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Contact: Marilyn DeMartini 954-564-7243 - md@prpower.biz

LATHAM MARINE SEA PUMPS SETS A HIGH BAR

Exclusive Features Provide Longer Life, Better Cooling, Easier Rigging

One of the most important components on a performance boat--or any boat--the sea pump--may not be one of the "hot" items, but a bad one can certainly cause overheating. Like most other Latham Marine products, the company's newest Sea Pump, introduced in 2008, has a list of exclusive product features that set it apart from the rest of the market.

Sea pumps are often overlooked as a way of improving a boat's performance and engine longevity. The pump draws essential cooling water for the engine, exhaust and the intercooler on superchargers, so Latham Marine has developed both standard and custom sea pump designs; the pumps can help resolve not only water delivery issues, but alleviate rigging and plumbing problems that can haunt cramped engine compartments.

Latham Marine's "self-priming" sea pumps design and engineering is based on hundreds of hours of testing and from Latham's 35 years of performance boating experience. Typically, sea pumps are least efficient when the boat is at idle with reduced suction capabilities and hence reduced output flow, which can sometimes lead to overheating problems. . Any boater who spends long periods of time traversing the Intracoastal Waterway or other "no-wake" areas, knows long periods of idle or off-plane operation can lead to serious overheating issues for both the engines--and the sea pumps. Overheating adversely affects impeller life, creates vapor lock stall, or on today's electronically controlled engines, triggers heat alarms that throw the motor into protection mode.

Because of its proprietary, internal cavity design and manifold porting, Latham Marine Sea Pumps are "self-priming," creating a vacuum at engine speeds as low as 700 rpm (think idling at the dock) which actually draws water into the pump, keeping the impellers saturated and delivering vital cooling under all operating conditions. Latham sea pumps are not only designed to maximize impeller life, but can help eliminate other water-related problems like header discoloration that result from overheating, created by most common sea pumps.

The Latham self-priming sea pumps also provide equal flow rates from each port in multiple cavity pumps, so every component that requires cooling water will receive equal amounts at any speed, eliminating the risk of starving one or more exit ports of vital cooling water. The Latham sea pump also allows for flexibility in rigging, as they can be plumbed for water intake from either the front or back without risk of reducing the water output.

Latham's sea pumps are available in single, dual or triple stage manifolds that can deliver water through NPT fittings from one-inch to two-inches or any size in between. Latham Marine also designs custom porting to meet specific customer needs. Standard sea pumps are available in a variety of combinations using marine-grade stainless steel, brass and aluminum.

Keen attention to detail and quality craftsmanship have led boat and engine builders and discerning customers to Latham Marine for over three decades. Latham learned early in his racing career that most off-the-shelf equipment hardware cannot hold up to the rigors of the offshore boating environment so as a result, Latham Marine manufactures its own line of products. Personal consulting on a single component or entire boat system is available from the Latham Marine staff by calling 800-422-7267 or visiting the website at www.lathammarine.com.

Photos Available Upon Request.

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