

From diesel to pure pleasure with an ASMO Marine solution

“ Going electric moved 100 kilo from the engine room and astern to the keel, resulting in optimized weight distribution and an improved waterline.”



6 batteries are placed in the keel, for better weight distribution.



Motor, motorcontrolbox, charger and 2 batteries are placed under the cockpit



Owners comments:

We have now had a Thoosa 6000 motor from Asmo Marine for 1 1/2 years and as we sail all year round we have covered about 3000 nautical miles.

Our experiences with the Thoosa engine is very good so I can only recommend to go electric as it has many advantages, such as low noise, low pollution, but above all and exceptional reliability. Another important advantage is the safety, in particularly in regards to harbour manoeuvring. We have never experienced a starting problem as we did with our previous diesel engine. It also goes rapidly from neutral to full torque in both forward and reverse, and the shift from forward to reverse is extremely fast. But there is a limitation. You can only go as far as the battery bank allows you - and carrying extra batteries is not an option for us as we do a lot of racing. Although we only carry 90Ah of batteries, we have always been able to reach a safe harbour when sailing Danish waters. We have been thinking of buying a smaller gasoline or diesel generator to use for longer trips in the future.

Curriosity:

Already on the first test ride after installing the electric motor we had our first amusing situation. As we went out of the harbour and put the throttle in neutral - the shipwright who installed the motor went totally green, as he thought the motor had stalled - he had never experienced an engine not making a sound when running idle.

Pleasant sailing

Lars Dybro Frederiksen
Helmsman, Team Øresund

Specifications		Installation on Sleipner · 2002'	
Situated:	Copenhagen (Denmark)	Boat:	Ylva – DEN II
Installed by:	Københavns Yacht- & Motorbåds værft	LOA	40 feet
Previous Engine:	YANMAR IGM10	Beam	2.30 meter
Electric engine:	Thoosa 6000	Draft:	1.62 meter
Propeller:	2 blade folding propeller – 14” pitch 10	Displacement:	3.5 Tonnes
Battery Bank:	48V – 90 Ah		