

ELECTRIC BOAT *News*

The Journal of the Electric Boat Association

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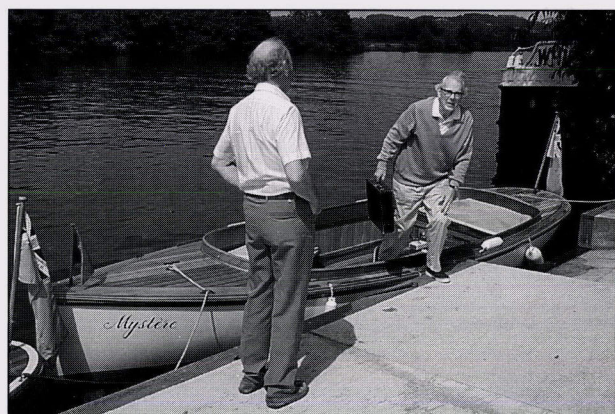


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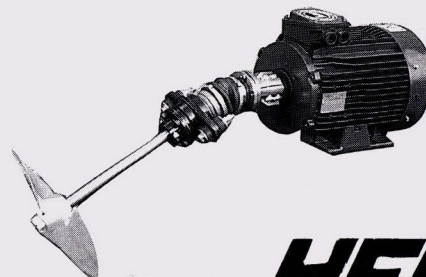
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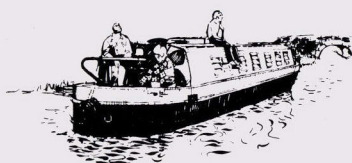
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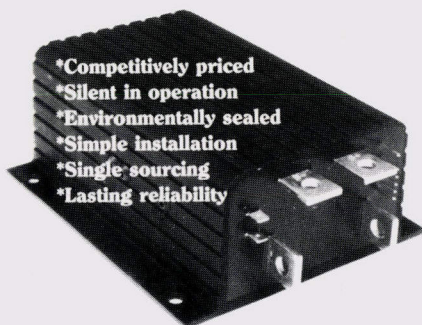


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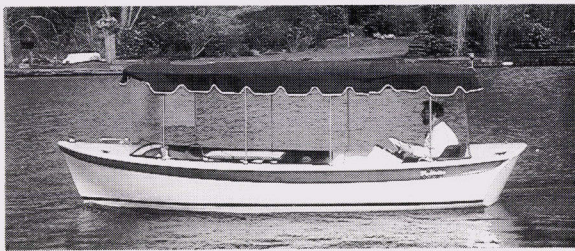
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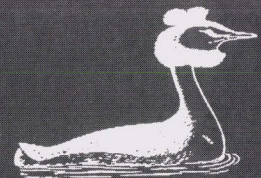
Some of the events which may be of interest to EBA members. The EBA may be present at some of the events, perhaps with its own stand.

- SEPT 7 Cookham Regatta, Parade of Boats
(Contact Pat Davis 01628 521189)
- SEPT 14-22 Southampton Boat Show.
- SEPT 29 'Silent Sensations', South Walsham Broad.
(Contact Peter Howe, 01603 783096)
- OCT 17 Laying-up Supper
(Contact Pat Davis, 01628 521189)
- 1997
- JAN London Boat Show
- JULY Thames Traditional Boat Rally

Notice of other events to the secretary, please.

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The World Wide Web address is:

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Electric Boat News welcomes contributions from readers and members.
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Items of interest include letters, reports on rallies or events, reports of
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electric boats, and reports on items of equipment. We also welcome
manufacturers' reports on new items of equipment or boats.

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Founder editor: Kevin Desmond

Cover pictures: *Main picture: In the shadow of the cathedral, the Mayor of Guildford arrives in SEEBOARDS's Frolic 21 'Seeway' to open a National Trust exhibition on the River Wey.*

Smaller picture: Edward Hawthorne is greeted by Peter Cook as he arrives at Peter's Thames-side house for the EBA Committee meeting in July.

The Chairman writes ...

Hello everyone,

I trust the summer is going well for you all and that you are out enjoying electric boating. There has certainly been plenty to do and, of course a lot more to come ... see our 'Calendar' on the opposite page.

I recently attended the Upper Thames Trip held at Bossom's Boatyard on Oxford (report on page 4). It was excellently organised by Tom Ballance who laid on a superb barbecue and drinks party. He also took the opportunity to launch his new electric boat - the Oyster 16. The lovely summer evening was concluded with trips on the river using a fleet of electric boats.

Our founder Chairman, Kevin Desmond has written to me from Bordeaux to report on progress for the World Summit Conference on Solar Energy Applications scheduled to take place in Zimbabwe in September. The formation of a European Association for Solar and Battery-Electric Sport is being urged. The EBA committee will be considering this and we will report further in our next issue.

Enjoy the rest of the summer,

Phil Horsley



... and from the editor

How do you like our 'Colour Supplement'? When we saw this page of e-boat cartoons in the July issue of *Canal Boat & Inland Waterways*, we thought it was too good a chance to miss. So, with the kind co-operation of *Canal Boat's* editor, Emrhys Barrell, we acquired some extra copies to give our readers a chuckle. The cartoons are by jovial Jake Kavanagh, Features Editor of *Motor Boats Monthly* and author of "The Ups and Downs of a Lock-keeper".

The Electric Boat Association will be holding a "Laying-Up Supper" at Spencers in Cookham, on the Thames, on Thursday 17th October. Come and meet your fellow electric boating enthusiasts for an informal get-together. Contact Pat Davis at the address in the panel above for details.

Through the good offices of another old friend of E. B. News. Peter Howe of Camelot Craft, we have been privileged to see a dissertation written by Alastair Chisholm, a third-year student at the University of East Anglia, entitled "An Investigation into the Future of Electric Boating on the Norfolk Broads". Our first impressions are that it is a well researched and well argued paper. With Mr Chisholm's permission we will report on his findings in our next issue.

Roy Devereux

Derek and Hilary Chamberlain's niece, Penny, going to her wedding reception on the Thames in the Chamberlain's Frolic 21, Legato.

(Penny had to be lifted into the boat!)

AUSTRALIA'S FIRST RACE FOR ELECTRIC BOATS

As part of the 1996 Australian Science Festival, an Advanced Technology Boat Race was held on Lake Burley Griffin, Canberra, on 27th April. This was a highly organised, world-class event. Our 'Down Under' correspondent, Bob Slatyer, not only kept us in touch with news of the event - he actually took part! Here is his report ...

Entry was open to boats powered by any non-polluting power source - except for wind which was specifically excluded. Also, human power was allowed only in the class for hybrid-powered boats. Length overall was limited to 6 metres, with a special class for larger boats. Other classes were defined on the basis of battery capacity and solar panel rating.

The race started at 10 a.m. and the boats travelled around a course of nearly 6 km. for 6 hours, until 4 p.m. The winner in each class was the boat that completed the greatest number of laps. There was also an award for the fastest boat around the first lap, which required that they also complete two more laps.

The boat that really stole the show was *Incat*, built by the R&D team of International Catamarans, who build large high-speed catamaran ferries for the world market. This vessel consisted basically of a pair of rowing shells surmounted by a large, tiltable, solar panel. It averaged 5.99 knots over the 6 hours of the race to win the competition class. Its fastest lap was 9.39 knots -



Incat

which was the fifth lap.

The prize for the fastest time for the first lap was won by Frank Wheeler whose *Sun Pirate* was a canoe fitted with a high-powered electric outboard, a bank of batteries, and a small solar panel. His speed was 8.9 knots.

The other entries covered a wide range of types and degrees of sophistication, ranging from *Incat* at one extreme to some very basic craft with, generally, a solar panel, a battery or two and an electric outboard. But many of them ran successfully for the full 6 hours of the race.

The larger boats included two "Edwardian River Launch" style thirty-footers and Prince Alfred College's *Sunboat II*, the current claimant of the world distance record for solar boats.

As regards my part in the event, when I first heard of the race I talked to Alan Colbeck and suggested that we collaborate, to which he agreed. There was not a lot of time and it was decided that we would use Alan's catamaran in which he had set the world distance record for a solar powered boat.

We were able to borrow a more powerful electric outboard, a Mercury T45, and this performed well in trials. So we set about fitting extra batteries,

partly because there was not going to be much solar power available by 4 p.m. in Canberra, and reorganising the wiring and instrumentation accordingly.

Then, a couple of weeks before the race, the motor developed a fault. The agents

told us that the necessary parts would have to be imported and it could not be repaired in time for the race. So we converted back to use Alan's old motor and my Mercury T21.

We started a series of tests with propellers, and actually ran the whole of the race with a laminated wooden propeller that Alan made. This gave us a small increase in speed over the original without overloading the motor unduly. The second motor did not give any increase in speed under calm conditions but when there was a headwind with choppy water the use of the second motor enabled us to maintain speed without drawing too much extra power.

We actually averaged 2.85 knots for the whole of the race and won second place in our class, so we were quite pleased with ourselves.

Then, when the awards were being presented, the name of our boat was called again for a "Special Award" certificate. This was awarded to Alan because, during the first lap, he saw that a Danish girl had got her propeller tangled in the rope of one of the course marker buoys. Because she was in the centre cockpit of a 6 metre long canoe there was no way in which she could reach the rope. Alan saw her predicament, went to her aid, and sent her on her way.

The race was a great occasion. We met a lot of old friends and now we are all starting to think about a boat for next year's race.



Bob Slatyer (76), left, entered with Alan Colbeck (70) who set a world solar-powered distance record in 1993

Picture © The Federal Capital Press of Australia PTY Ltd.



The Ninth Rally was very nearly a non-event. That is until Gordon and Bunty Claisse came to the rescue by very generously making their Thames-side garden available. Thanks to them and to their son Peter, who acted as Harbour Master and General Organiser, the meeting was a great success. The weather was just right and the lawn quickly became dotted with picnic parties.

Eleven launches turned up and several launchless members came by car or in friends' boats. As ever, the decorations were splendid and the competition for 'best-presented boat' was a close-run thing with Ronald and Stephanie Thomas in *Vital Spark* being presented with the famous decanter. The raffle was well supported as usual, the proceeds going to the Worldwide Fund for Nature. *Ophelia*, *Bluebottle*, *Pacer*, *Titania*, *Wagtail*, and the electric

WARGRAVE RALLY 1996

Report by Edward Hawthorne



John Williams' *Jasec*

skiff *Esmeralda* were all to be seen. It was also good to see Ken Barge, who has so enthusiastically run the Wargrave Rally for the last eight years, with his party in *Electric Eel* ... and, of course, good to see the Claisse's own launch *Natalie*.

There has always been something new at the Wargrave Rally and this year was no exception. The first of John Williams' elegant saloon launches, now named *Jasec*, was brought by her new owners, Stuart and Anne Cliff. How John has managed to get so much into the 20ft boat without making her look tubby is amazing and needless to

say the woodwork and fittings were of the highest standard and beautifully finished,

Cedric Lynch showed off the first of his new electric outboards using one of his standard radial armature motors. Delivered from the manufacturers only two days earlier, Cedric turned up in a dinghy loaned by Ken Barge not only with the outboard but two solar panels to drive it. The motor is probably the most powerful now on the market, providing up to 50

lbs thrust with a very high efficiency.

The Wargrave Rally is one of the prime electric boat events during the year and next year is its tenth anniversary. But who will organise it? Can someone offer to take it on for a year or two? Please let Ken Barge or me know by the end of this year. Preparations have to start in the New Year so that the date and venue can be fixed in sufficient time to send out mailing lists and have the event properly advertised in Electric Boat News.



Cedric Lynch powers his new outboard with solar panels!

In our last issue, *E. B. News* enclosed a flyer inviting EBA members to take their boats to Bossom's Boatyard, near Oxford, for a summer BBQ. Derek and Hilary Chamberlain combined the outing with a cruise up the Thames and had a wonderful time. Here is their report.

Having owned various boats on the Thames for the past twenty years, the one thing that Hilary and I missed in the last six years of owning a Frolic was our annual trip to the Upper Thames. When we read in the *Electric Boat News* that Paul Wagstaffe was organising an electric boat rally in conjunction with Bossom's Boatyard's Summer BBQ, we immediately wrote to him expressing our interest. On receiving further information, we contacted the six other electric boat owners on Temple Mill Island but, although several were interested, only Paul and Pauline Jackson, with their new Deltic, were able to spend the time needed for the trip.

Then the work started. We have no overnight facilities on board our Frolic and the Jacksons only wished to sleep on board in emergency so we had to find overnight stops with a bed, mooring, and a charging point. Finding a combination of all three proved to be a major project involving help from Paul Wagstaffe, numerous phone calls and a preliminary 'recce' by car. Eventually, we managed to arrange a schedule, but although we could moor and charge at Bossom's, the question of a bed in Oxford proved difficult. In the end we approached John Chandler, - the lock keeper at Osney - who kindly offered us bed and breakfast at the lock keeper's house.

So on 11th July, *Legato* and *Wispa* left Temple Mill Island and we were on our way. We had a pleasant cruise in lovely weather upriver to the islands between Shiplake and Sonning where we stopped for lunch. By 1.45 we were on our way again, stopping at Pangbourne Meadows for tea, and

arriving at the 'Beetle and Wedge' at Moulsoford, our first night's stop, at 7 p.m. There we were offered two power points: we ran a cable for *Wispa* from the restaurant, and *Legato* moored alongside the barge, taking a power supply from it.

In the morning we discovered that neither boat had completed the charge - we suspect a cut in the electricity supply - but by the time we had had breakfast, *Legato* was fully charged - though *Wispa* was not. Nevertheless, we decided to press on up the river to the 'Plough Inn' at Long Wittenham. It is a pleasant pub with a good mooring

ELECTRIC BOAT TRIP TO OXFORD

but for recharging we would have had to run a cable some 240 yards.

For the night we had reserved rooms, moorings and charge at the 'Upper Reaches' Hotel in Abingdon, and arrived there at 4.40 pm. with *Wispa* on its last flashing red light and finger nails being bitten ... only to find the moorings full. We managed to squeeze the two boats between two others and ran cables over the wall to the Conference Centre (luckily not in use).

The following morning the boats were fully charged. We reached Bossom's by early afternoon so we kept going through Godstow and King's Locks before turning round just before Eynsham. We arrived back at Bossom's at the same time as the Wagstaffes in *Wagtail*. We moored and plugged in to

Bossom's power supply and the evening was spent at an excellent barbecue laid on by Tom Ballance and his staff. Several other EBA members had come by car. After the barbecue the boats were loaded with as many people as they would comfortably hold and we had a pleasant evening cruise to Godstow Lock and back, admiring the beautiful sunset.

At Osney, the lock keeper's house proved to be very clean and comfortable and we were given a good breakfast. They would be happy to accommodate other electric boaters and we are happy to recommend them.

The boats had been charging all night at Bossom's, and we cruised gently back to the 'Beetle and Wedge' again - this time both of us mooring by the barge and using its power supply

The next morning we decided the weather was too good to go straight back home so we arranged to moor at Swancraft in Wargrave (who proved very helpful). We stayed at the 'White Hart' while Paul and Pauline slept on *Wispa*.

On Tuesday morning we left at 9.50 a.m., and after a stop in Henley for coffee and a stroll, and lunch at the Flower Pot, we arrived safely home at 3.35 p.m. *Wispa* had still not had enough and kept on going down to Bourne End and back!

Overall it was a very enjoyable trip and we look forward to next year when we hope that more electric boaters will make the expedition. A number of the lock keepers and an Environment Agency (formerly NRA) Inspector showed great interest in us as they do not see too many electric boats in their area, but we feel that we have proved that with planning it can be done and hope that we have made hotels and pubs, as well as the Environment Agency, aware that there is a demand for facilities for electric boats on the Thames. We would like to see a directory of riverside establishments and available facilities for electric boats. We look forward to seeing all Thames-side EBA members cruising up the river next year.



Moored alongside the barge (see text), Derek Chamberlain in the Frolic fights off the ducks while the Jacksons in the Deltic put up the table for dinner.



New e-boat on the Broads

by Colin Seward

Brimbelow Engineering has recently launched *Epsilon*, a 21ft trials/demonstration boat, based at Hickling on the Norfolk Broads.

The Frolic 21 was the first production boat from the old Steam & Electric Launch Co. Originally fitted with a Stewart Turner 6A Compound Steam Engine and beautifully built with extensive use of solid mahogany, *Eccentricity*, as she was then called, was frequently seen on the Broads. The trusty 6A, turning a 16in diameter x 26in pitch screw at 550 rpm, gave the boat a healthy turn of speed and quite good fuel economy. Two and a half bags of Welsh Steam coal from Beccles to Hickling is not bad going for a steam-boat.

A growing interest in electric boating and a gradually waning interest in raising steam resulted in *Eccentricity* becoming *Epsilon*. In June 1996 she was hauled out and conversion work started. The 490 kg of engine, boiler, coal and water was replaced with 31 kg of motor and 478 kg of batteries. Four existing lockers were modified and a new one built. Thirty-six 2-volt cells, giving 180Ah at 72 volts, were installed. A 2kW Brimbelow E-Drive was mounted low down in the bilge in the

	Battery		Motor	
	Volts	Amps	Volts	Amps
3 mph	73.0	5	38	7.5
4 mph	72.5	8	43	11.0
5 mph	72.0	13	48	16.0
6 mph	71.25	18	53	18.0
6.5 mph	70.0	23	70	23.0
(max hull speed)				

space previously occupied by the flywheel and flexible coupling. A new control pedestal was installed to house the instruments and motor controller. More for effect than necessity, this was extended to provide a louvred motor housing. In actual fact, the motor is almost entirely below the floor boards.

During winter months, a fairly extensive tank testing programme carried out at Brimbelow's Catfield works had identified the size and style of propellers which most closely matched the performance of the LSE motor. For initial boat tests, a 14in prop was fitted, chosen to provide maximum thrust at the top end but also economic cruising at Broads speed limits of 3 to 4 mph.

Epsilon, renamed to reflect the 'electric' connection, was launched at Whispering Reeds boatyard on 6th July. Immediately, the benefits of almost double the cockpit space and significantly improved stability became apparent. After a short shake-down period, in conjunction with the Broads Authority's launch *Chet*, speed trials were carried out on a sheltered reach between Martham and Hickling Broad. Apart from determining how fast *Epsilon* could go, we were very interested in the comparison between tank and boat

tests. Once this had been established, the extensive library of results obtained during the five month winter programme could be applied to further development of the E-Drive System.

A series of runs was made with the launch *Chet* holding constant speeds of 3 to 7 mph. *Epsilon* moved up alongside and held station over the same distance and readings were taken of motor volts and amps and battery volts and amps. The results are shown in the table.

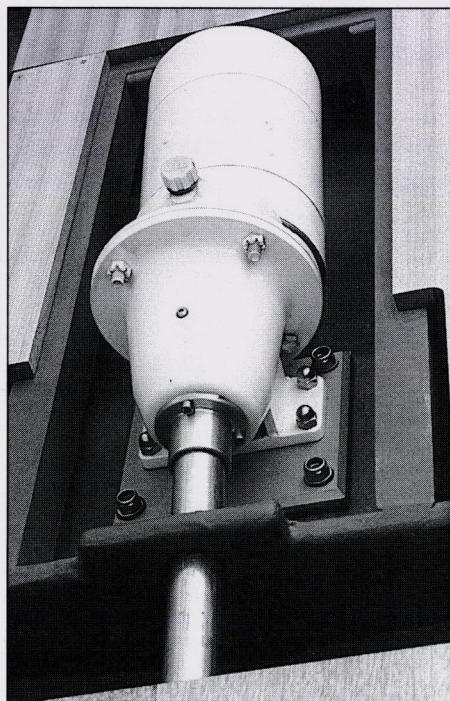
These results suggest that *Epsilon* is somewhat underpowered and may benefit from some minor changes in diameter and/or pitch.

The results obtained so far look encouraging. A range of 70 to 90 miles or 20 hours cruising at normal speed limits of 3-4 mph looks feasible and will be verified in the next few weeks. The cost of recharging all the batteries was £1.12 - giving a running cost of about 1.5p per mile.

Epsilon is based at Hickling and Brimbelow would be pleased to demonstrate the E-Drive system to anyone with a serious interest in electric boating. She will also be at the EBA's 'Silent Sensations' day at South Walsham on September 29th, exactly one year after Brimbelow Engineering made the decision to enter the electric boating scene.



Note the control pedestal and louvred motor housing



The Brimbelow "E-Drive"

RAPSODY 86

from a special correspondent

It was a cold, bright and windy May morning at Wargrave, when the newest addition to electric boating was launched by Rupert Latham of Stelco (UK) Ltd. The Rapsody 86 is a revolutionary hybrid motoryacht, offering propulsion with an electric or diesel option.

Designed by Andrew Wolstenholme, this sleek craft effortlessly cut through the choppy waters of the Thames, looking fast and efficient and drawing the attention of everyone on the river that day.

Based on the Scandinavian designs of the 20s and 30s, this 8.6m craft has been reproduced in GRP at the request of Max Weidman. Max is the owner of a Frolic 21, and an ardent supporter of electric boating but he wanted a larger and more seaworthy boat to use on the Elbe Estuary. Creative Marine from Norfolk moulded the hull and evidence of their high standard of workmanship can be seen throughout the boat.

The Rapsody extends the concept of electric boating away from the "Gentleman's launch on the Upper Thames" to a vessel which could be used in less favourable conditions.

The accommodation comprises a forward cabin with twin V-berths and a table which can be lowered to create a large double. Unusually for a boat of this size, the aft cabin has two large berths, but with the addition of the cockpit table will convert into a generous double. This layout affords a degree of privacy between the two cabins, separated by the 7ft cockpit.

The interior finish is in cherrywood which gives a warm, welcoming feel to the accommodation.

The head is located portside forward and a galley with two-hob cooker, sink and drainer starboard. The decking is cork from Holland and

affords easy movement around the boat, with ample room for sunbathing on the foredeck. The mast can be lowered for low passageways.

Unlike TELCO's 'Selectric' system, which offers propulsion either by electric or diesel, or HFL's 'Elektra' system, where the motor is powered only by an onboard generator, the Rapsody is driven by a Cupex electric motor, powered either by batteries or the onboard Panda diesel generator.

Whilst underway, our maximum speed was 3,500 revs at 3.8kW with a shaft speed of 750 rpm, and although quiet, there was a noticeable vibration. The diesel generator was switched on whilst we were still moving, and in spite of the soundproofing foam and lead lined insulation in the engine compartment, we were having to raise our voices to compete with the increased noise.

The bank of 160Ah batteries, providing 72v, allowed for ten hours running time at a speed of around 5 knots. However, when the battery volt meter dropped, the generator cut in automatically, and as soon as the batteries regained their voltage level, the generator turned itself off. There is a 240v charger on board for conventional overnight recharging.

For further details please contact:

Rupert Latham, Stelco (UK) Ltd, PO Box 203, Salhouse, Norwich, Norfolk NR136HF. Tel: 01603 722117

Max Weidman, Stelco Elektroboote, Blankeneser Landstr.59, D-22587 Hamburg, Germany. Tel:49 40 8691 50

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The 10 skippers. Spot the Brits!

BORDEAUX REGATTA. Kevin Desmond reports ...

The 3-day Electric Boat Regatta and Symposium was held in Bordeaux in May.

After many difficulties en route, nine boats representing five countries came to the line for the Six Hours race - won by *ST-90*, a Swiss catamaran. When *Surf-Sika* was unable to make the journey, Britain was represented at short notice by Brian and Sue Rogers who very sportingly brought their Frolic *Belisma* to Bordeaux from their home beside the Canal du Midi. In true British style, sporting straw boaters, champagne picnic and an EBA pennant, they completed the course ... and came last. Well done!

They performed better in the manoeuvrability trials, held on the second day, which involved a tortuous course around the lake. Although the Frolic 21 was never really designed for "full astern", Brian skilfully snaked her backwards at three-quarters throttle to complete the course in 12 minutes.

Writing to our chairman Phil after the event, Brian and Sue said that the whole thing had been most enjoyable, the other participants had been very friendly and helpful and they had thoroughly enjoyed the challenge.

In conjunction with the regatta, a number of experts presented papers at the second session of the European Working Group on Electric Passenger Boats. The long term idea of a European Electric Boat Association was discussed. At the Symposium, 156 people signed up to discuss topics ranging from optimising electric propulsion systems to rules and regulations for hireboat operation.

Space has forced us to condense this report. Kevin Desmond, on 00 33 56 68 34 12, will be pleased to give any interested readers a more detailed account.

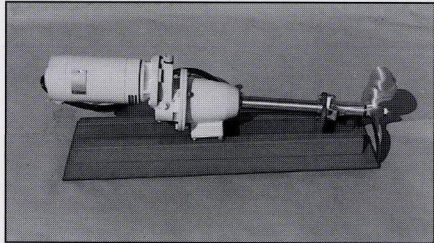
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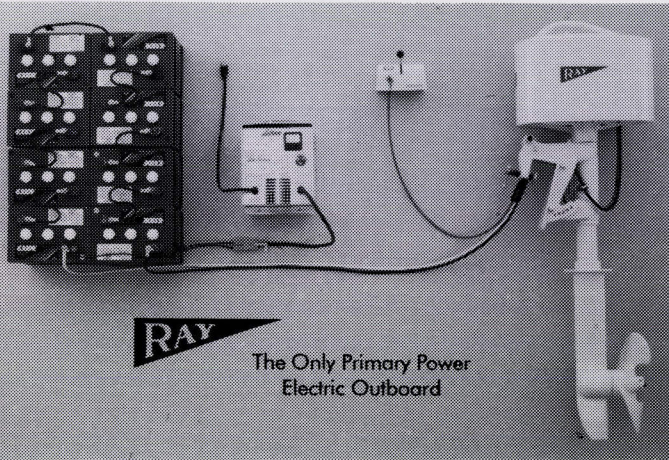
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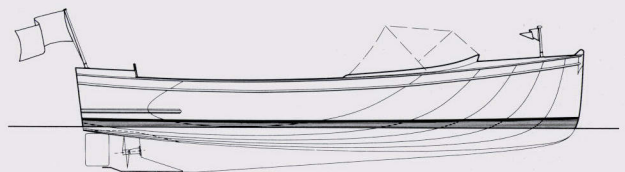
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Norfolk Electric Boats to sail to South Africa.

John Williams Boats of Stalham, Norfolk, will be manufacturing two 31' 6" electric launches for their customer Cape Pride International (PTY) Ltd who are based in the Republic of South Africa.

Graham Boonzaier, Director of Cape Pride is in Great Britain to oversee the order which could be the first of many.

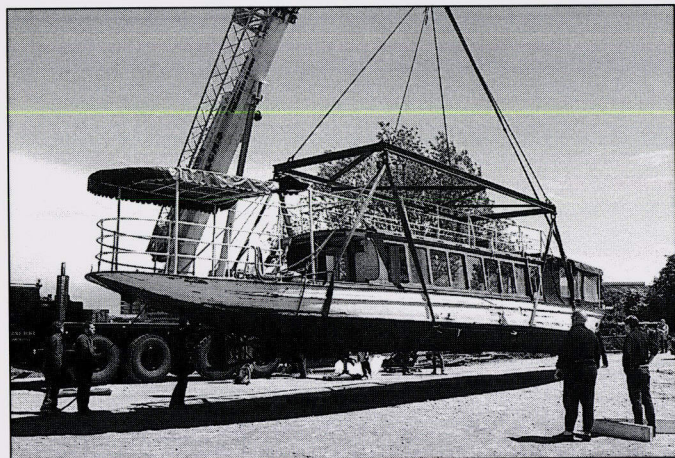
The launches, for ease of shipping, are to be completed by local boat builders in South Africa as part of a training programme which is being established at Knysna on the southern Cape coast. The work is to be carried out in a new purpose-built academy workshop.

The main contract will be completed in Norfolk this summer and the part-built launches will be containerised for their sea voyage to Southern Africa.

The Viscountess Bury is out!

On Saturday June 1st she was lifted out of the river at Ely by a giant crane onto a specially prepared site, both provided by the NRA. The East Cambridgeshire District Council is providing a grant to get the restoration work going.

Stripped of her large petrol engine and all removable fittings, including a quantity of concrete blocks, she will now be surveyed. The plan is to restore her, if feasible, to her original glory when she operated on the Thames 100



Picture © Linda Ashton

years ago as the world's largest electric launch before being taken by Banham's to Cambridge where she has been a familiar sight until just a few years ago. The restoration of the hull is expected to take two years and we need to find out as much as possible about her original state. Will anyone with knowledge or pictures of her please contact Edward Hawthorne on 01628-521606.

Electric boats under the hammer

Two electric boats went under the hammer at Phillips Boat Auction on 13th July. *Victoria*, the 30' 1906 Saun-

ders-built launch, recently converted to electric by her owner Ian Rutter and featured in the Spring 1996 issue of *E.B.News*, fetched £11,000. The 18' 6" open launch *Praxiteles*, also recently converted to electric, was bought for £4,000 and will shortly be seen on the Cookham Reach of the Thames.

Viking forms new Electric Boat Association in Norway.

The world's fifth Electric Boat Association has been formed in Norway. The Norsk Elektrisch Båt Forening is the brainchild of Stein T. Viken, editor of the boating magazine *Småbåtliv*.

With the help of Kevin Desmond, Mr Viken based the constitution of the new Association on the British EBA. Henceforth, he proposes to devote part of every issue of his magazine to electric boating activities.

To the small flock of waterfowl acting as logos to the four existing associations (grebe, swan and egret) Viken has added the tern - whose very name is

derived from the old Norse "therna".

Anyone manufacturing boats, engines, batteries, controllers and allied equipment in our field is asked to put the new association on their mailing list: **Norsk Elektrisch Båt Forening, Småbåtliv, N-5164 Hjelmas, Norway.**

Electrisch Varen

We continue to receive regular copies of *Electrisch Varen*, the magazine of the Netherlands EBA (now under a new editor, Ben Warmenhoven) and, as I have said before, even happier to receive translations of selected parts from our own member Jan Smulders.

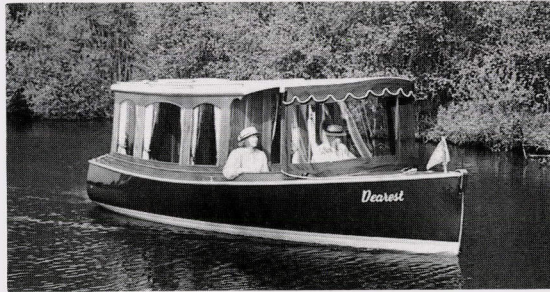
Recent issues have reported:

- * trials with a 40-seater trip boat powered by solar panels (OK for a couple of cruises a day, but for commercial operation, many more solar panels required or much more efficient, hull, prop, etc);
- * trials of a hybrid electric/i-c propulsion for an Amsterdam trip boat;
- * a ferryboat for pedestrians and cyclists over the Margriet canal equipped with two duplicate electrical drive systems (in case one breaks down) powered by batteries topped up by solar panels on the roof. 83% of the energy is said to be provided by the panels;
- * plans for a fleet of 16 23ft, wooden, 'Thames type' electric launches to be operated on the canals by timeshare;
- * Calais to Ramsgate crossing by Dutch skipper Joost Overijnder in his 9m open electric launch *Reggestroom*. The boat, equipped with a 4kW motor, had a speed of 5 knots. The journey took 7 hours.
- * 18-page report from a Consulting Bureau, ECOFYS, on behalf of the Dutch EBA into use and care of batteries. A 10-point list of charging and maintenance tips is included;
- * a new Chairman of Stichting *Electrisch Varen* - Wim Renssen. The former Chairman, Hans Asyee, remains on the committee.

The most recent issue includes a free, 16-page colour leaflet produced by the Dutch equivalent of the AA, giving a good summary of all aspects of electric boating. The text was supplied by the Dutch EBA!

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