



From diesel to pure pleasure with a Clean eMarine 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 in our boat, Sleipner, for 10 years! We sail year round and have covered many miles with no problems.

Our experience with the Thoosa system has been very good. I can easily recommend going to electric as it has many advantages, such as low noise, low pollution, and above all, exceptional reliability. Another important advantage is the safety, in particular, as regards to harbor maneuvering. 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. The shift from forward to reverse is extremely fast.

There is a limitation however. You can only go as far as the battery bank allows you. Carrying extra batteries is not an option for us as we do a lot of racing and do not want the added weight. Although we only carry 90ah of batteries, we have always been able to reach a safe harbor when sailing the Danish waters. We have been thinking of buying a smaller gasoline or diesel generator to use for longer trips in the future.

Curiosity:

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