

A perfect match onboard with an **Netti 2** ASMO Marine solution

“As I realised it was possible to get an electric inboard engine, the choice was obvious”



My boat was born without an engine. For a long time, I was considering getting a motor installed, but I couldn't make up my mind, as the engines available didn't meet my requirements.

An inboard diesel wasn't the optimal choice, as my motoring needs are mostly for harbour manoeuvring. The engine would never run really warm, which just meant more maintenance. I wasn't too keen on operating an outboard in rough weather, so that was not an option for me either.

As I realised it was possible to get an electric inboard engine, the choice was obvious. It was a perfect match. It has more power for harbour manoeuvring than a diesel engine, plenty of motoring distance for my needs and I can still start or end a days sailing experience with the sound of the waves and not the engine. On top of that, as I often do single hand sailing, the new engine is like having an extra crewmember.

As an architect, I put pride into appearance. Choosing an electric system from Asmo Marine, I could take the installation into my own hands. The low weight of the motor, made it possible to align the motor without heavy hand tools and the electric parts were easy to install, as they came prewired. I now have a nice clean engine room, with a look that I'm proud of - and the cost that would have gone into installation can now be spent on a bottle of chilled white wine on several occasions enjoying the sunset.

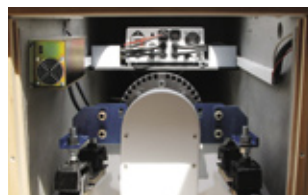
Until now, I have not once questioned my decision to go electric. The motor is reliable, harbour manoeuvring is made easier due to instant power, and there is no oilspill in my engine room. It is pleasant to be free of noise and exhaust fumes when motoring and I like to know that I'm not polluting the nature that I sail to enjoy.

Jørgen Posborg



Console, gearing and motor weights only 20 kilo, making it possible to install without having to use heavy machinery. A reduction gearing has been used, to achieve a max of 1250 RPM on the propeller. Motor mounts are used to absorb vibrations from the propeller and the shaft.

A nice clean engine room, quarenteed against oil spil.



Pre-wired parts, makes it easy to install the electric components of a Thoosa system.



Specifications		Installation on Netti 2 · 2003'	
Situated:	North Zealand (Denmark)	Boat:	Dehler 25
Installed by:	Installed by owner	LOA	7.5 meter
Previous Engine:	None	Beam	2.5 meter
Electric engine:	Thoosa 6000	Draft:	0.95 meter
Propeller:	3 bladefixed propeller – 14" pitch 10	Displacement:	1.6 Tonnes
Battery Bank:	48V – 105 Ah		