



## Converting Ingrid 38 – A Reference Letter

(Electric Yacht has converted 5 of the 140 Ingrid 38s built)

Hi Glenn, Hi Mike,

I am writing to gush over the many attributes of electric propulsion which includes solid service help from Mike and Scott at Electric Yachts. Our family owns two Ingrid 38 heavy displacement (30,000 lbs) sailboats. We have one converted already and are in the process of completing our SECOND sailboat. In our opinion, daily usability of the sailboat increases with the conversion. No more creeping about in tiny, cramped, smelly engine spaces checking oil levels, opening sea cocks and full lines, warming up the engine, the smell, the noise...not delightful. Delightful is turning the key and the super silent "click" that means you're ready to head out. SILENT, powerful propulsion. The display read out is simple and intuitive so you know how your batteries are doing. We have two very heavy, very unwieldy sailboats and we see no

difference at all it the ability to stop or turn the heavy buggers (we have QT20's).

Mike and Scott at Electric Yachts are THERE for you. We did (and are currently doing) the installations ourselves and we managed it just fine with the help of Electric Yachts. Our first Ingrid needed to change the gear ratio (we did not get our prop size information correct). Mike handled it RIGHT AWAY. We received a different sized gear belt pulley. It took 30 whole minutes to swap it out and get going sailing. No oil, No mess. The mistake was ours, and we received assistance and support.



<b>Hull Type:</b>	<b>Long Keel</b>
<b>Rig Type:</b>	<b>Cutter</b>
<b>LOA:</b>	<b>38.00' / 11.58m</b>
<b>LWL:</b>	<b>32.00' / 9.75m</b>
<b>Beam:</b>	<b>11.33' / 3.45m</b>
<b>Disp.</b>	<b>26000 lbs./ 11794 kgs.</b>
<b>Ballast:</b>	<b>8000 lbs. / 3629 kgs.</b>



Really, it is so very, very rewarding to remove the engine, the cooling system, the fuel system, the exhaust system, the fuel filtration and water strainers. All that mess, all that maintenance - GONE. Just silently coming and going from your berth. Also, if one motor doesn't work, no worries...the other motor will keep you going just fine (we tested - it worked fine). We parked with one motor on breezy day in our excessively tight parking spot with our NOT marina queen sailboat (long bow sprit - lousy at turning). It was just a test, and it passed. Now, if your engine dies..it's just dead and you're pretty screwed. BOTH motors must die to get in trouble with Mike's system.

As long as you get quality batteries (we have AGM) and you SAIL your sailboat...you are going to really like it. The simplicity, the redundant motors and the silent motoring are a joy. For us, we have not opted to install a diesel generator. It was so rewarding to yard out all that yuck (our family owns a tug boat company - we KNOW diesels and we do NOT want to work on them while recreating) that we are now converting our whole sailboats into no petroleum product boats. We had no initial plans to go "no petroleum" but the conversion was so cool that we just kept going. It's challenging and, so far, more rewarding than we thought. We took out our diesel heating stoves and replaced with high efficiency EPA rated wood stoves (pressed logs) that are easy to store, easy to light and give off plenty of delicious heat. We can put a kettle on the stove too. We will have solar and wind to compliment the re-gen of Mike's system in the future, but for now we have neither. We day sail and take short two or three day trips. We come back to the marina and plug in after our trips and so far, we have never used even 20% of our battery bank capacity. Once we tested against a moderate current in Agate Pass and we were using 3Kw to get through running at 2 knots. A hairdryer uses 1.5KW! WOW, pretty cool. We were testing to see how little energy we could use. These tests are pretty fun with the display readout.

Anyway, I hope you decide to go with Electric Yachts. It has been and continues to be SUPER FUN. Our first sailboat was done in June this spring and we love it. We started the second sailboat in October and we will work on it for awhile yet. It takes us about 3 months to rebuild a sailboat while working full time (plus some) on the tugs. We were not planning on converting the second sailboat because it's engine was just fine. But we found ourselves ignoring the diesel sailboat and only taking out the electric one. Well, the electric sailboat was our son's boat and he finally put his foot down and said "get your own". That's our story and we hope you enjoy your new propulsion system. Based our heavy, lumbering sailboats, a sleek J40 will be no problem at all for a QT20. Enjoy!

ForeWest Maritime

Cindy