, we used the existing tube," said YEP General Manager Skip Smith.

"The WESMAR bow thruster works great," said Richard. "Thrust on the older unit was 120 pounds. With the Vortex model, we have 330 pounds of thrust. WESMAR should advertise the thrust! It's impressive."

Richard lives on Cape Coral, across from Ft. Myers, Florida, and moors his boat on the canal behind his home in a water-side residential community connected by a network of 420 miles of canals. It's an ideal location just 10 minutes to the river and 20 minutes to the Gulf of Mexico, but it is not without its challenges. "The canal is very narrow and quite shallow. At some points we have only 50 feet to turn her around.

"Because of the shallow channels, we're forced to stay in the center, which meant large boats passing only 6 to 8 feet from us created chaos. The



*The 42 foot 'Avalon' during installation of WESMAR stabilizers and new Vortex bow thruster.  
Photo courtesy of YEP, Fort Lauderdale*

bow thruster is wonderful, it gives me all the confidence in the world for such tight quarters.

"In the past, we avoided turning around in high winds and choppy seas, because the boat would roll so far to the side. We waited until it was calm and then turned. Now we can turn sideways into the waves, and not be concerned."

Stabilizers greatly improve the ride and the experience. Without the stabilizers we would just take things off the shelves, hold on, and grab our glasses. With the stabilizers that problem is gone." Richard also finds cruising with stabilizers on board much less exhausting. "When we go to Key West, we travel 100 miles in open water. After 4 hours of rocking you become lethargic, not sharp enough to handle an emergency, should one occur.

"And the stabilizers make the boat totally different. Cruising speed on

the 42 foot Krogens is 7 to 8 knots. Most of them are single engine. The 'Avalon' has a full displacement, rounded hull with weight up high and forward, making it more roll prone.

Richard believes stabilizers are a good financial investment as well. Since only 200 Krogens have been built in 22 years, they have maintained a good value. They are well worth the installation of the stabilizers. And with the cost of new yachts, stabilizers are just not a big item anymore.

Sea trials of the new equipment took place in Port Everglade Inlet in South Florida. "It looked mean heading in," said Richard. Skip said it was a good test for the WESMAR RS600 stabilizers. "We had 25 knot winds and 6-foot waves. The bow of the Avalon cleared water and slammed down like a powerboat. With the WESMAR stabilizers, it was steady as a rock."

