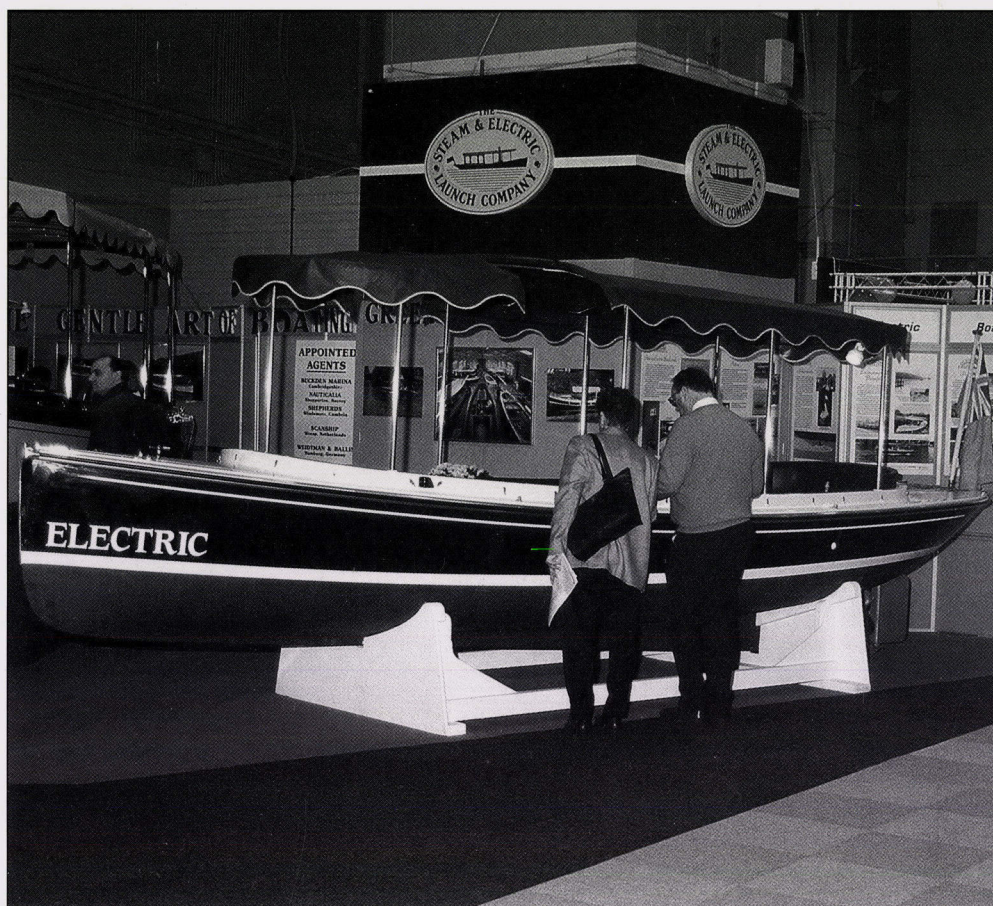


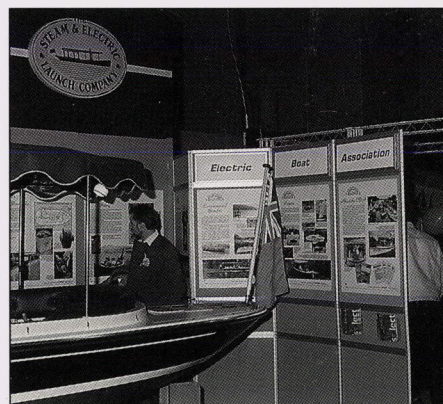
ELECTRIC BOAT *News*

The Journal of the Electric Boat Association

Volume 7 Number 1 Spring 1994

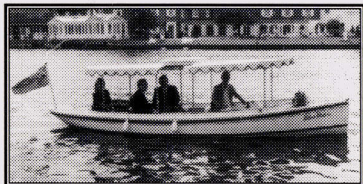


**Earl's Court '94
EBA of America
Electric cruising without
batteries
Kevin Desmond**



THE STEAM & ELECTRIC LAUNCH COMPANY

"Electric Boat Centre"



FROLIC 21'
Edwardian
style day
launch.

DELTIC 21'

Modern style
overnight
cruiser



Full range of electric launches ~
Visit our showrooms and ask for a
demonstration.

THE STEAM & ELECTRIC LAUNCH COMPANY

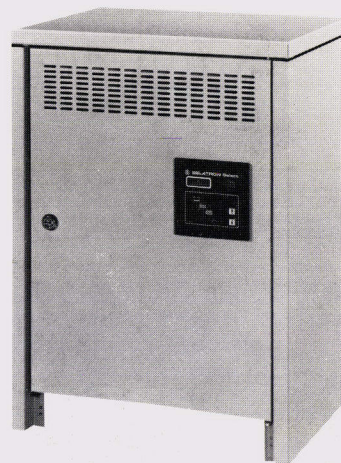
"Builders of Fine Electric Launches & Cruisers"

ST. GEORGE & DRAGON BOATHOUSE,
HENLEY ROAD, WARGRAVE, BERKS RG10 8HY
TEL: (0734) 402577 FAX: (0628) 890428

BELATRON BATTERY CHARGERS

The unique features of Belatron Chargers
make them the Ideal choice for
battery powered boats, giving optimum
charge in all circumstances

- Stabilised against the effects of mains voltage fluctuations.
- Very low current drawn from mains due to special transformer design gives best charging economy.
- Reduced topping-up.
- And, of course, renowned Benning reliability.



FROM:



BENNING UK

Oakley House, Hogwood Lane, Finchampstead,
Berks. RG11 4QW.

Tel: 0734 731506. Fax: 0734 731508.

SILENT RUNNING



Speed Controllers from Curtis

YOUR CAPTAIN'S CHOICE
FOR ELECTRIC LAUNCHES AND NARROW BOATS

From 125 Amps to 600 Amps
From 24V to 120V

ON THE GRAND UNION CANAL
OR THE NORFOLK BROADS



- *Competitively priced
- *Silent in operation
- *Environmentally sealed
- *Simple installation
- *Single sourcing
- *Lasting reliability

CURTIS

WORLD LEADERS IN DC MOTOR
SPEED CONTROLLERS

Curtis Instruments (U.K.) Ltd., 51 Grafton Street, Northampton
NN1 2NT. Tel: (0604) 29755. Telefax: (0604) 29876



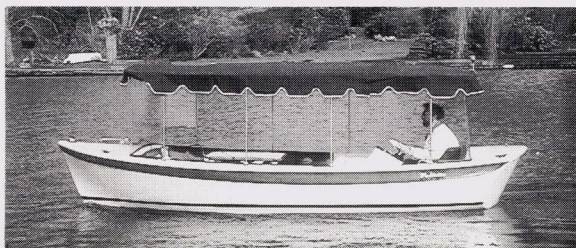
Specialists in MARINE ELECTRIC POWER

With a variety of monoblocs and traction cells we can
provide you with whatever electric power you need to
drive your boat majestically through the water. We can
also provide you with a charger as a package deal.

For further details:

Oldham Crompton Batteries Ltd.
Edward Street, Denton, Manchester M34 3AT.
Tel: 061-335 0999. Fax: 061-335 0020.

*The wind in the willows . . .
is all you will hear*



Voltaire 18

*The perfect electric launch
for rivers and lakes
Up to 8 hours cruising on one charge
Seats 8 adults comfortably
Easily towed behind a family car*

The Thames Electric Launch Company
PO Box 3
Goring-on-Thames
Reading RG8 0HQ
Tel: 0491 873126 Fax: 0491 872217

EBA CALENDAR 1994

Some of the events of 1994 which may be of interest to EBA members. The EBA may be present at some of the events, perhaps with its own stand.

MAY	19-22	Inland Waterways Boat Show, Nottingham
MAY	22	Ipswich "Environment Day"
MAY	28-30	IWA Trailboat Rally, Grantham
JUNE	12	Seventh Wargrave Electric Boat Rally (just above Hambleden Mill)
JULY	9	Treasure Hunt and Pub Lunch at the Flower Pot, Aston
AUGUST	13-14	Thames Traditional Boat Rally, Henley-on-Thames
AUGUST	27-29	IWA National Waterways Festival, Waltham Abbey
SEPTEMBER	3	Cookham Regatta. Parade of Boats
SEPTEMBER	17-25	Southampton Boat Show

Notice of other events to Edward Hawthorne 0628 521606

SPONSORS

Electric Boat News has been published thanks to generous sponsorship from Eastern Electricity.



COLTON

E. C. CONNECTORS CO. LTD.
PEGASUS WORKS,
329 FRONT LANE,
UPMINSTER, ESSEX RM14 1LW.
Tel: (04022) 24323.
Fax: (04022) 21191.

E. C. CONNECTORS CO. LTD.
6 HAINGE ROAD,
TIVIDALE, WARLEY,
WEST MIDLANDS B69 2NB.
Tel: 021 522 4112.
Fax: 021 522 4174.

ELECTRONIC CONTROL SYSTEMS

**ELECTRONIC CONTROL EQUIPMENT FOR:
ELECTRIC BOATS, MINING LOCO'S, FORK-
TRUCKS, MILKFLOATS AND ALL D.C. POWERED
ELECTRIC VEHICLES.**

**AGENTS FOR:
SEVCON TECH/OPS LTD., ANDERSON POWER PRODUCTS
(Battery Connectors), REMA BATTERY CONNECTORS.**

**REPAIRS TO CONTROL EQUIPMENT CARRIED OUT IN OUR
OWN FACTORIES INCLUDING:
SEVCON, CABLEFORM, GENERAL ELECTRIC and
LANSING BAGNALL.**



CASTLE NARROW BOATS
USE SEVCON ELECTRONIC
CONTROLLERS—
Supplied by COLTON

Electric Boat News is published quarterly by the Electric Boat Association.

No material from it may be reproduced or reprinted without permission. Whilst we take every care to ensure the accuracy of the contents, the EBA cannot be held responsible for any errors which may occur, or for any actions that might be taken as a result of this material. Also, views expressed in the magazine are not necessarily those of the EBA.

Electric Boat News welcomes contributions from readers and members. If you have anything you think might be of interest, please send it in. Bear in mind however that due to circumstances sometimes beyond our control, we cannot be held responsible for any damage or loss which may occur to this material.

Items of interest include letters, reports on rallies or events, reports of particular cruises or trips, articles or advice on building or running electric boats, and reports on items of equipment. We also welcome manufacturers reports on new items of equipment or boats.

Printed by: Headley Brothers,
The Invicta Press, Queens Road, Ashford, Kent.

The Journal of the Electric Boat Association

Volume 7 No. 1 Spring 1994

Editor: Roy Devereux, 50 Upper Park Road, Camberley, Surrey, GU15 2EE (Phone/Fax: 0276 63009)

Chairman: Gillian Nahum, Mill House, Mill End, Henley-on-Thames, Oxon, RG9 3AY

Secretary: Keith Langridge, 40 Geneva Gardens, Chadwell Heath, Romford, Essex, RM6 6SP

Treasurer/Membership Secretary: Fraser Brown, Mouse Hole, Abbey Road, Knaresborough, HG5 8HX

Users' Group Chairman: Edward Hawthorne, Waters Edge, Riversdale, Bourne End, Bucks, SL8 5EB

Cover pictures: "ELECTRIC" is the word on STELCO's Earl's Court Stand. The smaller picture shows EBA's corner.

The Chairman writes ...

Dear Members,

A happy new year to you all. "Miller's Lass" lies listless on the river bank pining away for the spring and another chance to go boating.

Meanwhile we are planning two or three fun events for the summer, including a pub lunch and treasure hunt on the Thames, whilst over on the Broads Peter Howe has proposed an electric boat rally somewhere in the vicinity of Wroxham in early September. If you would like to help with the organisation, or simply participate, please call him on 0603 783096.

Those of you who visited the annual Earl's Court Boating Jamboree will have seen the EBA corner, courtesy of STELCO. We have now purchased a set of display boards, complete with lights and graphics, for any member to use at local shows, rallies, etc.

The time has come to say thank you to Emrhys Barrell for his year as editor and welcome to Roy Devereux, possibly familiar to some of you as the editor of the 'River Boat' supplement of *Motorboats Monthly*. Let's make his job as easy and enjoyable as possible by contributing our comments, articles and photos. You will have an opportunity to meet Roy at some of our forthcoming events.

Finally, I've just heard that Ipswich City Council is organising a boating extravaganza on May 22nd in the city dock as part of their "Environment Week". They would love to have some electric boats there so would anyone wishing to join in the fun please call David Botwright on 0473 263179.

As we grow in strength and numbers, please tell your friends and fellow boaters about our organisation. I would be happy to send copies of the *Electric Boat News* to any interested parties. Just pop their details in an envelope and send them to me at Mill House, Mill End, Henley on Thames RG9 3AY.

I look forward to seeing you all at our social events or on the river.

Gillian Nahum.

and it's hello from me ...

I am delighted to be taking up the job of editing *Electric Boat News*. I have been around the inland waterways for some years but I must confess at once that, unlike my distinguished predecessor, I am not an expert on electric propulsion. Perhaps I can turn that to advantage, conveying some of the pleasure of discovery of this intriguing form of boating.

I have been made very welcome by the EBA committee (perhaps its time we had a 'Meet Your Committee' feature in these pages) and have already received generous help from many quarters.

For the time being, we will continue to publish quarterly at our present 12-page size, but we will look carefully at any suggestions to make the magazine bigger, better or more colourful.

Above all, I want to encourage YOU to contribute to the magazine - both 'owner-members' and trade members. I would welcome any comments, thoughts, articles, experiences, reports on new products or new developments ... anything from a few words to a full-page feature article. If you haven't got time to polish a piece to perfection, send it anyway and let the editor sort it out. If you are not a writer, send us your best electric boating picture. If you are neither a writer nor a photographer, send us your technical problems. (If there is enough response, we will run an occasional *Readers' Queries* page). Use phone, fax or post. I look forward to hearing from you.

Roy Devereux



The close season. Not an electric boat to be seen.
The Thames in flood at Bray in January.

EARL'S COURT '94

EBA at the 40th London International Boat Show

In January, the EBA was once again in evidence at the London Boat Show. After last year's high-profile, prestigious presence by the poolside, our display this year was back 'ashore', sharing a stand with Rupert Latham's Steam & Electric Launch Company. The Association's new show boards were used for the first time, judiciously placed for the maximum impact. Being on one of the main walkways, they were well placed to catch the eye of a good proportion of the show's many visitors. (The show boards, produced in association with SEEBOARD, are available for members to use at shows and rallies).

New electric boats on view

Pride of place among the New for Ninety-Four electric boats was The Steam and Electric Company's *ECO 22 Hydraflow Electric*, available either as a 12-seater excursion boat, an 8-seater day boat or a 2-berth cruiser - both the latter with toilet and galley. (The *ECO 28* is offered as a 20-seater excursion boat or a 4 or 6-berth cruiser). The *ECO Hydraflow* has a new GRP hull design that is claimed to virtually suppress all wave making and to give extreme stability and buoyancy. Forward and aft cockpits provide outside seating and give one-step-down access to the centre cabin through sliding doors. The centre walkway of the cabin provides headroom from cockpit to cockpit. Both versions are powered by a



Show visitors admiring Viking Cruisers' Slipstream

disc armature permanent magnet motor, the *ECO 22* rated as 2.2 kW 48 volt and the *ECO 28* as 3.5 kW 72 volt. Deep cycle lead acid batteries with a capacity of 400 amp hour 48 volt (460 amp hour 72 volt on the 28) give a running time of 7 hours at full power. An interview with John Moxham, designer of the *ECO22*, appears elsewhere in this issue.

The most eye-catching exhibit on the STELCO stand was Beatrice Lillie's electric canoe *Beazie*, on show publicly for the first time. Dating from about 1908, this was typical of the many electric canoes of the Edwardian era. She was bought by Miss Lillie in 1946 and kept in a thatched boathouse, with its original charging station, for 42 years. During that time Sir Noel Coward, Ivor Novello, Lord Olivier, Sir John Gielgud, Sir Ralph Richardson and many other celebrities enjoyed the pleasures of electric canoeing along the Thames at Henley. STELCO was commissioned to restore *Beazie* in 1987 and they were offering her for sale at the show.

STELCO's display was completed by an elegant Frolic 31 and a cutaway, try-it-yourself electric drive mounted in a transparent display case.

On the WALTON MARINE stand, Viking Cruisers' Steve Arber, an electric boat enthusiast, told me that they intend to offer their new 27' *Slipstream* family cruiser with an electric option.

The system, designed for Viking Cruisers by The Thames Electric Launch Company, is the same as that being installed in NRA patrol launches. The specification will include a 36V, 4kW Lynch permanent magnet motor, 36V 350Ah Chloride Motive Power traction cells, a Curtis electronic controller and a 45A Benning automatic charger. Arber says that electric propulsion packages will also become available for other models in the Viking range.

The *Slipstream*, 27'1" LOA, 6'10" beam, 1'10" draft, is a spacious inland GRP cruiser with six-berth accommodation. The forward cockpit gives excellent all-round visibility and the full-width transom platform and stern door provide good access. For once, this is a craft that can sensibly be moored "stern to". Viking's comprehensive specification is complemented by Walton Marine's Ready-To-Go cruiser pack - all for £24,950, including VAT.

An unexpected "find" on the Salter Brothers' stand was an electric jet drive fitted to a little 13' GRP dayboat. Our picture shows John Salter looking over this new baby. Look for more news about this new innovation in future issues of *EBNews*.

Up on the upper level of Earl's Court, HFL Marine International Ltd were introducing their new ELEKTRA diesel-electric drive and power system. A full report appears on the next page.



Salter's electric jet boat



ELECTRIC CRUISING WITHOUT BATTERIES

HFL INDUSTRIAL AND MARINE POWER LTD - long-established manufacturers of marine generators - have been working for some time on a new diesel-electric power and propulsion system for small boats. This ELEKTRA Power + Drive has been trialled in a Thames cruiser for two seasons and was publicly launched at the 1994 London Boat Show. *EB News* visited Stand 219A to talk to Horst Lentge, MD of the company and designer of the system.

The ELEKTRA system uses an HFL Gemini 3-phase diesel generator to provide a means of propulsion, through a small AC electric motor, and an independent, on-board electrical power source for boat equipment and domestic appliances. The principle is illustrated in the diagram.

At the turn of a switch, users can select either 100% propulsion, 50% propulsion and 50% domestic power or 100% domestic power.

The generator, supplied in an acoustic enclosure and sitting on double flexible mountings, can be sited in any convenient space in the boat - preferably remote from the living quarters. The electric drive motor is connected to the

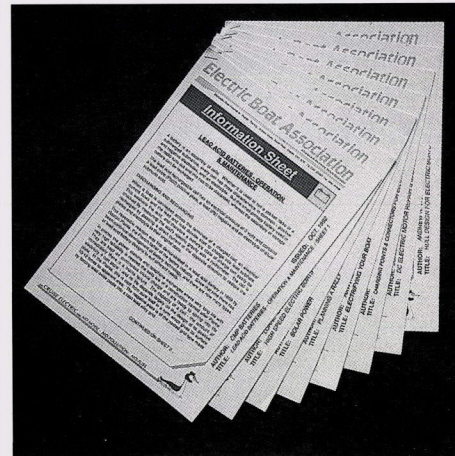
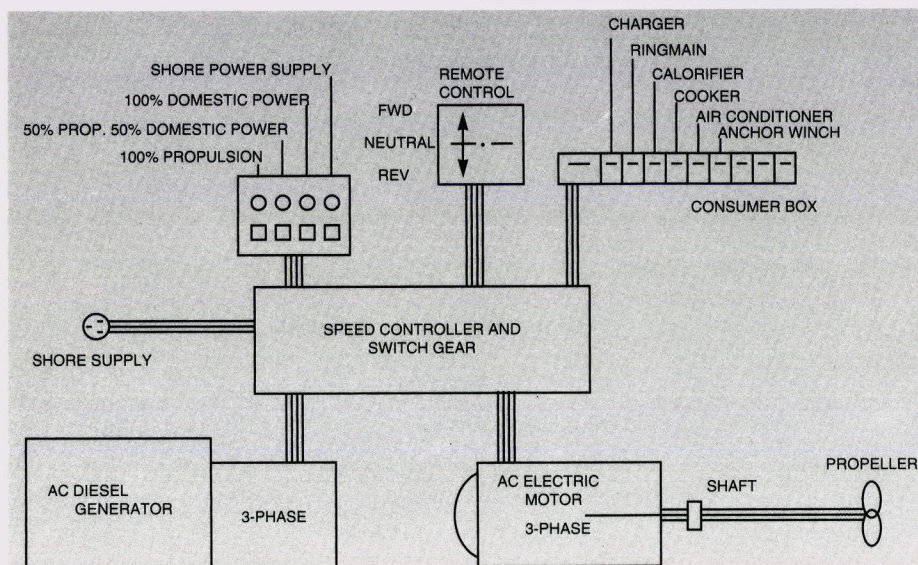
the propeller shaft by a universal joint which eliminates the normal engine to prop-shaft alignment problems.

The chief advantage claimed for the system is simplicity and economy. One small diesel unit both drives the boat and provides on-board power. No batteries are involved - and therefore no charging and no charging points. The cruising range is limited only by the capacity of the diesel storage tank. Not least among the safety features is the fact that no gas need be carried on board. A virtually unlimited 220v supply can power everything from cookers and fridge to air conditioning. All the comforts of home!

HFL promises an early demonstration in their Shadow cruiser on the Thames. *EB News* looks forward to seeing how the system actually performs out on the river. A full report will follow.



Horst Lentge spins the prop in the show mock-up of the ELEKTRA system.



EBA Information Sheets

Committee member Stephen Thackray writes:

As well as the main object of the EBA - the pursuit of electric boating - the Association exists for its members and the furtherment of members' enjoyment and knowledge of this excellent pastime. To this end, the Users Group initiated the idea of providing information to the membership on a variety of subjects akin to electric boating.

Experts in their own field write on such subjects as hull design, electrification of your boat, etc, in a clear manner without becoming too technically involved.

The latest title, on the subject of propeller design, is in preparation. Members may at any time suggest topics to Stephen Thackray, Maréchal, Murlain House, Union Street, Chester CH1 1QP. (Please note the new address).

Current titles:

- Lead Acid Batteries
- High Speed Electric Boats
- Solar Power
- Planning a Rally
- Electrifying Your Boat
- Charging Points and Connectors
- DC Electric Motors
- Hull Design for Electric Boats

LETTER FROM AMERICA

Report from the first annual meeting of the Electric Boat Association of America

In September last year the first annual meeting of the EBAA was held at Charleston, South Carolina, in conjunction with the 3-day Charleston Maritime Festival. One of the guests of honour was Derek Chamberlain, a member of the EBA. From his holiday home in Florida he sent this report.

After an overnight stop in Brunswick, Georgia, we arrived in Charleston about midday on Friday, and after checking in to our hotel we headed straight for Colonial Lake where the electric boats were exhibited, and met Ken Matthews there.

There were a total of 12 exhibitors by the lake showing 9 boats, 2 displaying solar panels, and one with electrical connectors.

We looked first at the canoes. Electra Ghost Canoes of Annapolis, Maryland made a fibreglass canoe with MinnKota motor and 2 x 12 volt batteries, giving a top speed of 4.5 knots. Two examples were exhibited, one in the water and one on land. These boats are now in the Neimann Marcus catalogue. The other canoes were wooden and made in Rose Hill, North Carolina, also with two examples shown, one completely open and the other with separate positions, again powered by a MinnKota motor. (This manufacturer also makes wooden furniture, all completely from scratch - when timber is required he simply goes into the woods and cuts down a tree!) Both types of canoe were small enough to be paddled or driven by electric power.

The next boat we looked at was a 3-man submarine which could be used for both pleasure and exploration, but as this was a static display it was difficult to assess its potential.

The boat we liked best was the Whisper 10, produced by R & L Marine from Altamonte Springs, Florida. This boat is a 10 ft long 2

seater (side by side) with twin Minn-Kota motors, and comes complete with ice box compartment and trailer if required. It has rotary switches for throttle and forward or reverse, and a single lever for steering - push forward to go right and back for left. I thought this might be difficult to get used to but Bob Glassman of R & L Marine put the boat in the water on Sunday and allowed us to try it out, and we found it was not difficult to become accustomed to this type of control. We felt that this boat could well have a market in England, especially as according to my calculation it could sell for around £3,000 plus VAT, possibly less if imported in any quantity. Bob Glassman was very excited on Sunday because a doctor from Savannah wrote a cheque for the boat and trailer and drove it away at the end of the show.

Also in this part of the display was a 30 ft Elco, the oldest manufacturer of electric boats in the USA. The boat was actually a 1991 model and had been

licensed by the Coast Guard for use in Florida, and for this reason it had a heavy guard rail around the whole boat. Elco produce a number of models of various lengths, all very similar to the Frolic, with 30 ft being their most popular size. Joseph Fleming of Elco was very helpful and interested in developments in England.

We then moved on to look at a small catamaran, equipped with a 3 hp electric outboard engine and solar panels for recharging the batteries. This boat consisted of two racing skiff hulls fixed together, with the solar panels between the hulls, and was used for racing and experimenting with different motors and solar panels. These panels were made by Photocomm and distributed by Roberts Brothers of Athens, Tennessee, who also made the boat.

Another manufacturer of Solar panels exhibiting was Solarex, a division of Amoco, their panels being fitted to the Mog Canal Boat. This was a 30 ft, square looking 'weekend cottage' boat, with two 5 hp electric motors. It was very well equipped and the manufacturer was very adaptable should any variations from their standard model be



Derek Chamberlain (right) with Bill Swanson, U.S. electric boat historian, beside the 30' Elco "Princess Amelia".



required. It carried 48 batteries in 4 banks of 12, so that while the boat was running on one bank the remainder were being recharged via the solar panels on the roof. The drawback with this boat, we felt, was the price, at just under \$200,000.

The last electric boat was the Ray Electric Explorer, which was a 21ft sailing boat hull very well fitted out with fridge, Portapotty, sink with water tank, and powered by a 3.5 Ray electric outboard. This boat appeared to be considerably faster than a Frolic, but with its slightly narrower beam was not nearly so stable.

Duffield boats, as far as we are aware, were not represented at all.

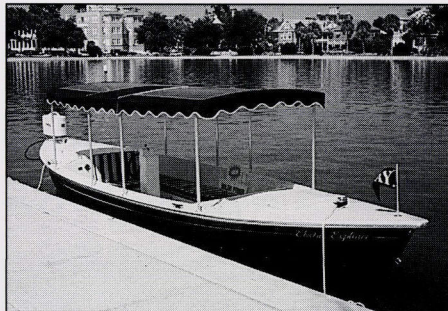
On Saturday evening we attended the EBAA dinner at the Sheraton Hotel, where we were guests of honour along with Hans Asyee, the President of the Electric Boat Club of the Netherlands, and his wife, . After dinner Hans gave a talk on his association, the *Stichting Electrisc Varen*, and presented Ken with his club burgee.

Hans' talk was followed by mine, and I spoke for about 15 to 20 minutes on the history of electric boats in England, boats currently available and the EBA, and Hilary presented Ken with our burgee and the EBA shirt, which he was proudly wearing on the following day.

I was followed by Bill Swanson who gave a slide presentation on the history of electric boats in the USA, principally about the Elco company for whom he had worked.

Judging by the remarks and interest afterwards, I felt my talk had been well received, and several people expressed interest in joining our association, and took application forms. We found them all very friendly and only too pleased to talk about their boats and products. In general we felt they seemed a little concerned about the future of electric boating in the USA, despite some lakes and inland waterways banning anything but electrically powered boats, but after the Saturday evening meeting some of their depression disappeared and there was an air of optimism. They also said that they were working on an attempt to beat the Countess of Arran's speed

record and had so far achieved a speed of 48 mph. They thought it would not be long before the record would be broken and challenged us to compete with them.



21' Ray "Electric Explorer". Note the solar panels on the roof.

Photos: Derek Chamberlain.

Derek and Hilary Chamberlain live on the Thames and have their Frolic "Legato" moored in sight of their house. They have been members of the EBA for several years. At the EBA Winter Meeting at Cookham on 15 February, Derek gave an illustrated talk on the EBAA event.

One of the souvenirs which Derek brought back was a copy of the EBAA's magazine "Current". Their editor, Capt Ken Matthews, was clearly carried away by the meeting in Carolina. I'm sure he won't mind me quoting from his front page:

"We sat there in the cool mornings and hot afternoons under the maples and the hickory nut trees, breathing in the salt air and watching the people and our quiet little boats come and go.

You might have expected Rhett Butler and Scarlett O'Hara if it weren't for the occasional cars and the roller skaters in their colourful costumes. Our silent fleet floating on the lake completed the picture".

Thank you, Ken. I hope you will allow me the pleasure of quoting you again in the future!

We have also received a copy of the Netherlands club's magazine, "Electrisc Varen", which reports on the Charleston event, but since it is all Dutch to me, I regretfully cannot quote from it.

MAINTENANCE MAKES GOOD SENSE, SAYS CHLORIDE MOTIVE POWER

It is an obvious but nonetheless often overlooked fact that it makes sound economical sense for electric boat owners and operators to ensure that batteries are properly maintained to obtain full value from them and to keep them at peak performance.

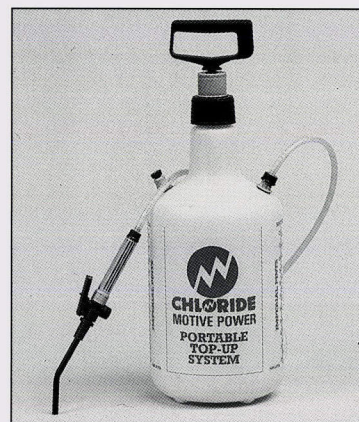
The most essential, fundamental and easy step is to see that battery topping-up is done as soon as it is needed ... and is done correctly.

Boat owners and operators need a topping-up system that is lightweight, portable, easily stowed away and, above all, is quick and simple to use.

Chloride Motive Power offer a range of manual and fully automatic battery topping-up systems, one of which - Handyfil - was produced with operators of small electric vehicles and electric boats in mind.

Handyfil is a big advance on the old squeeze ball or jug and funnel methods of topping-up. Handyfil has a 10-litre, pressurised container which dispenses water via a trigger-operated feedpipe. Pressure is maintained by a hand pump at the top of the container, and the water flow is controlled by the trigger, enabling the user to obtain the correct water level without any risk of spillage. The system is easy to use and virtually unbreakable.

Further information from Chloride Motive Power, PO Box 1, Salford Road, Over Hulton, Bolton, BL5 1DD Tel: 0204 6411.



THE *EB* NEWS INTERVIEW ...

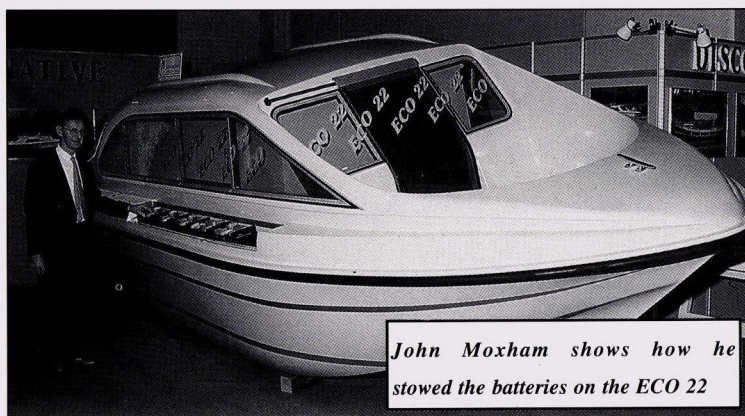
John Moxham, Power Boat Designer

While visiting STELCO's stand at Earl's Court, *EB News* took the opportunity to talk to the designer of the new ECO 22.

John R Moxham came to boats from the aircraft industry. "Hence my interest in planing hulls", he says. He first worked with Microplus, being responsible for the design of the later models from that company. Then, after working on the Fantasy 21, he worked as a freelance on the design of the popular Relcraft range. The 23' and 30' Relcrafts were his particular responsibility. From there he spent some time in Kuwait working on Rodan fast fishing boats and then on Reliance International's workboats and rescue craft. His latest fast boat is for Surfrider International.

As a change from fast planing boats, John began to take an interest in boats on the Broads. In particular he was interested in what was happening to the hull in a Broads cruiser and he wanted to build his findings into a new design. All this has come together in the ECO 22.

As the diagram shows, the 'Hydraflow' hull minimises wash. Hire cruisers need to be wide beamed to carry a

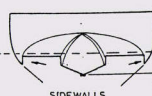
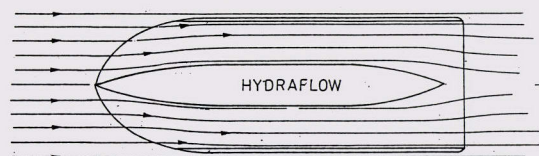
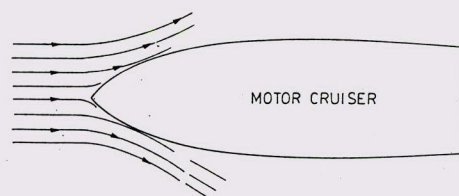


family comfortably, but that normally results in a big wash. Because of the straight flow of water under the ECO's hull, the boat is easier to steer in a straight line and it handles better. "This does for a modern boat's steering what we expect from a modern car's steering".

This hull is easily driven through the water, so it is particularly appropriate for electric propulsion. It carries the load of the batteries easily and, because of the hull's lateral stability, it is possible to put the batteries under the side decks. (This also greatly eases the problems of manhandling the batteries from the quayside when the need arises).

The shape of the long central portion of the hull allows standing headroom on what is really a small boat.

The concept is well named "HYDRAFLOW" - a term John himself coined.



As the ECO moves under power, the shape of the hull enables the water to move in a much straighter line from the front to the back. The small amount of water made to move sideways by the centre part of the hull is contained by the sidewalls.

"M.O.T." FOR BOATS

British Waterways and the National Rivers Authority's 'Policy Statement' about the new Boat Safety Scheme was discussed by a National User Group meeting at Earl's Court on 10th January.

The Boat Safety Scheme prescribes minimum levels of boat safety for the construction and equipping of pleasure boats. It covers many aspects of safety on boats including, for example, fuel tanks, gas appliances, life-saving equipment etc ... and, specifically, electrically propelled vessels - "to minimise the risk of fire, short circuits and electric shock". There are no compulsory minimum levels of safety for private boats at present on BW waters although the NRA has a Thames Launch Safety Specification and the Broads Authority has a Code of Practice - broadly comparable to each other. BW are now progressing the extension of the Boat safety Scheme to privately owned pleasure boats.

The scheme will be operated by establishing a network of independent, trained inspectors. BW and the NRA are currently developing the training course for inspectors in consultation with the British Marine Industries Federation. People who have qualified on this course and who have access to the correct equipment will be able to carry out inspections of boats and issue a Boat Safety Certificate.

Initially the Boat safety Scheme will be phased in by BW and NRA and other navigation authorities are intending to adopt the scheme. Boat Safety certificates will be valid for a period of up to four years, after which the boat will have to be reinspected.

BW will implement the scheme in two phases: Phase 1 (boats constructed from 1971 to date) will commence after 12 months notice has been given. Phase 2 (boats constructed prior to 1971) will commence 12 months after Phase 1.

The proposals were extensively debated at the Earl's Court meeting. It was also referred to in Thames Navigation Manager John Redmond's "Open letter to River Users" in December.

Further details can be obtained from British Waterways on 0923 226422



KEVIN DESMOND is alive and well and living in Bordeaux

With a new editor taking over Electric Boat News, it seemed a good time to catch up with Kevin Desmond, the founder editor. What has he been doing since he left our shores?

Following his departure from Blighty in June 1992, former EBA Chairman Kevin Desmond has been Director of Research at the Conservatoire International de la Plaisance, a new pleasure-boat museum in Bordeaux, South-West France. From its opening in June 1993 and during the five months which followed, some 22,000 visitors walked round a sequence of twelve related exhibitions, displaying sailing boats, canoes, powerboats, engines and scale models illustrating the origins and development of pleasureboating from the mid-16th century to the present day. The unusual site, a reconditioned Nazi submarine base, has enabled the Conservatoire's collection to be displayed on the concrete or afloat.

Kevin's initial task in this challenging project was to negotiate with museums and private collectors in seven countries outside France for the temporary loan, donation - and in one case, purchase - of boats and, in particular, vintage engines. This also involved the careful pre-planning of their transport to Bordeaux.

Precisely one of these engines - a Pflueger electric outboard - related to Kevin's previous crusade. "We did go through the motions of asking for the loan or donation of a Combi or a Minnkota, but those in charge did not consider our project realistic enough to warrant such a gesture."

Kevin worked with the Conservatoire team in arranging the exhibition on motorboating, including the writing-up of the necessary texts. He also wrote the English-language guide and a general article published by boating magazines in three countries.

By this time Kevin's improved fluency in spoken French was used to great effect. "During the Conservatoire's opening months, I learned how to give guided tours, mostly in French

but also in English. These ranged from primary school children to old-age pensioners. Given the size of the collection (50 boats, 50 motors and 100 scale models), these visits could take up to two hours each!"

Following his public appeal for additional boats and motors on the popular French television programme "Thalassa" (4 million viewers), Kevin then devised a system for sifting through offers of donation and loan received from various parts of France.

Due to an extremely tight recessionary budget for 1994 allocated to the Conservatoire by its new employer, the City of Bordeaux, Kevin has been unable to continue the intensity of his desk-based English-language negotiations for boats in foreign countries, except either to extend the loan period of existing exhibits or to co-ordinate their safe return if that is not possible.

On the home front, "La Maison Desmond" between the villages of Latresne and Carignan, just 20 minutes' drive south-east of Bordeaux, is a far cry from their house in Cricklewood. Whilst wife Alex (formerly a French teacher) is now teaching spoken English to individuals and small groups, Kevin's two children - Helen aged 10 and Andrew aged 6 - have been attending the local village primary school. Both children are now bilingual, speaking both languages "sans accent". Of course it goes without saying that the quality of food and wine in the land of Eleanor d'Aquitaine remains of the very best.

"Yet", concludes Kevin, "we still have some very happy memories of electric boating events like the Wargrave Rally on the Thames and such information as we have received of



*Kevin pictured last summer at a riverside restaurant at Bordeaux.
Photo by Paul Wagstaffe*

progress in the EBA and abroad always gives us cause for satisfaction that the movement continues to grow positively. When we return to England, be sure that we will be renewing contacts. Meanwhile, keep up the great work and Peaceful Boating."

He signs off ... *Sparks*

STOP PRESS

ANOTHER DREAM DASHED

Members may have seen a report in *The Times* on 3 January about a revolutionary new "flywheel battery" which could replace chemical batteries and propel an electric car up to 600 miles on a single charge. The energy, it appears, comes from flywheels rotating at up to 200,000 rpm in a vacuum.

Wow! Is this the electric propulsion of the future?

We talked to Don Gribble, editor of *Batteries International*, and he soon got our feet back on the ground. He saw the prototype car in the U.S. and found it to be an experimental mock-up, riddled with practical problems. Conventional batteries, Don says, are about 10 times more effective at present. "If your members are considering such a system", he says, "mind the boat doesn't sink under the weight or twist about crazily like a demented gyroscope!".

CAN WE HELP?

Our Chairman, Gillian Nahum, has received a letter from the National Motor Boat Museum. She has asked that it be reproduced verbatim in the News.

Dear Ms Nahum,

I am writing to you in the hope that you may be able to assist us in acquiring an electric boat for a permanent display at the National Motorboat Museum.

As you may or may not be aware, we had two electric boats in the Museum, 'RAYBUCK', an electric aluminium boat, and 'AN STRADAG' which was owned by Fiona, Countess of Arran.

Unfortunately 'AN STRADAG' has now been sold to Lakeland Motor Museum and left us on 16.11.93. It leaves us with rather a large gap.

We do not want to close this section of our display as we feel electric boats are a specialised venture and will therefore attempt to keep the section. I have written to Kevin Desmond and he kindly replied and suggested I contact you. I would appreciate any help you can give or suggestions you can make to enable us to keep this section going and also for any other electric items to go on display. Acknowledgements would obviously be made for any loans made.

I look forward to hearing from you.

Yours sincerely,

Julie Canavan. Senior Museum Assistant.

If you have any suggestions - or offers - please write to the editor of EB News or to the EBA chairman or contact Ms Canavan direct.

The National Motor Boat Museum, opened in 1986, is the first museum in the world devoted to the history and evolution of the motorboat. There is a wide variety of boats and motors on display in the 17,000 sq. ft. exhibition space, together with a comprehensive reference library. Visitors can see motor boats being restored by trained craftsmen in the restoration workshop and can see a regular programme of films in the video studio. For a personal tour guide, phone Basildon 550077.

IN OUR NEXT ISSUE

Several excellent contributions to E B News have had to be carried over to our next issue (due 1st June).

Peter Howe gives a first-hand report on the first year of Camelot Craft's electric yacht on the Broads - and his plan to double his electric hire fleet, Pat and Simon Davis tell the story of their award-winning Celandine Line, Geoffrey Morter (designer of the charging pillars on the Broads) describes the new range of electric motors from Reachlog Ltd, and we have a delightful account from Hans Asyee of his Emsworth Trophy-winning cruise through the lakes, rivers and canals of the Netherlands. And if there is space, we would like to start our Readers' Queries page with answers supplied by our resident experts, Eddy and Flo.



DUFFIELD ELECTRIC BOAT CO.

Worldwide Manufacturers of the Voltaire & Duffy

1-800-645-1044

USE OUR CRAFT TO POWER YOURS

Chloride Motive Power batteries and chargers. The ultimate in clean, quiet power for dependable performance in electric boats. The combination of traditional skills, advanced technology and unrivalled support services that have made Chloride Motive Power No 1 in Europe. The perfect choice for every boat afloat.

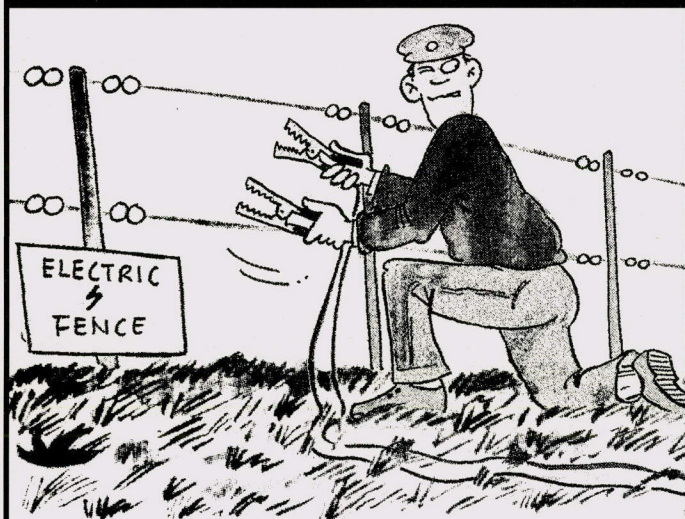
**CHLORIDE
MOTIVE POWER**

Batteries · Chargers · Service

CMP Batteries Ltd (Sales Dept), Salford Road, Over Hulton, Bolton BL5 1DD
Telephone: 0204 64111 Fax: 0204 62981

DEPENDABLE POWER FOR A WORLD ON THE MOVE

MOTOR BOATS MONTHLY



For handy hints and tips each month...

Portable Electric Power

Combi Electric Outboards and Saildrives

700 Watt to 4000 Watt



The Combi range are heavy-duty units, suitable for continuous main propulsion use. Either outboards, or pod-mounted saildrives. Many hundreds are already in use in Holland and throughout Europe, on private boats and hire craft.

The Thames Electric Launch Company,
P O Box 3, Goring-on-Thames, Berkshire. RG8 0HS.
Tel: 0491 873126. Fax: 0491 872217

JOIN THE ELECTRIC BOAT ASSOCIATION

The Electric Boat Association is an organisation dedicated to the advancement of electric boating. Its members include owners of electric boats, enthusiasts of the sport, companies involved in building and selling electric boats and associated products, and other organisations with an interest in electric boating. It organises rallies, meetings and boat show stands. It also acts as the coordinating body for a wide range of individuals and organisations involved in electric boating.

The EBA publishes the quarterly Electric Boat News, sent free to all members, and an extensive list of Technical Information Sheets on the various aspects of building and operating electric boats.

Please enter my subscription to the Electric Boat Association for one year as:

Private Member (£20.00 per annum)

Industry Member (£200.00 per annum)

Cheques made payable to: The Electric Boat Association

Name.....

Address.....

.....

.....

.....Postcode.....

Telephone.....Fax.....

Boat.....

Name.....

Type.....

Length.....

Please send this form, or photocopy, to:
Fraser Brown, Membership Secretary
The Mouse Hole, Abbey Road,
Knaresborough HG5 8HX