ELECTRIC BOAT News

The Journal of the Electric Boat Association

Volume 7 Number 3 Autumn 1994

ISSN 0969-031X

WARGRAVE RALLY

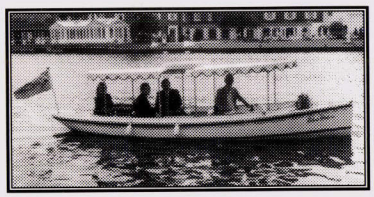
NEWS FROM FRANCE

ELEKTRA REVIEW

ELECTRIC V DIESEL

THE STEAM & ELECTRIC LAUNCH COMPANY

"Electric Boat Centre"



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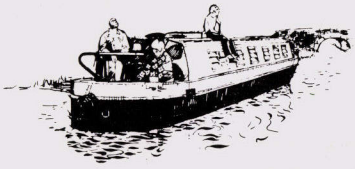

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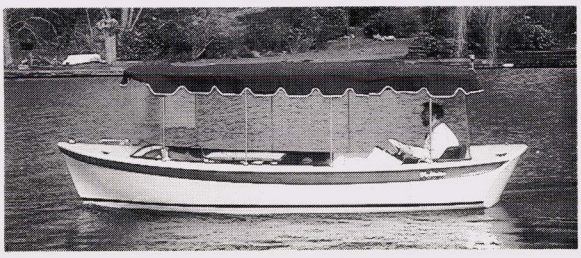

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EBA CALENDAR 1994

Some remaining events of 1994 which may be of interest to EBA members.

SEPTEMBER	**3**	Cookham Regatta. Parade of Boats
SEPTEMBER	**11**	South Walsham Broad Electric Boat Day
SEPTEMBER	**17-25**	Southampton Boat Show

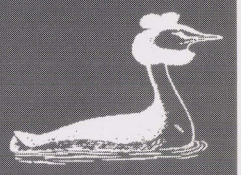
1995

FEBRUARY	**1995**	Winter Meeting (details to be announced)

Notice of other events to Edward Hawthorne 0628 521606

SPONSORS

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



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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.

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Electric Boat Association
Volume 7 No. 3 Autumn 1994

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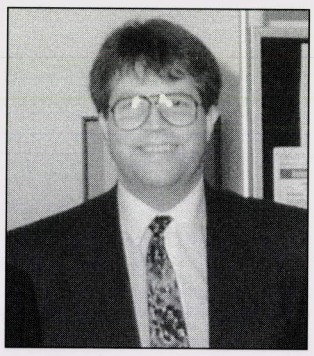
Users' Group Chairman: Edward Hawthorne, Waters Edge, Riversdale, Bourne End, Bucks, SL8 5EB
Founder editor: Kevin Desmond

Cover pictures: Discerning E B News *readers at the Wargrave Ralley, Chris and Celia Tassell with their guests Norman and Christine Cottington.*
The smaller picture shows a detail from the best-presented boat at the 'Wargrave' (see pages 4 and 5)

The new chairman writes ...



Firstly, a big "Hello" to you all from myself in my new position as chairman. I would like to take this opportunity to send our thanks to Gillian Nahum who, without doubt, has been an energetic authority and advocate during her chairmanship. I am sure that advancements, interest and events would not have been achieved if it had not been for her devoted enthusiasm. A great deal is owed to her. As our editor said in the last edition, Gillian will be a tough act to follow and I hope I can. Gillian stays with us on the committee as a valuable member and I am sure we will hear from her!

Taking over the chairman's position is no mean task. Electric boating is thriving and very busy. Interest is definitely growing, especially in East Anglia and the Broads. To this end, a date for your diary is Sunday 11th September 1994 when the first rally for electric boats is being held over there in conjunction with the Broads Society. Peter Howe of Camelot Craft is co-ordinating - his telephone number is 0603 783096. I am sure he will be pleased to welcome you to the event.

There are a number of other events happening around the country. Please study our calendar on the opposite page.

On a sadder note, I must bring up the subject of the *Vicountess Bury* again. This boat, built in 1888, is the largest electrically-powered craft yet seen on the Thames - perhaps even in the world. She could carry 80 passengers and was powered by 200 accumulators, supplied by the Electric Power Storage Company. Sadly, the *Vicountess,* now petrol-powered, is looking for a home and badly needs restoration (and conversion back to electric?). Is there anyone out there interested in organising a SAVE THE VISCOUNTESS campaign to bring her back to her former glory? If not, I'm afraid it will be another piece of boating history lost to us. Please contact me if you, or someone you know, might be interested.

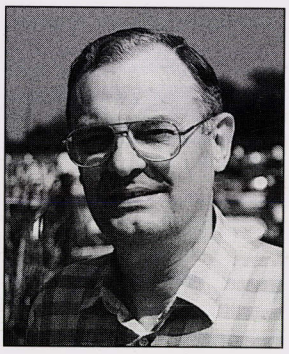
Now to charging points on the Thames. Things are happening. The National Rivers Authority has given us a list and schedule showing where and when these points are to be installed. So we are getting there. This will surely help to encourage electric boating in the Thames valley.

Finally, if you have any ideas or points of view, please do not hesitate to contact us. We are here to help and we are keen to hear from you.

Kindest regards,

Phil Horsley

BRIGHT SPARK FOUND!



Under the headline "Reward. Bright spark wanted", we announced in our last issue that the Association was looking for a new Secretary. The Committee are now delighted to report that the post has been taken by John Gardner.

John has been a member of the committee for some six years. He recently retired from Benning UK, the battery charger manufacturers.

Following his apprenticeship with the manufacturing electrical engineers, Dewhurst & Partner Ltd, John served as an Electrical Artificer in the Royal Navy. He first became involved with Benning battery charger products in 1978 while working as National Sales Manager for Starkstrom Ltd who became Benning's UK distributors. In 1990, Benning UK moved to Finchampstead, Berkshire, with John as General Manager.

Whilst not himself a boater, John has considerable interest in all forms of electric traction. He has been Chairman of the Electric Vehicle Association and has served on Standards Committees concerned with advanced electric road vehicles.

THE FRENCH CONNECTION - PART 1

Carignan, South-West France: 3pm on 16th June 1994 (four days after the Wargrave Rally). Weather: A normal 30 degrees C. "L'Association Française des Bateaux Electriques" (ABEF) is born in the dining-room of a former EBA Chairman by name of Monsieur Kevin Desmonde. The symbol chosen for the new Association, inspired by a certain grebe, is an egret. In French "L'Aigrette" also means the plume of colour around an electric spark (= Etincelle). Among those present.....
But wait a minute! Let us not be premature. Commençons au debut, chers amis,

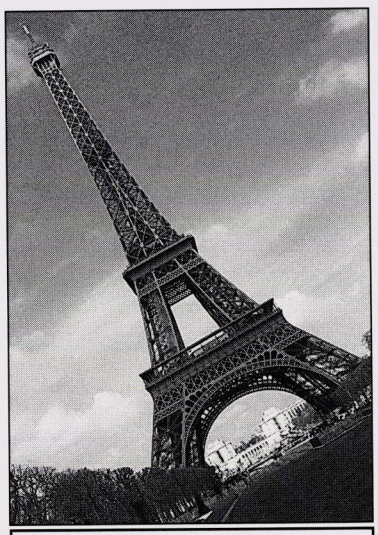
Although Gustave Trouvé invented the electric outboard in Paris in 1880 and fitted out several electric boats in the years that followed, and although several electric boats were built in France in the late 1970's alongside the USA, UK and the Netherlands, La France has been lagging behind in bateaux electriques. (The only hireboat fleet in the Hexagon is run by a Brit!).

But logically it had to happen. In 1992, Bordeaux Métropole was chosen with 21 other conurbations to become a pilot site for the development of electric vehicles. The agreement, which was signed between Bordeaux Urban Community, the Aquitaine Region, Electricité de France and ADEM, would carry as part of the study the research, development and putting into operation of both industrial and particular electric vehicles, adapted to transport people and goods. These experiments would be carried out with the collaboration of local laboratories and industries to programme the integration into the town of electric vehicles in the context of a general scheme of transport.

In the months of May to July 1994, the Urban Community and Regional Branch of Electricité de France would augment their respective fleet of electric vehicles with the acquisition of models available on the market - Volta, Microcar and Peugeot. EDF, who have agreed to nationally invest 30MF over the next three years, will bring to the project their competence in electromobile engineering and putting-in-place the recharging points in harmony with the development of a fleet of electric vehicles, taking into account the specific needs detected in the Bordeaux agglomeration.

The objective is to create a pole of electric development in Bordeaux on land - then why not on the water - contributing to the politics of respect for the environment and local development?

In April there was a preparatory reunion to create an electric boat in Bordeaux. Now one of the biggest and most successful boat-building enterprises in Europe is the Chatelier Group's Jeanneau. And as Chatelier had also been behind the Microcar, it was thought a logical progression to built un bateau electrique



Even the Eiffel Tower is knocked sideways by this news!

Now it just so happens that one of the Chatelier Group's subsidiaries is Arcoa Yachting, based at La Teste, some 50 kilometres west of Bordeaux. And it just so happens that former EBA Chairman "Sparks" was still gainfully employed at the new Pleasureboat Museum in Bordeaux - address Boulevard Alfred Daney. And it just so happens that in the same Boulevard Alfred Daney was the Research & Development HQ of SAFT Batteries. And if anyone still does not believe it's a small world, they'd better read on....

When the French started making enquiries about electric boat development a l'étranger, they contacted the EBA - and "Admiral Gillian Nahum" - who not only sent them useful literature but told them that there was also someone, right on their doorstep, who had le savoir faire.

On 1Oth June, thanks to the efforts of Museum co-founder Daniel Charles, an initial meeting was held at the Conservatoire de la Plaisance, where Sparks showed Messieurs Chatelier, père et fils, Professeurs Aucouturier et Zardini of the micro-electronics laboratory of Bordeaux University, some photos of electric boats and invited them to watch videos of Wargrave and *An Stradag* at his home in Carignan, twenty minutes south-east of Bordeaux. By-the-bye, Monsieur Chatelier, père, has his château in the same village and to build it some centuries ago, permission had to be obtained from King Richard 111 of England!

After the video show, the AFBE was conceived and toasted over a glass of - no, not Bordeaux claret - but Glenfiddich whisky in an engraved glass decanter carrying a picture of the electric launch *Viscountess Bury*. Fourteen days later, on 30th June, back at the Conservatoire, with eight present, the preliminary statutes were drawn up and serious discussion started on the form which the first bateau demonstrateur should take. As it was not decided to publicly launch AFBE until a conference in late September, readers of this journal are privileged to something of a scoop.

Of course, there's a long way to go, but hopefully Sparks will be able to keep you - in the UK, USA or Holland - fully posted on progress of this, the fourth association.

A bientôt !

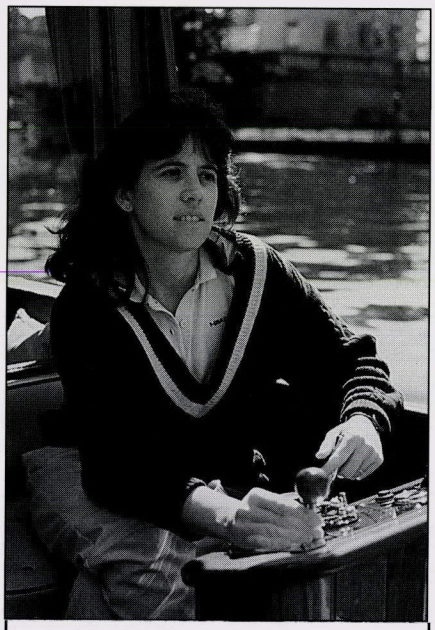
Communiqué de Kevin Desmond, 54 route de Latresne, 33360 Carignan de Bordeaux. Tel: 33 56 68 34 12. Fax: 33 56 68 33 72.

ME AND MY BOATS

by Gillian Nahum

Gillian Nahum stepped down from the chair of the EBA in May in order to devote more time to her family and to having fun by the river. From 1987 to 1992 she was Marketing Director with the Steam & Electric Launch Company. Since 1993 she has been working from home as a translator.

In 1986, having moved to England from Switzerland for a 'new life', I was offered a job with a company called Neptune Yachts. After a spell with their trawler yachts I was put in charge of the Sapphire and Tulip launches, both eminently suitable for electric propulsion. My first experience of the latter was at a Wargrave Rally when Cedric Lynch and I turned up in *Tulip 11* with a small electric engine and a converted baked bean tin as a propeller. After the unreliable Dolphin petrol engine we had previously used, it was total bliss - even if we did lose half the propeller at the first lock.



The electric Gillian Nahum

Until I began to work for Steam & Electric, I had no further encounters of the electric kind. But then, what a revelation! - what a superb product to be working with! As I always said, the boats sold themselves - the ideal silent salesperson.

Our electric crusade took me all over Europe and even to Japan. Trying to appeal to a cosmopolitan market had its problems. 'Frolic' was a well-known make of dog food all over Europe whilst the lack of a place for two people to lie out full length (for sunbathing, of course) was a serious impediment in the doggy boat. Hence the Deltic was conceived. Canoes, slippers, larger and larger Frolics were added to the range as the company's fame spread. We rode on the 'green' wave.

I loved my job which at times was very exciting - boat shows, television, the world electric boat speed record ... I also met a great many 'characters' up and down the river, one of whom invited me to share his corner of the riverbank.

Shortly afterwards, Kevin Desmond decided to leave for France, putting me firmly in his chair with strict instructions to "keep up the good work". Well, we've tried. We've fought for charging points, established our presence at Earl's Court as a force in boating with no less than three boats on the central pool in 1993 and much publicity. Rumours are afoot of a world speed challenge, interest is growing apace in Germany and France, our membership includes enthusiasts in Australia, Japan, New Zealand and, of course, the USA. Here on the Thames in a quiet millstream *Miller's Lass* continues to convince us that messing about in electric boats is quite the best way to enjoy the river.

Gillian will be speaking - on the same podium as her predecessor in the chair, M. Desmond - in Bordeaux at the end of September at the invitation of La Société des Electriciens et des Electroniciens during a symposium on electric vehicles. Her subject will be the development of electric boating in the UK and the work of the EBA

Les girls

SILENT SENSATIONS

On Sunday 11th September 1994 there is to be an electric boat day on South Walsham Broad.

The Broads Society, a local group working for the conservation of Broadland, have got together with Eastern Electricity and the Broads Authority to hold an event to encourage a better understanding of the potential of electric boats on the Broads.

There will be displays on the shore and plenty of opportunities for trips in electric boats. At least one of the Norfolk Wherries, powered by an electric engine, will be there.

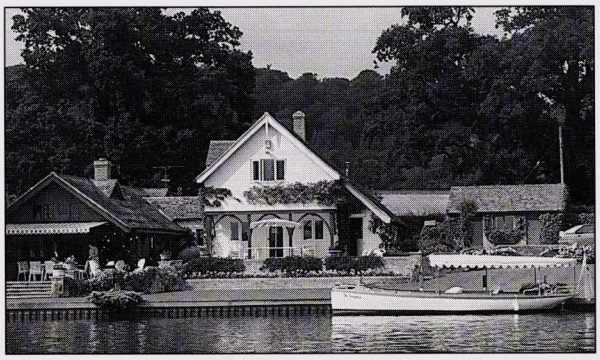
The event will run from 10am to 4pm. Refreshments will be available.

Bring your boat - launching facilities are close by.

Get in touch with Peter Howe at Camelot Craft, The Rhond, Hoveton, Wroxham, Norfolk NR12 8UD. Phone 0603 783096

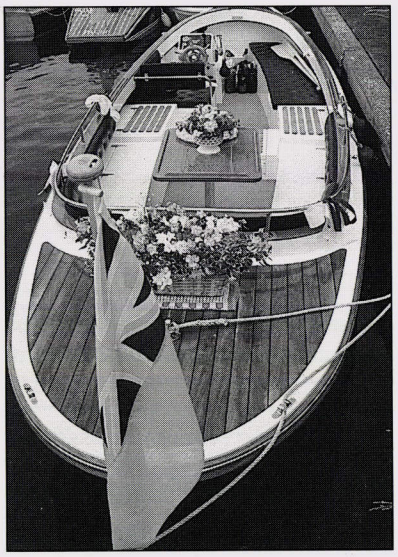
WARGRAVE

by Ken Barge

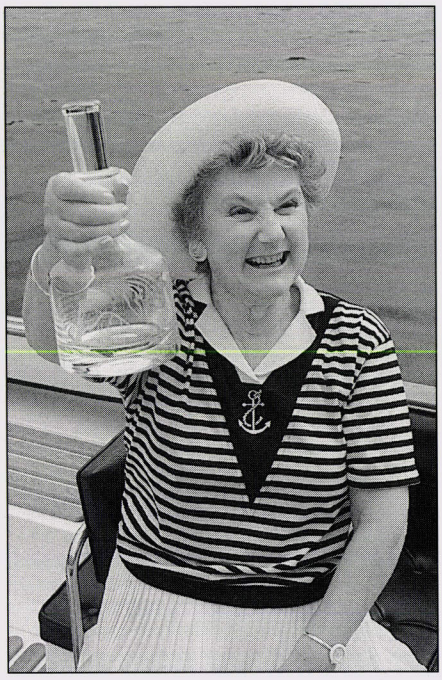


Where was it held this year?
Ferry Cottage, Near Henley.

Who were the hosts?
Don and Renee Hookins



Which was voted the 'best presented boat'?
Titania



... and who collected the trophy?
Mrs Joan Hale

Electric Eel was just one year old when I received a call from Kevin Desmond, then the chairman of the EBA, asking me to run a rally for electric boat enthusiasts. Details of how the rallies were planned and executed are in an Information Sheet available from the EBA. This is powerful stuff and best not read, or you too may be hauled in as was I ... the EBA takes no prisoners!

The formula has, I believe, proven to be successful although the concept has changed. Early on, the committee was concerned with the technology, the variety and number of craft attending and the impact on electric boating through invitations, press coverage and personal contacts.

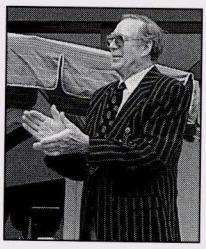
There is no doubt that some considerable success in the media was gained. We had the major boating magazines give us pages of coverage, also the national papers and very much the local weeklies. We have appeared on ITV and been heard on several radio programmes. Gosh! Heady stuff.

The early rallies attracted several special craft, from beautifully restored century-old canoes to a catamaran driven by solar panels. Numbers have stayed steady at around 30. We are indebted to a local paper which promised its readership that they could see 300 electric boats if they went to the venue. We didn't put in an errata.

Electric boating is now truly with us on the Thames. That fact was proven at the 1994 Henley Regatta in that scores of electric boats were passenger and booze laden and enjoying the scene peacefully.

The Wargrave Rally has gradually changed from a promotional idea with a fun day thrown in to become a rally for enthusiasts, and now friends, who meet for a picnic in elegant surroundings and - so far - in good weather. We have not given up on ambition but pleasure drives us, not publicity.

'94



Your heroes are Doug Cornwall who throughout has printed by computer all the invitations - free. You will never find a better produced invitation. He has also been the press officer with good results. You will all remember that the first and a later rally were held at his splendid house in Wargrave. Well done Doug and our thanks to you and to Wendy.

Another hero is Peter Butler who has compiled the long mailing list, printed the labels, provided the envelopes and the stamps all free. He has collected your entrance fees and become the treasurer. Well done Peter and Georgy.

The boat decoration idea has been persisted with mainly due, I believe, to our wives who do it so well, if reluctantly. They also provide the picnics while we men wrestle with the wine supplies and the technology. Thirsty work, this! The tankard prize for the best-presented boat is well received by the victor. Cowardice on my part led to having all boat owners act as judges. I really cannot believe that any of them would vote for themselves, but some have been very coy when returning a well-folded voting slip.

You may not be aware that each year we have hired a marquee in case of rain. This is a large part of our costs, but we don't have it erected if the weather is fine. We have been very lucky 'til now as you well know.

The venues so far have been Doug Cornwall's house on the Wargrave reach (twice), Don Hookins house on the Henley reach (twice), Dick Goodall's house on the Loddon off the Wargrave reach, Remenham Club and Temple Island - both on the Henley reach.

The idea of holding a raffle emerged and proceeds have been given to The Swan Sanctuary, the Thames Salmon Trust and The British Heart Foundation. Our thanks to you all for your generosity and to the collectors for their efforts. The last raffle raised £230.

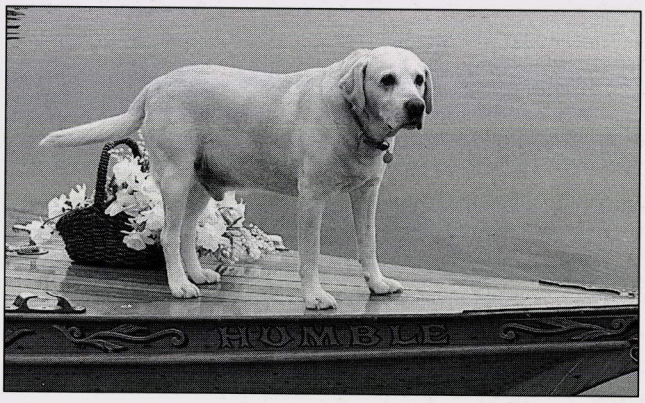
Keep coming and bring your friends.

"Be it never so humble,

there's no place like ..."

NRA's electric hybrid 'Lambourn' keeps an eye on us.

The weather stays fair for the picnic



... and who was the most beautiful creature at the Rally ?

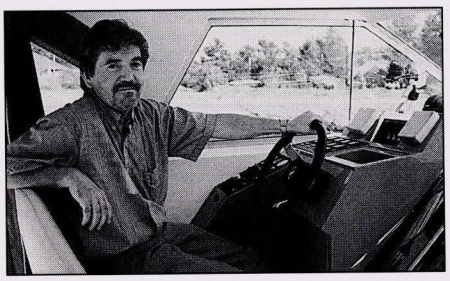
ELEKTRA REVIEW

by John Gardner

Following the article in the Spring 1994 issue of *Electric Boat News*, Roy Devereux, Paul Wagstaffe and I accepted the invitation from Horst Lentge, MD of HFL Industrial and Marine Power Ltd, to a demonstration of the Elektra Power + Drive System on their cruiser on the Thames at Penton Hook Marina.

So, is the system as good as it sounds? Well, from an engineering point of view, I believe it is. There are several major disadvantages with a system relying totally on batteries as the power source. Batteries cost a lot of money, need to be replaced from time to time and need some care in their use. In addition, batteries, sadly, only produce DC and if you are looking for some creature comforts on board - for example TV, an electric kettle, heating, etc, - most of these appliances are more readily available for use on AC mains. So the first things we noticed on board were standard 13amp 3-pin socket outlets and the first part of the demonstration consisted of Mr Lentge making coffee with his electric kettle, just to make the point!

I am always concerned if there are too many elements in the system because it is easy for inefficiencies to be compounded. In this respect, however, I think HFL have got it about right. Of course, the diesel alternator needs to have a greater output than is needed for the drive motor, but the availability of



Horst Lentge at the wheel

AC power on demand is such an attractive benefit that it overshadows this consideration and as the diesel runs at constant speed it is very fuel efficient; exhaust is virtually unnoticeable and effective sound deadening makes it very quiet. Also, since the diesel alternator has no mechanical connection with the propeller, it can be located anywhere on the vessel, as far as possible from the passsenger accommodation. Frequency control of the 3 phase AC drive motor is very smooth and gives high torque even at low propeller revs, thereby giving improved handling.

So, we have available AC, simplicity (since most of the major components are industry standard), range limited only by diesel tank capacity, no gas bottles or large batteries, and very good handling. There is, however, some engine noise and Elektra is not a completely zero emission system. Given that existing battery technology places restrictions on range for anything other than day boats and that waterside charging points are still relatively few and far between, we have to look for compromises. Elektra is such a compromise and a very effective one.

HFL's Shadow 26 on the Thames

TRAM-BOAT TRIPS

by Edward Hawthorne

Take a tram from Hammersmith to Hampton Court and transfer to an electric boat for a trip up to Sunbury or down to Kingston.

That's just what you could do in 1903 and the return tram fare was only a shilling.

Cyril Smeeton is researching the history of the London United Tramways which opened a service to Hampton Court on 3rd April 1903. The manager of the company, Sir Clifton Robinson, lived at Garrick's Villa, just beside Hampton Court, and he arranged with the Immisch Electric Launch Co. to run joint tram-boat trips. You could travel from Shepherds Bush or Hammersmith to Hampton or Hampton Wick where you would be picked up by one of Immisch's launches. After the river trip, you could go and see the amusements around Hampton Court.

Robinson often allowed the use of the Villa's grounds for social occasions. On one occasion, no fewer than thirty-five 69-seater trams were used to bring guests to the Villa where some of them boarded large Thames steamers for the run down the river.

Immisch had also been interested in trams and set up a service between Barking and Canning Town using battery-operated tramcars. Robinson, for his part, was a motoring enthusiast and one of his six large cars was electric, so what better than to use Immisch's electric launches, especially as they were moored nearby at the Immisch boatyard at Platt's Eyot.

If you have one of these tram-boat tickets amongst your family mementoes or know anything about the LUT-Immisch tram-boat service, please contact Edward Hawthorne on 0628 521606.

ELECTRIC versus DIESEL

Through the good offices of our friends of the Stichting Electrisch Varen in Holland, we have received a copy of an article which appeared last year in the* Waterkampioen *magazine. We are most grateful to Jan Smulders for the translation.

The article describes tests carried out on two pairs of boats. Two identical 5.3m Van Wijk open cruisers were fitted with, respectively, an 8.1 kW diesel engine and a 1.4Kw electric motor, and two identical 4.9m open Gilles launches were fitted with, respectively, a 13.4kW diesel engine and a 1.6kW electric motor.

The **fuel consumption** of each diesel launch was officially measured for a series of different boat speeds. Identical test runs were made to obtain the energy consumption of the electric launches by measuring the electrical energy required to recharge the batteries after each run. To obtain a true comparison of the energy consumption of the two drive methods, it was considered necessary to evaluate the theoretical liquid fuel consumption at the power station for the electric drive boats. A resulting tabulation shows that at a speed of 4 knots the energy consumption of the electric boats were 71% and 54% respectively of those of the diesel driven boats. At this speed the diesel engines are, of course, only loaded to 15 to 20% of their capability and operating far below their maximum efficiency.

Noise tests were carried out at the same time as the energy consumption tests. These showed, for the diesel engine drives, a maximum of 75 and 77 dBA (rated as "noisy") and for the electric drives 67 and 68 dBA (rated as "quiet"). All measurements were taken on board at 4.5 knots. At lower speeds, the noise levels were lower and the differences even more marked.

Of major interest was a **running cost** comparison of the propulsion methods. The figures are shown in the panel. The diesel running costs were based on a diesel fuel price of 43 p/l; the electric charging rates are not given.

An attempt was also made to review **investment costs**. The purchase prices were:

Diesel £11,833 & £10,217*
Electric £13,233 & £ 8,967
(*This boat may be fitted as an alternative with a 6.6Kw diesel engine for a price of £8,967). The article concludes that for a 15-year write-off period, the annual investment cost differences were relatively minor.

As for **maintenance**, the typical £183 annual service costs for the diesel engines were matched by the cost of replacing the batteries of the electric boats once during the same 15-year period (i.e. assuming a battery life of 7.5 years). [The rate of exchange taken by the translator for all the cost comparisons was £1 = 3 Guilders]

The article concludes that other factors than cost justify the use of electric drive:
- greater cruising comfort in the absence of vibration and engine noise
- larger cruising area as electric boats are allowed in certain areas of Holland closed to engine driven boats
- no maintenance required of drive system
- no winterising required.

Interesting, eh?

Electric Boat News is very grateful to Jan Smulders for both summarising and translating the article.

Most of the original Dutch is impenetrable to the untrained, like your editor, but occasionally the meaning of a phrase or two seems to shine through. We can all, for instance, make pretty good sense of the introduction; ***"Wat is goedkoper: varen met een dieselmotor of met een elektromotor? En wat is beter voor ons milieu?"*** *The answers are obvious!*

Speed in knots:	3	4
Diesel costs, pence.hr:	20 & 18	31 & 31
Electric costs, pence/hr:		
- peak charging rate	7 & 6	18 & 20
- night charging rate	5 & 4	12 & 13

BOOST ON THE BROADS

Reader David Jolly of Poole has kindly sent us a cutting from the July '94 issue of 'Boating Business'.

Under an artist's impression of a sleek cruiser, the headline says that Eastern Electricity is collaborating with GEC-Marconi and holiday boat operators Broads Tours to launch the first electric wide-beamed family cruiser on the Norfolk Broads.

Eastern Electricity, says the report, is funding research by GEC-Marconi into the technology of battery operated boating including the possibility of using a diesel-electric hybrid system.

The boat, Quiet Explorer, being built by Len Funnell, is due on the water in September and will appear at next year's London Boat Show.

WINDERMERE SPEED LIMIT

The June issue of *British Marine News*, the BMIF Newsletter, reports that the proposed 10 mph year-round speed limit on Lake Windermere is being opposed by the BMIF, the RYA, the Sports Council, the British Waterski Federation and the Windermere Commercial Lake Users' Group.

NOT, however, by the Electric Boat Association!

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RECORD NEWS from USA

edited by Our Man Over There ...

Derek Chamberlain

In the last issue of *Electric Boat News*, we reported that Bob Glasemann and Bud Roberts had voyaged 136 miles through the Everglades in a solar-powered canoe, beating a record of 120 miles set earlier by writer Andre Mele.

The reports of that trip have brought forth a couple of counter claims to the solar-powered 'world record'. First, word came from the West Coast that a distinguished scientist had previously done 160 miles and another boater from Hawaii announced that he plans an inter-island voyage "of some magnitude".

But the most interesting claim (made in a letter to *Current*, the Newsletter of the Electric Boat Association of the Americas) came from a Mr Curtis Saville. On 9th July 1991, backed by a grant and a number of sponsors, he set out from Casablanca in his 25 ft solar electric propelled *Solar Eagle*, with the intention of crossing the Atlantic. Sailing south and west, he was hit by a Force 10 storm and 50 ft waves for three days. His boat was seriously damaged but he continued for five more days and made landfall at Ad Dakhla (*on the mainland coast of Africa, well south of the Canary Islands - Ed*) on July 30th. Over the three-week period he had travelled a total of 1,017 miles entirely under solar electric power - an average of about 48 nautical miles a day at a speed of 3 to 5 knots.

Now, in an effort to establish a clear world's record for distance travelled in a solar-powered boat, Bud Roberts plans to travel more than 1,000 miles this summer. The journey has been sanctioned by the Electric Boat Association of the Americas. Roberts will depart on August 1st from Knoxville, Tenn., and proceed southward on the Tennessee and Tombigbee Rivers into the Intracoastal Waterway on the Gulf coast and end at Apalachicola Florida. The total distance in the 26.5 ft wooden vessel will exceed 1 ,1OO miles.

It was only after the Everglades trip that Roberts learned of Saville's journey from North Africa. "After learning of Curtis's claim, I felt it was necessary to establish clearly a record that could be checked and monitored and would be sanctioned by the Electric Boat Association", Roberts said.

His trip is expected to take about 45 days. Roberts' boat is of plywood construction. At 26' 6", its beam is only 4' 3" and is similar to the classic slipper launch. It will be fitted with an overhead canopy onto which will be mounted a 600-watt photovoltaic array and will be powered by a 3.5 hp Ray electric outboard.

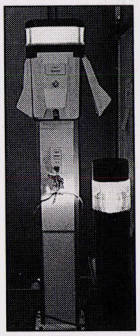
We look forward to further reports.

In our Spring issue we reported on the first annual meeting of the Electric Boat Association of the Americas in Charleston. We now hear that the second annual meting will be held in conjunction with the Chesapeake Bay Maritime Festival at Norfolk, Virginia, on October 15th. Derek Chamberlain hopes to be there and invites any interested member of the EBA to contact him on 0628 823427 for further details.

The EBAA continues to grow. Its membership now includes 13 boat builders and a further 10 motor and component manufacturers. The EBAA has managed to successfully negotiate a reduced insurance rate for electric boats with a US insurance company.

We were delighted to see that the American magazine quotes the reports in the Spring issue of *Electric Boat News* about Peter Howe's electric yacht on the Broads and HFL's *Elektra* drive system.

THAMES CHARGING POINTS



The National Rivers Authority are planning to install nine charging points on the Thames. Three will be in place by December 1994 - at St. John's, Benson and Cookham. The installations will employ a Hawkins pillar which will include a card reader for payment. The plan is that electric boaters may reserve a charging point before 4 pm each day after which, between 4 pm and 6 pm, the points will be offered to any boat requiring shore mains supply. The pillars will feature Residual Current Device and Earth Loop Monitor protection with a 32/50A socket.

"OFFICE HOURS"

The Chairman of the EBA tends to receive calls at all hours, seven days a week.

The Chairman and the committee therefore earnestly request members to make contact with them only between 9 am and 9pm.

THANKS

to all the contributors in this issue:

Phil Horsley
Kevin Desmond
Gillian Nahum
Peter Howe
Ken Barge
John Gardner
Edward Hawthorne
Jan Smulders
David Jolly
Derek Chamberlain

Deadline for the next (Winter) issue is 1st November 1994. All contributions welcome - stories, reports, pictures, thoughts, reflections, cuttings ... All is grist to the mill. Help us keep *Electric Boat News* the best magazine in the business.

ASIAN CONTACT

Since our last issue, the Chairman has received a letter from Robert A.Young, Managing Director of AutoLink Asia Ltd. Mr Young writes (in part):

Our company has for some time been interested in the development of electrically powered craft for recreational use in Hong Kong and parts of China - with a more long term view regarding possible commercial applications.

We would be keen to know more about your association in the hope that we may be able to join as members of the industry group.

One area of interest is in developing small outboard units to drive the many small recreational boats currently included in some of the country parks and resorts being set up in Southern China and to a limited degree in Hong Kong. We therefore seek suppliers of these units who may have an interest in working with us.

An accompanying data sheet on the company says that Autolink was formed in 1991 to specialise in marine and automotive marketing and service. The company's senior executive has 27 years local experience in the industry and is an associate member of the YDBSA. The company's main repair facilities are in Shum Wan, Aberdeen, Hong Kong. They have distribution rights in Hong Kong for a number of British, Australian and American products.

Any industry member of the EBA interested in this approach should contact Mr Young direct at Lot 229 DD219, Hing Keng Shek, Sai kung, Hong Kong. Tel: 719 6443 903 97101 Fax: 719 6824.

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