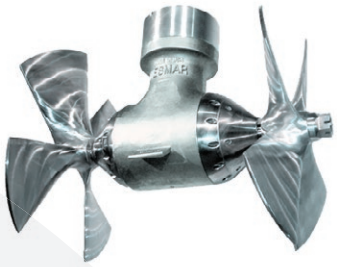
# BOW & STERN THRUSTERS

## Built Rugged for the Toughest Jobs in the Most Demanding Environments

WESMAR's line of commercial grade counter-rotating dual propeller thrusters sets the standard in the marine industry. The use of counter-rotating dual propellers, a WESMAR innovation, splits the power between two gear sets thus yielding very high efficiency. The aft propeller recovers the swirl energy left behind by the forward propeller creating more thrust.

All bow thruster components exposed to seawater are made of stainless steel including the 4-blade Kaplan props, drive leg, shaft, bearings and seal carriers. The higest quality seals are fitted to the input and output shafts to prevent water ingress and oil leakage. All seals can be replaced without dismantling the complete thruster unit. This best in class reliability translates to enhanced safety for the vessel operator and crew.

WESMAR thrusters are available with a choice of DC 12V, 24V, 48V, AC Variable speed, or hydraulic power. These drive options are available with proportional control



Commercial thruster

Pleasure Boat Thruster


DC thruster

## Features:

- Commercial grade bow/stern thrusters 5 to 490 horsepower.
- Efficient 7-inch to 48-inch counter rotating dual 4-blade Kaplan props.
- Stainless steel construction for maximum durability, reliability, and safety.
- Counter rotating dual propellers provide the most thrust per input horsepower.
- With more thrust, smaller tunnel diameters are possible minimizing hull space required as well as reducing drag and saving fuel.
- Can be interfaced into a Dynamic Positioning System.
- ABS, product design assessment (PDA), or other industry approvals are available if required.
- Low maintenance.
- Overbuilt for reliable operation.
- Multiple control stations can be provided with on-off or proportional controls.
- Easy retrofit: Upgrading your thruster is simple and easy! WESMAR's two bolt design allows for a simple drop-in retrofit on existing metric sized tunnels. Both the V2-7M and V2-10M Models are drop-in replacements for Max Power, Side Power, and Vetus thrusters.
- Optional proportional controls.
- Optional: Pre-mounted in steel, aluminum or fiberglass tubes.
- Best in class quality of design and construction make Wesmar thrusters a long-lasting investment.

Over 50 Years of Marine Innovation

# WESMAR THRUSTERS HELP KEEP SAN FRANCISCO BAY SAFE

*The risk of serious danger to marine traffic from debris in San Francisco Bay has been greatly reduced thanks to an 87-foot state-of-the-art debris removal vessel with special maneuvering ability thanks to WESMAR.*

*The M/V John A. B. Dillard Jr., equipped with two 1,450 HP engines, is capable of traveling at 32 mph, almost three times faster than the other vessels in the fleet, but it's special maneuverability comes from two WESMAR dual propeller bow thrusters, which allow it to maneuver in turbulent weather, in close quarters, and hold to position for quicker, safer recovery operations.*

*The Dillard, owned by the US Army Corps of Engineer's, is a multi command catamaran and the first vessel built specifically for the Corps' San Francisco Division. Instead of having to tow debris for disposal like the older boats of the fleet, the new boat can pick it up with a pedestal mounted, knuckle-boom grapple crane, drop it on the deck and quickly carry it to shore for disposal.*

*Key to the process are the WESMAR V2-12E bow thrusters. WESMAR thrusters are well known for their ability to snug up close to docks, to hold position and to maneuver in close quarters during such operations.*

*An historic event created the debris removal program in San Francisco Bay, which has been in place for 70 years. In 1942 Admiral Chester Nimitz, Commander-in-Chief of the Pacific Fleet was on board a seaplane that struck floating debris when landing in San Francisco Bay. The bottom of the aircraft was ripped open and it capsized. Admiral Nimitz survived, but the pilot was killed.*

*That incident led to the SF District Corps of Engineers setting up a floating debris hazard collection program in the Bay, and during World War II small tugs with crews of both civilian and navy enlisted men patrolled the Bay daily collecting floating hazards and towing them to a disposal site at the Alameda Naval Air Station. In the years since, as traffic has increased and technology has advanced, the Corps has struggled to keep up with its mission with two converted WW II vintage aircraft recovery vessels modified to meet their hazard collection mission, a 100-foot catamaran Raccoon and a 50-foot tugboat Grizzly.*

Optional single and dual thruster proportional controls

Optional pre-mounted in steel, aluminum or fiberglass tubes.

During the sea trial we tested the bow thruster's power by tying three lobster boats to the MAHEE LOU and then we moved all four boats 10 feet in 15-20 seconds!
— Francis Robichaud,
Owner of Atelier F.R. Robichaud

## BOW & STERN THRUSTERS

| TYPICAL BOAT SIZE | NOMINAL PROP SIZE | TYPICAL HORSEPOWER RANGE | POWER SOURCE | | | DRIVE CONTROL | |
|---|---|---|---|---|---|---|---|
| | | | HYDRAULIC | DC | AC | ON/OFF CONTROL | PROPORTIONAL / SOFT CONTROL |
| 25' - 48' | 185mm | 5-15 HP | ● | ● | | ● | ● |
| | 205mm | 5-15 HP | ● | ● | | ● | ● |
| | 250mm | 5-15 HP | ● | ● | | ● | ● |
| | 10 Inch | 10-25 HP | ● | ● | | ● | ● |
| | 12 Inch | 13-40 HP | ● | | | ● | ● |
| 45' - 80' | 16 Inch | 40-60 HP | ● | | | ● | ● |
| | 18 Inch | 75-100 HP | ● | | ● | | ● |
| 60' - 140' | 20 Inch | 75-150 HP | ● | | ● | | ● |
| | 24 Inch | 150-225 HP | ● | | ● | | ● |
| 90' - 165' | 26 Inch | 150-225 HP | ● | | ● | | ● |
| Over 150' | 34 Inch | 200-350 HP | ● | | ● | | ● |

14120 NE 200th Street
Woodinville, WA 98072 USA
Main: 425.481.2296
Fax: 425.486.0909

WESMAR
Western Marine Electronics Company
www.wesmar.com