WESMAR

LONG-RANGE CRUISER REPORTS SMOOTH RIDE IN ALL KINDS OF SEAS

Round the world cruising puts WESMAR Stabilizers to the test and proves they can handle the rigors associated with all-encompassing constant operation.

Captain Brian Calvert has been boating most of his life, and holds a U.S. Coast Guard Masters License. He has the experience and credentials to handle extreme sea conditions. But when he made plans to take his 48-foot Selene ocean trawler, M/Y Furthur, on an around-the-world cruise, safety and comfort trumped credentials.

When preparing and outfitting his vessel he upgraded to larger WESMAR Stabilizer fins for added comfort, and installed a WESMAR Auxiliary Propulsion Unit (APU), sometimes referred to as a 'Get Home' system, for safety and peace-of-mind.

He had ample opportunity to use both on his trip. Captain Calvert started by travelling down the west coast to Mexico. Then, leaving Puerto Vallarta in February, he did the 2,850 mile crossing of the Pacific, landing at Hiva Oa in the Marquesas Islands. He then did the 'Coconut Milk' run through the Pacific, Tahiti, Bora Bora, Cook Islands, Niue, Tonga, Fiji, Vanuatu, New Caledonia, and on to Brisbane, Australia.

The second part of his trip took him from Sydney, up the east coast of Australia, Papua New Guinea, Indonesia, Malaysia, Thailand, India, across the Indian Ocean to the Red Sea, Suez Canal and arriving in the Mediterranean.

In the final leg he crossed the Atlantic to visit the Bahamas, Cuba, Caribbean, Panama Canal, Central American west coast and ended where he began in Puerto Vallarta, Mexico.

Home port for the M/Y Furthur is Friday Harbor, Washington. It's a ferry ride from WESMAR's headquarters and manufacturing plant. Captain Calvert is a former General Manager of Selene Yachts Northwest. He worked with his Seattle office, Lake Union Yacht Center, and WESMAR during the outfitting of his vessel. He agreed then to keep us abreast of how the WESMAR gear performed during his voyage.

FIRST CONTACT

"I had 1000 hours on the boat before I left." Calvert said. "Two trips around Vancouver Island, two trips to the Broughton Islands, and a great deal of local cruising. Since I planned for a slower 6.7 knot cruising speed during my voyage, I increased the size of my WESMAR stabilizer fins from 6-sq-ft to 7.5 -sq-ft. This to increase both stability and comfort.

Reporting from Australia, Captain Calvert said, "The WESMAR stabilizers have worked flawlessly and provided a comfortable, trouble-free ride. The comfort of the boat, thanks to its design and to the WESMAR stabilizers, is essential to crew happiness. We have had only minor occurrences of sea sickness and only for a short term. Generally, the weather has been good. Mostly following or quartering seas. I have had a few rough periods with the highest wind of 30 knots. Best testimony: I have a stuffed Jerry Garcia doll sitting unsecured on my pilot house dash. He has only fallen off his perch four times from Seattle to Australia!"

The M/Y Furthur at anchor off Borneo. She is a 2005 Selene 48 Ocean Trawler, 38 LOD, 53 LOA. Cruising Speed is 6.7 knots, range: 3,200 NM. Her wide bodied fly bridge provides space for entertaining with style in the open tropical air!

Captain Calvert increased the size of his stabilizer fins before the voyage. Above photo shows fin set on a similar vessel. Inset: hydraulic actuator for the fin.

Calvert's experiences with his boat, his crew and guests, and the people of the cultures he has visited have captured his heart.

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THE WESMAR APU SAVES US OFF BORNEO

On the anniversary of his fourth year at sea Captain Calvert reported a harrowing story about how the WESMAR APU saved him, his crew, and the Furthur, from a potential disaster.

"It happened at the far end of Borneo, about as remote as life on earth gets. Not wanting to miss a weather window that would close again in two days, we departed at 3:00 a.m. one morning heading back to our marina. We wanted to round the rugged corner of the island at first light.

At first, the weather and wind were with us, then it changed. The wind went from 25 to 45 knots and sheets of rain hit M/Y Furthur. It was like a drive-through a car wash! Then another abrupt change and soon we were in nice swells and under 20 knots of wind.

We rounded one of the many rocky points that protrude from the island, still in two to three meter seas but gentle ones. Just as we passed another point, the engine stopped. It could not have picked a worse place as the swells now hit us on the beam sending things flying about the boat and we were quickly being swept back onto a rocky point.

I woke my crew to watch the helm as I got the WESMAR APU auxiliary drive running. The APU got us away from the rocks and held into the seas.

About the time I was contemplating all the bad scenarios, the engine lights came on and she fired up. I disengaged the APU and we headed off.

An hour or two later the engine died again due to what we were to find out later was an impeller failure, so on goes the APU and away we go making 3 knots in opposing wind and current. Again, after a while, the lights came on and the engine started.

This cycle got shorter and shorter, so by the end of the 40 miles remaining to the marina we had a system going. Light off, start APU, light on, start engine. We made the long hard 16-hour trip and were extremely glad to finally tie up. This was clearly the worst day at sea I have had in this four-year adventure, and I was never so happy about my decision to put on that APU system. It performed flawlessly. We ran it for two hours and maintained an average of 4 knots. Now it's always a reassurance to know I have it if I need it."

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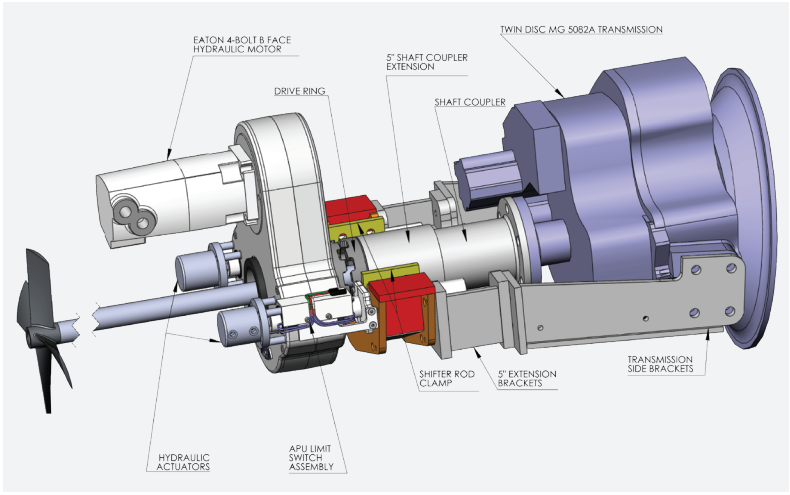

Illustration depicts WESMAR's Auxiliary Propulsion Unit. Powered by the vessel's generator or stand-alone engine, the APU provides the ability to bring the boat to port in the event of mechanical failure. It also gives you the option to quietly move without the use of the main engine, a considerate feature for leaving a crowded anchorage early in the morning. Simplicity and reliability are the focus of this 'Get Home' system.

WESMAR's latest stabilizer, the DSP5000, uses predictive Wave-Smart technology. Together with actual vessel motion, this enhances the stabilization of the vessel. It brings faster response, smoother stops, and replaces chasing and wasted energy while minimizing noise. The DSP5000 control (inset) is simple and intuitive with seamless interfaces to technologies such as GPS, CANBUS, alarm suites, and more. These features, combined with WESMAR's neutrally buoyant hydrodynamic fins, provide an entirely new level of comfort and control.

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