

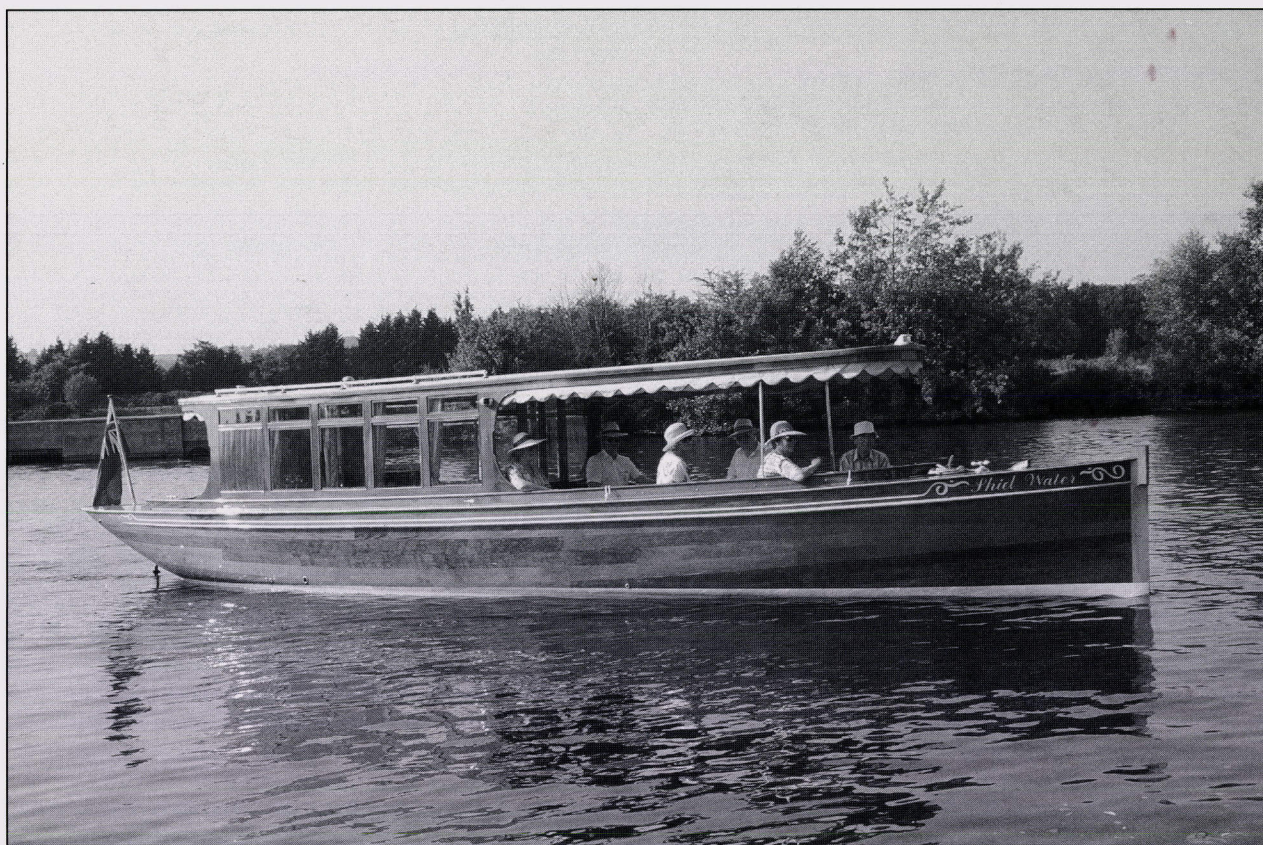
ELECTRIC BOAT News

Merry Christmas
to all our readers

The Journal of the Electric Boat Association

Volume 9 Number 4 Winter 1996

ISSN 0969-031X



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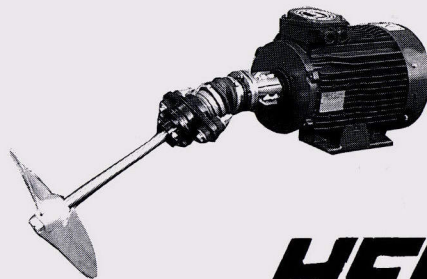
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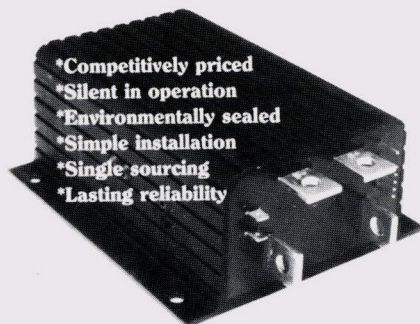


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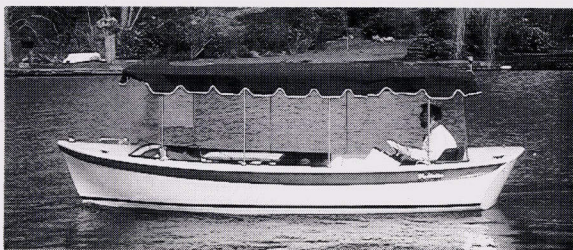
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EBA CALENDAR 1997

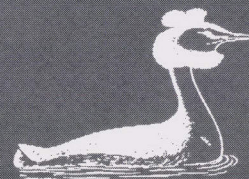
Some of the events which may be of interest to EBA members. The EBA may be present at some of the events, perhaps with its own stand.

JAN 3-12	London Boat Show, Earls Court.
FEB 15-23	National Boat, Caravan & Leisure Show, Birmingham.
JUNE	Reading Water Fest.
JUNE	Wargrave Rally.
JUNE	1997 General Meeting.
JULY 19-20	Thames Traditional Boat Rally, Henley-on-Thames.
AUG 22-25	The National Waterways Festival & Inland Boat Show, Henley-on-Thames.
SEPT	Cookham Regatta.
SEPT 13-21	Southampton Boat Show.
SEPT	Silent Sensations.
OCT	Laying-Up Supper.

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. 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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The Journal of the Electric Boat Association

Volume 9 No. 4 Winter 1996

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Cover pictures: Main picture: "Shiel Water", seen for the first time at the EBA Summer Garden Party (Story on page 3).

Smaller picture: "Edward Bear" wins the trophy for the best decorated boat at Cookham Regatta (Story on page 5).

The Chairman writes ...

Well, it is hard to believe that winter is nearly here again. This was especially brought home to my wife and I when we went to the EBA's informal "laying-up supper" at Cookham recently. It was an excellent meal and a great opportunity to chat about the closing season.

Interest in electric boating is continuing to grow. More electric boats have been added to hire fleets on the lakes and we have had several enquiries from the UK and as far away as Pakistan requesting information.

It is also a sad time because Edward Hawthorne has decided to relinquish the post of Chairman of the EBA's Users' Group. Edward has been a very hard worker in this seat and will be difficult to replace after seven years of commitment. The good news is that he has agreed to stay on the committee. The usual question now arises - who will take his place? Any volunteers?

Enjoy reading this issue of the *News* and don't forget to carry out those checks for winter cruising or for laying-up.

Please allow the committee and myself to wish you all a Very Merry Christmas and a Prosperous New Year.

Your Chairman,

Phil Horsley

... and from the editor

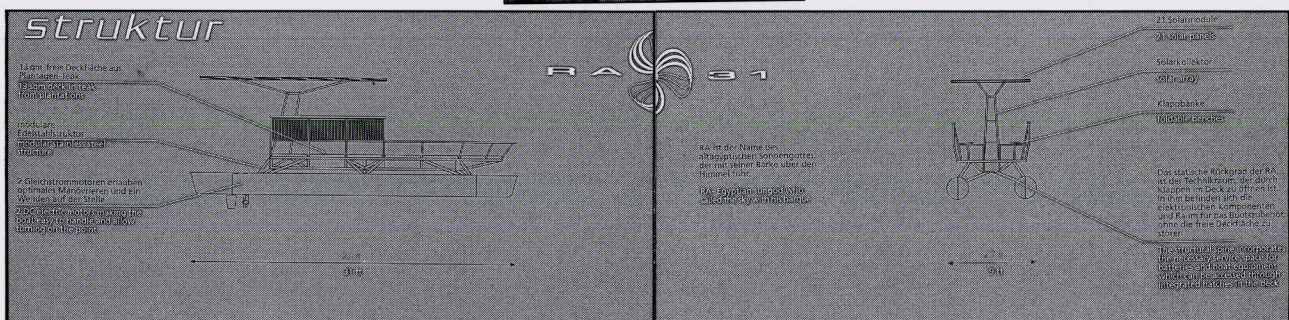
The EBA awards two major trophies each year. The Emsworth Trophy, donated in 1989 by our founder President, Rear Admiral Percy Gick, is awarded for the longest e-boat cruise of the year or to the member who has made a significant contribution to electric boating. At their meeting in October, the Committee decided to award the Emsworth Trophy this year to Morton Ray, whose 435-mile two-way voyage across Florida was recorded in our Summer 1996 edition.

Congratulations, Mort - a worthy winner.

The St Davids Trophy, donated by the Countess of Arran, is awarded for "a significant advance in the field of electric boating". This year, the committee had special pleasure in resolving to award the St Davids Trophy to the EBA Users' Group Chairman, Edward Hawthorne, in recognition of his book "Electric Boats on the Thames 1889-1914" published towards the end of last year.

Every member of the Association will applaud this decision to salute a monumental piece of work and a tireless worker for the cause of electric boating. Congratulations, Edward.

Roy Devereux



The imaginative "RA 31", seen at the Friedrichshafen Boat Show (Report on page 2)

FRIEDRICHSHAFEN BOAT SHOW September 1996

Report and pictures from Paul Wagstaffe, Executive Director, British Marine Industries Federation.

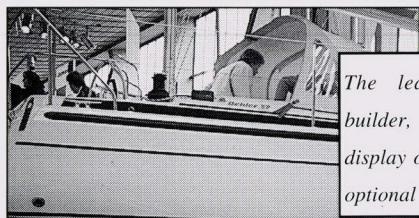
Lake Constance, (*Bodensee* in German), is a large inland lake on the borders of Germany, Switzerland and Austria. The three governments have introduced strict new engine exhaust and emission rules which apply to new boats and engines. In response to this, engine manufacturers have had to develop brand new specification engines to meet the new rules.

Because of this development, electric drive systems featured in almost all of the ten exhibition halls at the Boat Show.

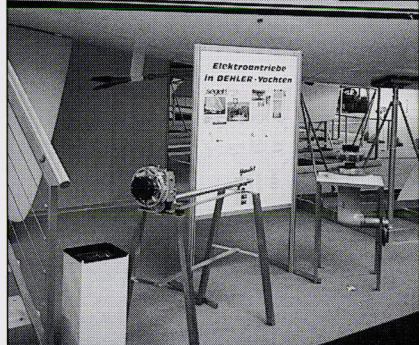
One of the most innovative exhibits - shown by a German manufacturer, Kopf AG - was a model of "Ra", a 31ft aluminium catamaran day-boat with teak platform and solar panel canopy, powered by twin 'Cupez' electric motors. (Picture on page 1).



The main information stand just inside the Show entrance highlighted the lake environment and conservation. At the far end of the stand was the German E.B.A. with leaflets and a motor display



The leading German sailing yacht builder, Dehler, had a Stelco 'Cupez' display on the front of their stand - as an optional drive for a production yacht!



In another hall, a family cabin sailing yacht was set at an angle to show its conversion to Stelco 'Cupez' drive with 'gel' batteries under the bunks.

The Stelco dealer's outdoor stand showed a Lake Constance police launch based on a Frolic 21 (with a blue light!) plus a Deltic in the background.



Stelco's German distributor was featured in several locations around the show. They were selling the 'Cupez' motor, powering saildrive, shaft drive and outboard motor systems, and controllers.



A quality-built 20ft German inboard electric launch plus a new range of electric outboards and drives





On Sunday 18th August, our Treasurer Peter Cook and his wife Theresa hosted the first-ever EBA Summer Garden Party on the lawns of their house, "Straw Bonnet", at Bourne End. As the pictures show, it was a glorious day - the temperature was well into the 80s. Over 60 people came and some dozen electric boats moored stern-to along their Thames frontage. A special welcome was given to Hans and Betty Asyee, prominent members of the Dutch EBA, who had flown in from Holland that morning and were returning the next day.

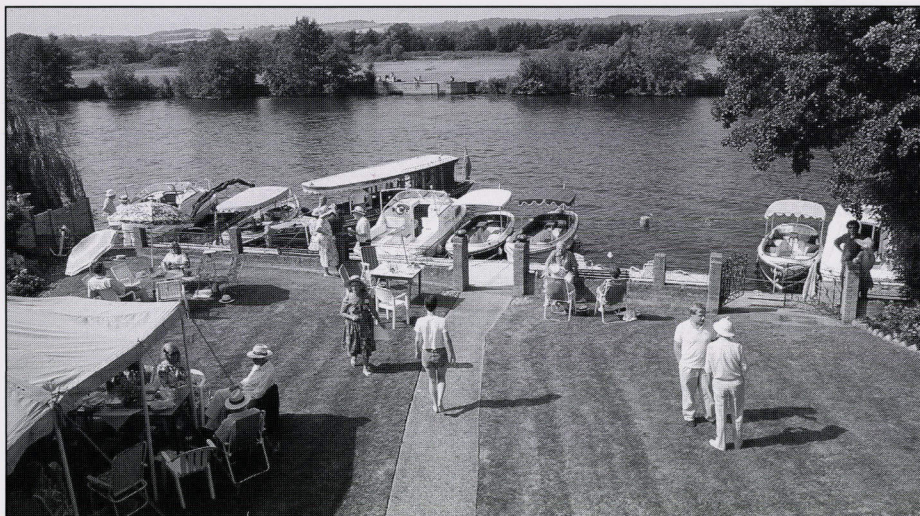
Clearly much work had gone into the preparations for the event. Tables and chairs had been set out around the garden and a big marquee had been erected to serve as a bar and servery. The modest ticket price included a magnificent buffet lunch and a young barman was kept very busy serving cooling drinks.

Entertainments running throughout the afternoon included croquet, a 'spot the advert' quiz and a fancy hat competition.

Later in the afternoon, with all the competitions decided and everyone full of food and drink, many of the boats went for a short cruise up the river, taking a full load of passengers.

Everyone who came to the party joined in a big vote of thanks to Peter and Theresa for all the work they had put in to make a lovely, memorable day.

E B A GARDEN PARTY



The scene on the lawn of 'Straw Bonnet', Peter and Theresa Cook's delightful house on the Thames

The boats:

Shiel Water Cabin launch

Cymba Canoe

Clivella Frolic

Amy 11 Frolic

Mystère Frolic

Legato Frolic

Psyche Too Frolic

Amps Frolic

Ophelia Frolic

Wispa Deltic

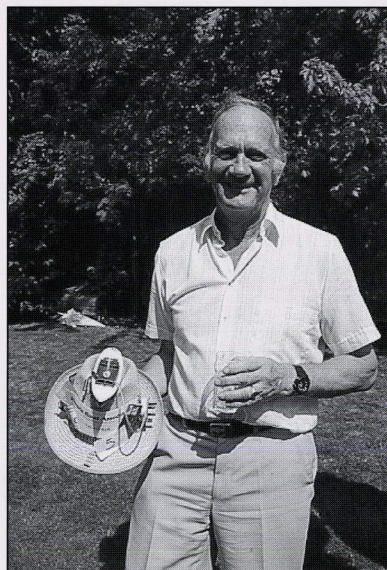
Stima Deltic

... and an unnamed new cabin launch from STELCO brought by Rupert Latham.

It was the first time most of us had seen *Shiel Water*, a 38' 6" cabin launch owned by Terence and Ann Casey. This elegant craft was built only last year by David S. J. Graham at Wargrave. Powered by a Lynch 3.5 kW motor drawing on 16 6-volt batteries, the boat has a beam of only 6' 10" making it possible to cruise the narrow canal system. The hull is of cedar strip planking with mahogany above the waterline. The 'mod cons' include loo, shower, calor cooker, water heater and cabin seating which folds down to make a full-width bed.

The Caseys previously owned the steamboat *Hero* but it appears that they had talked to Edward Hawthorne and had been impressed with the simplicity and ease of electric propulsion.

L TO R: Hilary Chamberlain takes the tickets and our host Peter Cook and EBA Secretary Barbara Penniall show off their entries for the 'fancy hat' competition.



ELECTRIC HIRE BOATS IN HOLLAND

by

Geoff Warren

I recently went to Holland specifically to watch the Gondelvaart in the tiny village of Giethoorn. The village is celebrated for the local type of boat, the Giethoorn punt, essential in an area where virtually all the houses have canals but few have a street. The area was a source of peat and the flooded workings are now a source of reeds for thatching, nature reserves, grazing land and space for holiday makers.

What may interest members is that virtually all the boats available for hire are electric powered. Most of them powered by Combi 700 or 1200 outboards, but some Thruster (possibly also by Combi) and Yamaha motors were in evidence. The Combi motors are manufactured by Gebefa Maritiem in Hasselt, having originally started in nearby Meppel.

My wife and I hired a boat for a couple of hours and we were very impressed by the power and quietness of the Combi 700. I suspect that it was a relatively old design as the control switch had only 5 positions: 2 forward, off and 2 reverse. These proved more than sufficient for most needs

except in the most crowded of waters. The Thruster model

seemed to have a progressive twist-grip speed controller on the steering arm, a much more satisfactory and user-friendly solution.

The boats themselves were of fibreglass, about 5 metres long, and obviously modelled on the traditional boats, with the expected and attractive Dutch tumblehome on the top strake.

Traditionally these boats were longer at 6 to 7 metres by 1.5, drawing about 6 inches, sailed using a small spritsail rig with lee boards, the tumblehome would have added buoyancy when the boat heeled, especially important considering the flat-bottomed form of the Giethoorn punt. The village still has two traditional yards: Punt Yard Wildeboer and Shipyard Schreur.

Tourist information is readily available via the VVV office at Beulakerweg a/b ark, 8355 AM Giethoorn. Tel: 0031-521-361248/362111; fax: 0031-521-362281 (codes given from UK). The VVV is quite as efficient as their German equivalent and there will be only minimal language difficulties, if any. The local reaction to an Englishman coming specifically to Giethoorn for a view of the punts and the punt festival decorated floats was one of polite incredulity, so if anyone else goes I can at least claim to have broken the ice, as it were.

The use of electric outboards for small pleasure craft, private or for hire, if promoted by the Association, might do much to get over the prejudice against electric power which seems to be apparent in the UK.

When trying to follow-up

sources of elec-

tric outboards in the UK on my return from Holland, I was told by a trader that:

"The market in the UK is very small indeed for these units due in the main to two factors: one the weight of the power source, the second the lack of power for anything other than lake use. They are used by piscatorial societies

and some water boards who operate them on reservoirs, these folk wanting power without pollution. They are used in the USA on some of their inland waterways for sportsmen going duck hunting etc., where they wish to get into reed beds in silence....."

With a sales pitch like that I am not surprised that the UK market is 10 units a year or less! I would have thought that the lack of pollution and the silence were very positive attributes.

I also wrote to Yamaha wondering if I had missed their advertising of their electric outboard and got a very nice letter back saying that the units do not sell in large numbers, are not part of dealers' stock

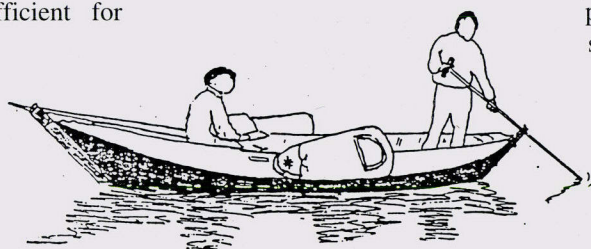
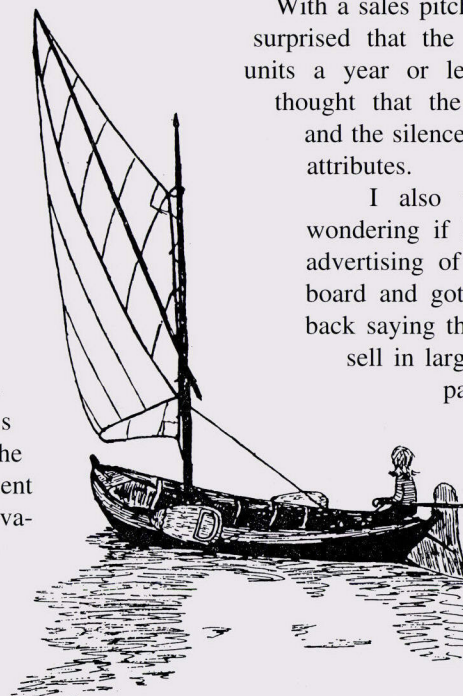
but they do have them in their warehouse and they can be obtained through their dealership. They did not

say so, but inherent

in their reply was the fact that they did not advertise them. Hardly surprising, then, that they don't sell too many. I am a member of the EBA and I didn't know these people made electric outboards, so why should Joe Public, who will be less inclined to take trouble to do his research?

I await replies and/or sales literature on Yamaha, Johnson/Evinrude, Brunswick (Mariner/Mercury) and Combi electric units and it will be very interesting to see how good it is, and how long it is in the coming. Some of it is already over a week behind the letter promising its imminent despatch. Quite why electric units should be such an embarrassment to their producers and distributors evades me, but then I am already committed to trying to achieve quiet boating. This is why I am interested in steam propulsion too, despite its obvious complications.

I enclose a couple of line drawings of Giethoorn punts from the excellent brochure from the Shipyard Schreur, explaining how to sail these singular little craft. An English version is available.





Phoenix in the Cotswolds

The Cotswold Canals Trust tells us that they have just completed another highly successful season with their "new" electric trip boat *Phoenix*. The 30ft craft runs on a navigable section of the Stroudwater Navigation at Eastington, powered by a Combi 1200 electric outboard.

Over 1000 passengers were carried during the Sunday afternoon sessions this year, generating much-needed revenue for the Trust.

Phoenix has had a chequered life. It was built several years ago under a Community Action Scheme but was little used, finally languishing on the far bank of the canal at Eastington. A year ago it was taken in hand by Trust member Des Pinnock and some other members of a newly formed maintenance team. The craft, then just a hull, was cleaned, re-sealed, painted in the Trust's livery of Green/Black/White and refitted with new seats and boarding steps, turning it into the versatile and attractive vessel shown in our picture.

Initially it would have been powered by one of the Trust's petrol outboard motors but experience from the previous year gave grave doubts as to their reliability and acceptability from a noise and smoke point of view, to both the public and operating volunteers. A trial with a Combi electric outboard, supplied by the Thames Electric Launch Company, immediately showed another possibility. This heavy-duty

unit was ideal for the purpose, *Phoenix*'s wooden construction meant that it was light enough to draw only a few inches of water and the 1200 watt Combi has more than enough power to drive this at canal speeds. The manoeuvrability of the outboard means that the boat can be turned literally in its own length, while the silent running allows the steerer to provide a commentary for the passengers and enables the boat to glide along with no disturbance to wildlife.

Four six-volt Chloride Motive Power traction batteries give more than enough range for an afternoon usage, helped by the time when the motor is in 'neutral' in locks and at stops.

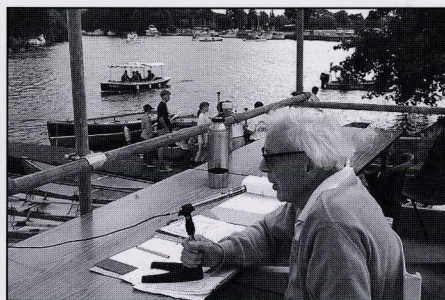
The Trust uses a smaller electric outboard motor on its other trip boat which runs in the winter months (when water is available) into the canal tunnel at Sapperton. It is possible to go about half a mile into this great rough-hewn tunnel, starting from the Tunnel House Inn at Coates Portal by the A419 just west of Cirencester.

The Stroudwater Navigation originally linked the River Severn with Stroud. Later, it was joined to the Thames & Severn Canal which ran from the Thames at Lechlade, through the Cotswolds via the great Sapperton Tunnel all the way to Stroud. The waterways have been disused for many years but stretches have been restored by the Cotswold Canals Trust.



SUMMER EVENTS

This year's Cookham Regatta again featured an Electric Boat Parade. This very popular day out on the banks of the Thames, organised partly by the local Rotary Club, draws big crowds every year. As the dozen or so assorted e-boats cruised in good order before the spectators on the bank, the commentary on the PA system was taken over by our own Edward Hawthorne, who expertly and entertainingly spotlighted each separate boat. The trophy for the best decorated boat was won by Patrick Cavendish's *Voltaire* "Edward Bear". (see *E.B. News*, Spring 1996, page 2). The whole event was an excellent showcase for electric boating.



... and on September 29th, the third "Silent Sensations" was held at South Walsham Broad. The weather was not so kind this year but, as always, it was an enjoyable event. The E.B.A. was represented by Paul Wagstaffe and Jim Keating. The event is a valuable focus for electric boating in Norfolk and we are glad to hear that some prominent people in the area may be interested in taking an active role in the E.B.A.

October 17th was the night of the EBA's Laying-Up Supper. Unlike previous years, when the committee had booked a hall and then worried about the numbers coming, it was decided this time to hold the event in a waterside pub/restaurant, so that numbers were not critical. This turned out to be a very successful format, much enjoyed by all, and it may well become a regular feature in our calendar.



CHRISTMAS GIFTS FROM THE E.B.A.

An **EBA tie** would make a perfect Christmas gift. They are navy blue with thin green and white diagonal stripes and our grebe motif.



You already have a tie? OK, we also have **EBA tee shirts** and **pennants**. We only have a few of these left, but if there is sufficient demand we will replenish our stocks.



Ties and tee shirts are priced at £10 and pennants at £5, all inclusive of postage. Order from the Treasurer at the address on page 1.

MAKE CONTACT!

A problem shared is a problem halved

Tall, dark reader in Norfolk has a problem. Wishes to talk to sympathetic and knowledgeable friend ...

Do you have an e-boat problem? Is it something that another EBA member may be able to help you with?

Send your query, with your name, address and phone number, to the editor. We will publish the query and invite readers to contact you direct.

Or, if you prefer, we will withhold your name and details and will invite readers to reply via the EBA Secretary.

In our last issue, EBA Committee member Derek Chamberlain told the story of his trip up the Thames - including the problems he encountered at the Upper Reaches Hotel at Abingdon. Here is an shortened edition of the correspondence which followed ...

Managing Director
Forte Heritage Hotels

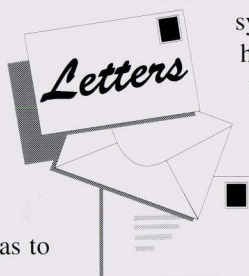
Dear Sir

We recently held an electric boat rally in Oxford, and I, together with my wife, made the journey up the river Thames, in company with another boat. As this was to be a three day trip in both directions, we had to make overnight stops where we required not only accommodation, dinner and breakfast, but also moorings and an electrical charging point.

We considered that the Upper Reaches Hotel at Abingdon would make an ideal location for our purposes, and made the necessary reservations with this hotel. We were assured that there would be no problem with a mooring for the two boats, and a power supply in order to recharge our batteries.

On arrival at the hotel we found that the moorings were full up. Although reception were very helpful they told us that moorings could not be guaranteed, a fact which was not pointed out to us at the time of booking. We managed to squeeze the boats end on between a narrow boat and an Abbey Tours boat, both of which were padlocked to the hotel mooring but apparently had nothing to do with the hotel.

With the co-operation of the hotel staff we ran cables from the conference centre (fortunately not in use) to the boats and settled in to good rooms.



I have written a report for the "Electric Boat News" in which I have included our experiences at the hotel. Based on these experiences we are in the process of compiling a directory of facilities (good and bad) for the growing number of electric boats on the Thames, and suggest that a system of guaranteed moorings for boats using the hotel and power supplies installed at the waterside would result in more electric boats staying overnight, since our range is limited without recharging the batteries.

Yours faithfully,
Derek Chamberlain

Dear Mr. Chamberlain,
Further to your recent stay here with us at the Upper Reaches, Abingdon, I was most concerned to hear of the problems that you encountered and I also thank you for your constructive criticism.

My maintenance man has erected more signs informing people that these moorings are for the use of hotel guests only. My maintenance man is also looking at the possibility of putting in an electric point on the mooring.

I do thank you for bringing this matter to my attention and once again please accept my sincere apologies.

Yours sincerely,
Michael Lodwick
GENERAL MANAGER

Well done, Derek - one step at a time! We look forward to seeing the Directory of Facilities on the Thames.



EURONEWS

Kevin Desmond reports ...

The European Solar Boat Championship was held on the sunny weekend of 26-28 July at La Rochelle, France. Organised by François Berthet of the French Solar Sport Association and sponsored principally by the Charente Maritime General Council, eight boats (from Switzerland, Italy, Germany and France) took part in contests for slalom, manoeuvrability, towing, sprint and distance cruising.

The winner-takes-all boat was the French trimaran CREA 2000 (Centre Rochelais pour Energie Alternative), a La Rochelle University project led by Professor Christian Bouly. CREA 2000's speed of 22.63 km/hr for the

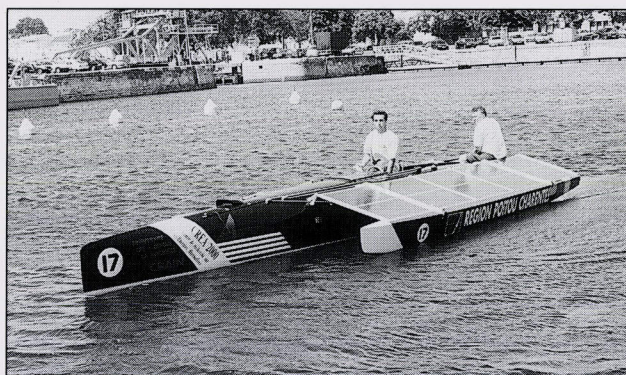
300 metres gives her a European record, beating the 17 km/hr established by the Swiss Râ d'Eau some weeks before at the

Ulm Solar Championship. Her speed is not, however, fast enough for a World claim. This was achieved a month before at the U.S. "Solar Splash" intercollegiate contest at Milwaukee, when the Michigan University entry was clocked at 41.974 km/hr.

Nevertheless, the French sunboat proved herself more versatile when on the Sunday she made an off-shore cruise of 20 sea miles in choppy seas from Rochefort to La Rochelle and ran for 4 hours 15 minutes. Her ability to turn in a harbour in under two boat lengths and register a pulling power of 145.5

Kg on a strain gauge makes CREA 2000 probably the most versatile solar boat so far in the 21-year history of photovoltaics afloat.

The European Workshop on Electric Boat (a body meeting under the auspices of AVERE, the European Electric Road Vehicle Association) held its second meeting at Bordeaux in May. The delegates are due to meet again in Venice on October 29. We hope to carry a report of the proceedings of that meeting in our next issue.



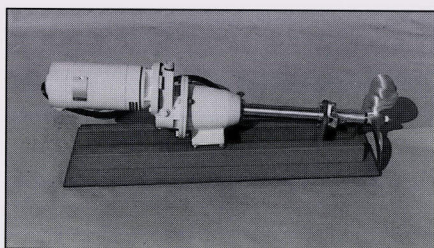
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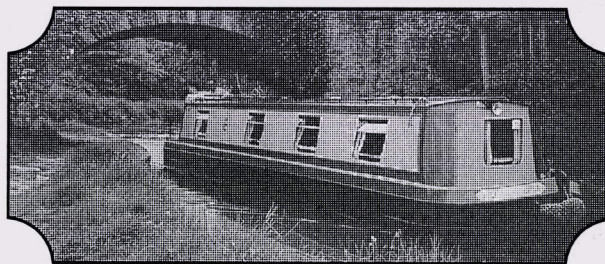
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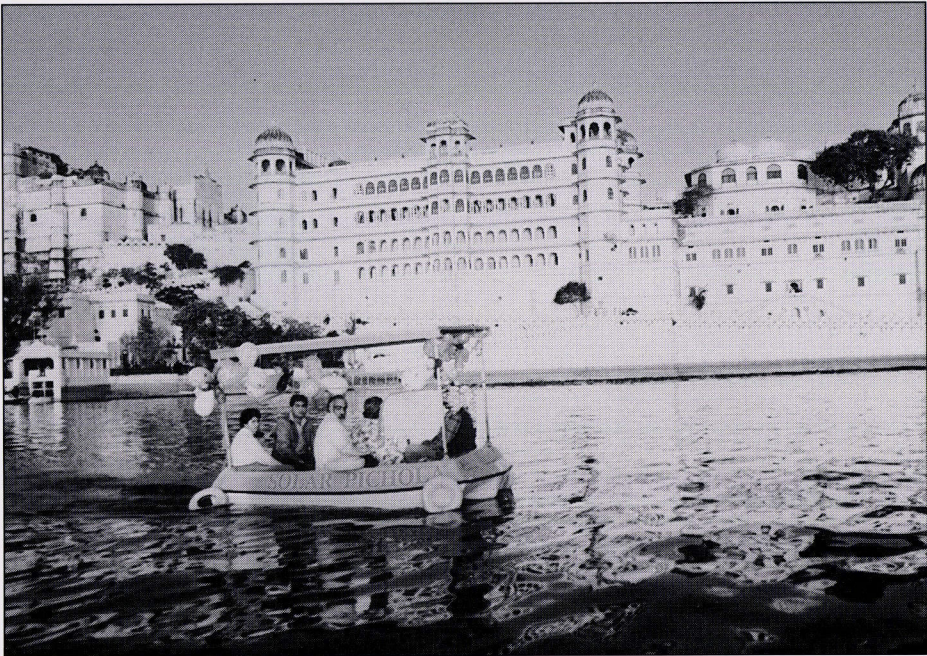
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In our Winter 1995 edition we reported that the "All Comers Electric Boat Competition" at last year's "Silent Sensations" had been won by the solar-powered dinghy *Solar Pichola*. Readers may recall that the boat had been built for the Maharana of Udaipur and was to be used as a water taxi on Lake Pichola in India. Builder Malcolm Moss now reports that the water taxi has been a huge success and that he has been asked to build a fleet of solar boats. Here is his progress report ...

First of all my thanks to Phil Horsley and so many EBA members who didn't laugh and put up with some very silly questions. Without the encouragement of Peter Howe of Camelot Craft and Paul Wagstaffe at 'Silent Sensations', we would never have had the nerve to send the *Solar Pichola* to Udaipur.

The Family Moss went over to Udaipur at Christmas to erect and launch the boat and spent ten wonderful days as guests of His Highness the Maharana waiting for the container to clear customs. Instead of building boats we played cricket and saw the fantastic sights of Udaipur, a town built over the last 500 years where the Old City Palace stretches for a mile and has an uncountable number of rooms and courtyards. In the hills, the fortress of Kumbalgarh with 37 kilometres of



walls 150 ft high and capable of taking 8 horsemen abreast is one of the lost wonders of the world.

Without our help, *Solar Pichola* was reconstructed and the new panels from Siemens India worked perfectly. Where two adults and two children had braved the Norfolk Broads at 'Silent Sensations', six adults climbed aboard for the launching on Lake Pichola and everything went smoothly. It is now a tourist attraction as the world's first solar-powered water taxi and this month His Highness has promised the Minister of Pollution that all vessels on the lake

will be converted to electric/solar power. So guests staying at the Floating Lake Palace Hotel, the set for the James Bond film *Octopussy*, and visiting the Jangmandir Palace, the inspiration for the Taj Mahal, can now do so in quietness and tranquillity in this haven of peace in the hustle and bustle of India.

Conversion of the first 10 boats will be by replacement of the smelly outboard motors by electric outboards with panels on the canopy. Advice from any members would be most appreciated.

JOIN THE ELECTRIC BOAT ASSOCIATION



The *ELECTRIC BOAT ASSOCIATION* represents the interests of both private owners and people in the boat business. For its trade members, the EBA disseminates product information, organises a presence at shows and rallies and supports the electric boat industry in its relations with official bodies. For its private members, the Association organises meetings and rallies, offers advice through a series of Information Sheets and initiates projects and competitions aimed at encouraging the wider use of electric boats and improving their technical performance.

Both groups receive the quarterly illustrated magazine *Electric Boat News* which carries reports on the latest boats, equipment, rallies, technical achievements and news from home and abroad.

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