

ELECTRIC BOAT *News*

The Journal of the Electric Boat Association

Volume 11 Number 3 Autumn 1998

ISSN 0969-031X



Windermere report

Sustainability response

Association News

New products



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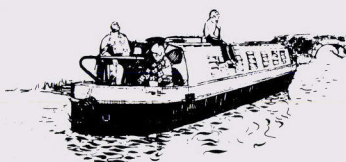
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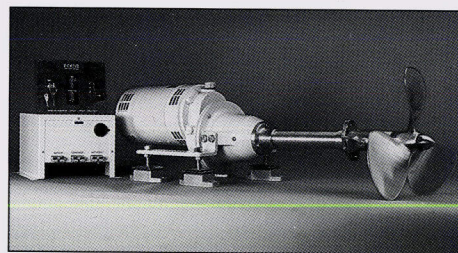
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Hawkins Electrical Ltd has spent considerable time working with the British Waterways Technical Services Department in developing the charging pillar which is being used for the provision of power on inland waterways for the charging of boat batteries and providing power for general use.

The charging pillar is currently available in four designs:

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- Type 2: 1 x 63A Socket Outlet
- Type 3: 1x16a and 1 x 63A Socket Outlets
- Type 4: 2x16A Socket outlets

For more information about this project and other services we provide, please contact our sales department.



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EBA CALENDAR 1998/99

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

1998

OCTOBER 22nd Laying Up Supper

OCTOBER 28th Management Committee Meeting

1999

JANUARY 8th-17th London International Boat Show

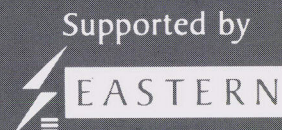
JUNE 19th-20th Second Windermere Electric Boat Event

AUGUST BANK HOLIDAY IWA Inland Waterways Festival
River Severn, Worcester

Please let the Editor know of any other events for inclusion in this diary which may be of interest to Members

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The World Wide Web address is:

<http://www.geocities.com/yosemite/6173/>

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Electric Boat Association.

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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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Editor: Tony Ellis,
157 St Saviours Road,
Reading, Berks RG1 6EY
(Phone/Fax/Answer: 0118 958 9737
Pager: 01426 294720)

Chairman: Phil Horsley,
1 Kipling Close, Thatcham,
Newbury, Berks RG18 3AY
(Phone/Fax: 01635 868265)

**Secretary &
E B News Advertising Manager:**

Mrs Barbara Penniall,
150 Wayside Green,
Woodcote, Reading,
Berks RG8 0QJ
(Phone: 01491 681449;
Fax: 01491 681945; Email:
bar.penn@dial.pipex.com)

Treasurer: Peter Cook,
'Straw Bonnet',
Spade Oak Reach,
Bourne End,
Bucks SL8 5RQ
(Phone/Fax: 01628 521899)

Membership Secretary: Richard Leeson
Lucknow House
1A St Leonard's Road
Surbiton, Surrey KT6 4DE
(Phone: 0181 390 4200 / 0181 399 6227)

Users' Group Chairman: Paul Jackson,
4 Temple Mill Island,
Bisham, Marlow,
Bucks SL7 1SG
(Phone/Fax: 01628 828249)

Founder Editor: Kevin Desmond

Cover pictures:

Main picture - The *Capriole 740*, a
successful electric export - see new
products/projects on page 6

Smaller picture:

A selection of boats and visitors on the
jetty during the Windermere electric
boat event in June - see centre spread

On the current

Never apologise? but I must in view of the late arrival of this Autumn edition of EB News. Unfortunately a change in my personal circumstances has caused a (temporary) blip in production. End of bleat and on with the issue.

Once again, we have 13 pages of editorial and there is no sign of any reduction in the material to be covered. I already have over half of the material for the Winter edition and this reflects the current activity of the Association on a range of fronts.

At a recent conference on the future of river boating Kim Hollamby, Editor of Motor Boats Monthly stripped down to shorts and a tee-shirt which bore the slogan *I Just Want to Go Boating*. This is an apt slogan which reminds us to take care not to forget the sheer fun of boating and the quiet enjoyment that electric boating brings.

Tony Ellis

Tony Ellis, Editor

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Copy deadlines:

Material to be considered for inclusion in Electric Boat News should be sent to the Editor by the following dates:

Winter	10th November	Spring	1st March
Summer	1st May	Autumn	1st August

Chairman's Report

This is a very rewarding time to be Chairman of the EBA and I write as we reach the end of our busiest summer ever. From our input into the debate on sustainability to the successful visit by the Waterways Minister and the exhibitions and events at Windermere, Salford Quays, on the Broads and on the Thames.

The profile of the EBA has never been higher. Our capacity to promote electric boating never better, with new trade and individual members joining apace. However, there is a price and it is reflected in a measure of strain on a limited number of volunteers, in particular myself and our energetic and diligent Secretary, Barbara. Yes, we agreed to commit ourselves to this programme of work but we must pace ourselves to avoid 'burn out'.

It looks set to be even busier in 1999 and if we are to continue to spread the influence of electric boating it is essential that we inject some fresh blood. You don't have to turn up at every event but two or three people willing to help run exhibition stands during 1999 would be of tremendous assistance.



Phil Horsley, Chairman

Electric Boat Association Management Committee

Meeting 15th July 1998

.....EXTRACTS.....

The Management Committee met on the 15th July 1998 at Triangle Management Services in Beaconsfield, courtesy of User's Group Chairman, Paul Jackson. Below is a selection of extracts from the many matters discussed.

International Boat Show, London

It was agreed that a further attempt be made to encourage interest in the booking of a joint stand at the next London Boat Show. Trade Members would share the stand with the Association and contribute towards the cost and the manning. The first response from each category of trade membership to be accepted in order to avoid conflict of interest.

Charging points

Barbara reported a good response to the Charging Point slips included with the previous edition of EB News. Paul Wagstaffe was seeking a list of British Waterways charging points which could be added to the existing collection.

Articles of Association and Constitution

A final draft of the revised Articles of Association and Constitution was approved for presentation at the

Biennial General Meeting in June 1999. A summary of the proposed changes would be published in the Summer 1999 edition of EB News

Visit by Waterways Minister

Plans were made for the visit by Angela Eagle MP, (the then Waterways Minister) on the 10th September.

Opportunities for Change – Sustainable Development

A copy of the response of the Association to the Government's consultation paper on sustainable development was discussed. It was agreed that this would prove useful on other occasions, including the visit by the Waterways Minister.

EU Funding

It was agreed that the Association should investigate the potential for European Funding for the development of electric boating, perhaps in partnership with other European electric boating organisations.

Schools/College Competition

Further extensive discussion took place on the development of the Schools/ College Competition and a



sub-committee was established to draw up a detailed competition specification.

Shows and rallies

Venues:

Windermere:

Windermere (see report on pages 8 & 9) was a success and it was agreed that it was capable of expansion as an annual event, that for 1999 proposed for the weekend 19th/20th June.

Thames Traditional Boat Rally:

Barbara Penniall would represent the Association at this event (see report on page 12), assisting EBA Trade Members already attending.

IWA National Festival and Silent Sensations

The Association would be exhibiting at the IWA National Festival over the August Bank Holiday and the Silent Sensations event on the Broads in September.

Programme of events for 1999:

Detailed consideration was given to the programme of events for 1999 which would place particular pressure on the limited resources of the Association. It was agreed that

efforts should be made to encourage a wider spread of involvement from EBA Members during the extensive 1999 programme.

Exhibition panels:

a new set of exhibition panels had been donated to the Association. These were of a high professional standard but required more room than the standard car boot. It was agreed that a second hand trailer should be purchased for the transport of the exhibition panels and literature.

Trophies

The decanter for the best decorated boat and the Emsworth Trophy had both been presented at the Annual Electric Boat Rally (see page 4).

Classified advertising

The series of advertisements in the Classified section of Canal Boat Magazine had proved successful, creating a range of enquiries.

Discussion took place on other possible locations for advertisement, including the Environment Agency Magazine, *River Views* which was distributed to boat licence holders on the Thames, Medway and the Fenland rivers.

Electric Boat Association

Regional Meetings

The Annual Electric Boat Rally (formerly the Wargrave Rally)

The Annual Electric Boat Rally (formerly known as the Wargrave Rally) was held on the 11th July at The Thames & Kennet Marina on the Oxfordshire bank of the Thames, opposite Kennet Mouth. Members and guests with or without boats were welcomed by Barbara Penniall, the EBA Secretary who had arranged the event.

The rally wasn't without its difficulties. Despite a firm booking with the marina, the new managers at Thames & Kennet had no record of our booking. In the end, all was well but boats did have to shuffle around for a while until sufficient mooring space could be found. Also, the afternoon was very wet.

Despite these hiccups, 7 boats participated and over 30 EBA Members and guests gathered to view the boats and spend some time comparing notes and catching up with the latest news. Participants brought their own picnics and the field next to the moorings provided a pleasant (if wet) venue. Fortunately, a number of Members had brought

pergola tents which provided some shelter from the weather.

Boat owners had put a lot of effort into the Best Decorated Boat competition and the winners of the decanter were Robin and Eve Bentham of *Bluebottle*. With a distinctive design, making a play on words on the name of the craft.



Eve and Robin Bentham and their 'best decorated boat' Bluebottle

Tony Ellis

Barbara Pennill



Robin Bentham (left) receives the Best Decorated Boat decanter

The event provided the opportunity for Paul Wagstaffe to present the Emsworth Trophy to Brian and Margaret Pickess for their 168 mile cruise in *Stima* from Temple Mill Island to Lechlade and back in August 1997.

Barbara Pennill



Paul Wagstaffe presents the Emsworth Trophy to Brian and Margaret Pickess

East Anglian Region Summer meeting and Barbeque

The Stalham Yard of John Williams Boats was the venue for the East Anglian region Summer meeting and barbecue on the 19th July. John, who is the regional co-ordinator welcomed thirty members and guests.

The event provided the opportunity for members to view the new trailer mounted wind and solar charging plant designed by Brian Ellis (see Home News). The opportunity was taken to test the new equipment by hooking up Peter and Alex Howe's handsome electric powered gaff rigged yacht *George Thetford* from their Camelot Craft fleet.

The fresh air and sunshine encouraged the appetite for the barbecue run by professional chef Keith Harper. For those with calories to burn off, a surfbike was available for pedalling up and down the dyke. This is a car-top surfboard with small outriggers and a pedal powered propeller unit. A modest amount of pedalling sent users skimming along at 4 knots with no wash. John Williams is the East Anglian agent for the Canadian manufacturers.

For those wanting quieter relaxation there were trips down the River Ant on John's 21ft *Electric Dearest* and



The Surfbike being demonstrated by Mark Wakelin, Navigation Manager for the Broads Authority

19th *Cornflower* and Camelot Craft's *George Thetford*.

Between trips, visitors were able to study some of Brian Hedge's 20,000 (yes – 20,000!) prints of Broadland of yesteryear. Brian's immaculate 21ft Frolic *Innisfree* was also alongside. She is currently for sale at £12,000 as Brian is upgrading to a 29ft saloon launch from John Williams. (Contact Brian on 01379 853972).



John Williams addresses the East Anglian Region summer meeting



SUSTAINABLE DEVELOPMENT

Increasing the use of electric power for pleasure craft (and even small work boats/river ferries) will have an immediate impact on the efficient use of energy resources. The power used to charge the batteries of an electric boat has to be generated by power stations: but with the economies of scale available this is more efficient than individual hydrocarbon engines using petrol or diesel.

Sustainable goods & services

The case for the further development of electric boating is being fostered by the EBA with the goodwill and support of its pioneering trade members. To make the necessary breakthrough and bring the market up to a self sustaining level, the EBA supports the idea of a Market Transformation model.

Research and Development:

There are a number of Government and EC funding schemes which promote the development of efficient electric road vehicles. The EBA calls for similar funding to be made available for development work in electric boating. Boats lend themselves to electric propulsion more readily than other vehicles because:

- the power requirement for road vehicles is many times greater than for a boat of a similar size;
- battery size and weight is easily accommodated in the hull of a boat, often substituting for ballast and hence adding no additional weight to the vessel;
- boat speed (particularly on inland waterways) is not as critical and this leads to lower power requirements;
- the relative efficiency of electric boating compared with electric vehicles is indicated by the 1997

Extracts from the response of the Association to the Government Consultation Papers on Sustainable Development and Sustainable Tourism

(prepared by Tony Ellis with the technical support of Jim Keating)

Endurance Test where a standard river cruiser achieved a journey of 116 miles on a single charge.

An early meeting between Association officers and officers of the DETR should be arranged in order to identify a series of initiatives, including:

- marketing and development, literature and promotion;
- an independent series of tests and case studies to identify and promote best practice;
- grants to companies, supporting the development of engineering solutions for electric boats;
- grants to navigation authorities in support of reductions in licence fees for electric powered boats;
- encouraging navigation authorities to enforce speed limits thus increasing the relative attraction of electric boats;

Consumers

Some Government funding in support of literature production and event promotion would help expand the Association's work, much of which is currently carried out by EBA committee members on a voluntary basis.

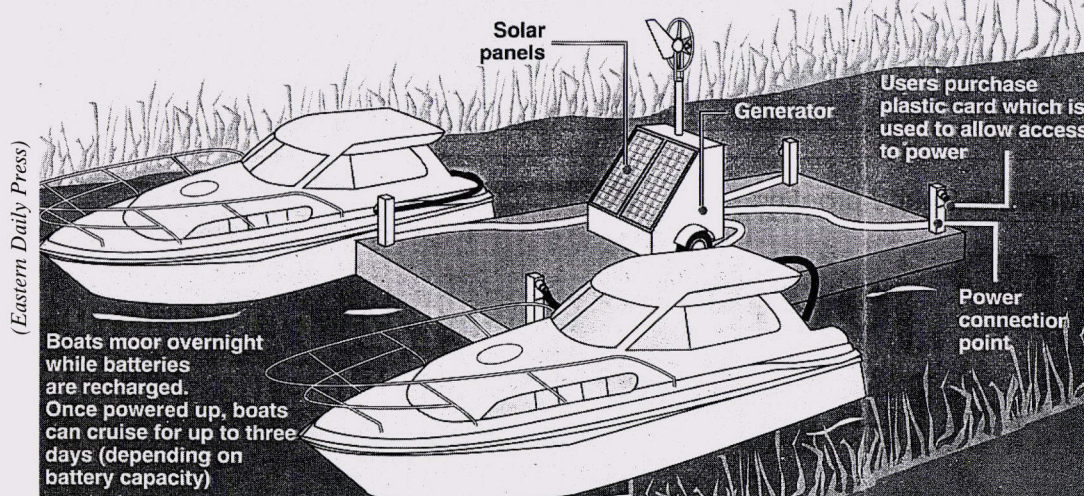
Building sustainable communities Communities for people:

Electric boats are entirely appropriate for use in ecologically sensitive areas. For example:

Continued on page 10

NEW PRODUCTS AND PROJECTS

Proposed charging base for Broads electric boats



(Eastern Daily Press)

An artists impression of the new charging plant proposed by Brian Ellis of Landcare Environmental Services

Revolutionary charging plant planned by Landcare Environmental Services

Norfolk heating engineer Brian Ellis is keen to find a way to open up the Norfolk Broads for electric boating and he has devised a revolutionary mobile generator which can be fuelled by wind turbines and solar panels (see East Anglian Regional report in Summer edition of EB News).

The aim is that these generators would be positioned at remote locations on river banks or on barges to provide recharging facilities for electric boats.

Alan Boswell of the Broads Authority has shown interest in the project and points out that the lack of charging points was one of the problems facing the weekly hire fleets when considering the introduction of electric craft. The new generators would be ideal for charging in the remote locations enjoyed by many boaters and he hoped that the Authority might be able to help set up a trial of the new machine.

Details: Brian Ellis of Landcare Environmental Services, Tel: 01379 853972.

Stelco Electroyacht exports to Germany

Despite well publicised concerns over the economic impact on exports of the strong £pound, we heard at the IWA National Festival in August that STELCO Electroyacht have recently sold one of their electrically powered *Capriole 740*'s to Germany. The vessel was built by STELCO and equipped with Brimbelow propulsion equipment and CMP batteries.

Details: Adrian Tilbury, STELCO Electroyacht, 0118 940 1402

Henwood & Dean prize-winning launch *Polly*

In June the Hambleden boatbuilders Henwood & Dean exhibited at the International Wooden Boat Show in Greenwich. The boat demonstrated was the new 4 metre (13ft 1in) electric launch *Polly* which won the Classic Boat Professional Boatbuilding Competition.

Polly is based on the Andrew Wolstenholme-designed launch *Mayfly* with mahogany carvel planking and oak timbers.

She is powered by a 24 volt, 700 Watt electric Combi Saildrive motor

housed in a pod beneath the hull, between the keel and the rudder.

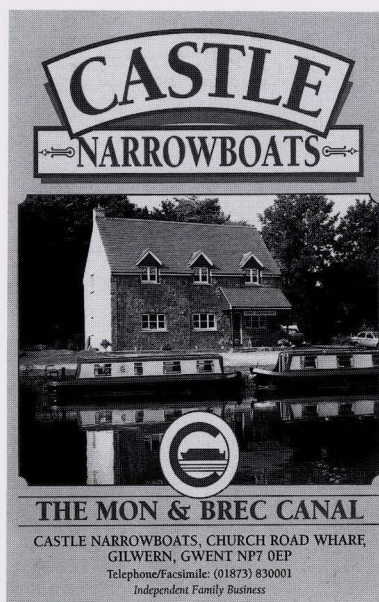
It is understood that four batteries in the stern locker can provide a cruising range of 6 hours.

Details: Henwood & Dean, Greenlands Farm, Dairy Lane, Hambleden, Henley on Thames, Oxfordshire, RG9 3AS Tel: 01491 571692



Examples of STELCO's Renaissance (foreground) and Capriole (background) luxury cruisers on display at the IWA National Festival in August.

Tony Ellis



Castle Narrowboats plan fleet replacements

David Tolliday's fleet of electric narrowboats on the Monmouth and Brecon Canal is a fine example of the potential for the development of electric boating on inland waters. Castle Narrowboats are now selling some of their older craft and will be replacing them with new (still electrically powered) models.

Details of the boats for sale from Castle Narrowboats Tel: 01873 830001.

Designeta

Correction: The penultimate paragraph on Designeta products on page 5 of the Summer Edition of EB News should have read:

The ETA 31 Speed Control Unit

At first sight the price of this model may appear higher than competing products. However, Jim Keating of Designeta points out that the unit comes complete with integral connectors and joystick, thus providing a number of savings, including reductions in wiring and installation costs.

Change of Address: Designeta have moved to 1 Chelsea Court, Bath Road, Taplow, Bucks SL6 0AP Tel/Fax 01628 636500

Sea-Thru Electric Boats

News has been received from Canada about a range of electric boats from the Sea-Thru-Electric Boats Company. The boats have the option of a glass panel in the floor of the hull. Powered by two electric motors, steering is achieved by varying the power to the respective motors. The boats can be operated for up to 8 hours at 6 mph. There are two designs: the *Sea-Thru 1* a single seater at 2,695 Canadian dollars and the *Sea-Thru 2* a two seater at 3,795 Canadian Dollars.

Details: Sea-Thru Electric Boats, 1417 - B Cyrville Road, Gloucester KLB 3L, Ontario, CANADA

Curtis Instruments: new range of Battery Chargers

Curtis Instruments has launched a new range of Curtis/Micropower high performance chargers. Richard Sadler, Managing Director at Curtis UK says that following extensive world-wide research Curtis have chosen MicroPower, Scandinavia's leading charger manufacturers as a partner because of their reliability and commitment to service. All of the chargers carry a five year warranty.

Details: Phil Wiseman, Curtis Instruments (UK) Ltd 51 Grafton Street, Northampton, NN1 2NT Tel: 01604 629755



The new Mayfly 16 with a forward cuddy

Creative Marine present their first Mayfly 16 built with a cuddy

In the Summer edition of EB News we referred to the range of *Mayfly* launches now on offer from Creative Marine. One option includes a built-in cuddy. At first glance the prototype bears a resemblance to the earlier Thames River Police launches.

Details: Creative marine : tel: 01692 407843 (Workshop) and 01692 538503 (evenings).

The Thames Electric Launch Co also supports the Wey & Arun

Further to the report in the Summer edition of EB News, Emrhys Barrell reminds us that the Thames Electric Launch Company were responsible for the installation of the Combi outboard engine and CMP batteries in the new Wey & Arun trip boat *John Smallpiece*. Yet another

example of the value of this sturdy installation for canal trip boats.

TELCo also have available a new range of battery chargers and master switches.

Details: Thames Electric Launch Co. Tel: 01491 873126 Fax 01491 872217.



Manufacture of the Cutris/Micropower transformer



The Phoenix 21 (foreground) and Mayfly 16 in the distance gave regular trips during the Windermere event

and open-hearted way. At the close of business on Saturday we were taken on a cruise to Mr Stollers' Lakeside home and his new boathouse which has the luxury of electric doors that can be opened by remote control as the boat approaches.

By coincidence, Simon Read of Creative Marine had helped build *Orchard Belle* which was the last boat built by the Steam & Electric Launch Company, delivered in October 1994.

Mr and Mrs Lefton also joined in with their 'Boat with No Name' while another EBA Member, Mr Croft arrived by road expressing regret that

The Lakes go electric

Photos: Tony Ellis

The Lakes went electric over the weekend 27th-28th June when the Association joined with the Windermere based Steam Boat Museum in promoting electric boating.

This attractive Museum on the eastern shore of Windermere was host to a range of electric boats - from day boats and dinghies to fishing boats and cruisers. Visitors were taken for tours of the Lake to demonstrate the quiet efficiency of electric boating while locally-based EBA members made regular visits to the museum jetties with their electric boats.

Information was available from exhibition stands and displays covering the work of the EBA, boat builders, consultants and boat fleet operators.

During the weekend the event was visited by Diana Matthews, Trustee and Mrs Pattinson, Chairman of the Steam Boat Museum.

Peter Morgan of *Adventure Cruisers*, based at Catforth on the Lancaster Canal visited the Museum

to learn more about the operational issues affecting his decision to convert his fleet of dayboats to electric powered outboards by the year 2000. Peter was also discussing the development of a small cruiser capable of short break/long weekend hire that would also be electrically powered.

Local EBA Member Norman Stoller brought his Frolic *Orchard Belle* to the jetty and welcomed the Committee and supporters of the event to Windermere in a generous

the level of the lake was too high to get his Frolic 21 *Daffodil* out of her boathouse.

Speaking at a crowded reception at the end of the Saturday session, the Chairman of the EBA Phil Horsley acknowledged the support of the Steam Boat Museum in this first event of its kind in the region, thanking in particular Ray Oliver, the Manager of the Museum and his team of professional and volunteer staff. He also expressed his thanks to EBA trade members and supporters



...And baby came too. Many families visited Windermere



who had made considerable efforts to support this initial event. He was encouraged by the range of interest shown in electric boating on the Saturday and explained that the EBA is already in discussions about building on the success of this occasion and arranging a further event in 1999

Exhibitors

The Association was well supported by trade and individual members in this first event of its kind in the area. Those represented included:-

Deltic hull) from his base at Potter Heigham on the Broads and gave regular trips for interested visitors. Robin is currently building two new boats for use by dayboat operators, an area in which he specialises.

Shepherds of Windermere

Tony Rothwell attended with one of his fleet of three Mystic day boats. Shepherds also sell the STELCO range.

Exhibition area

(on the balcony overlooking the boat dock):

CMP Batteries

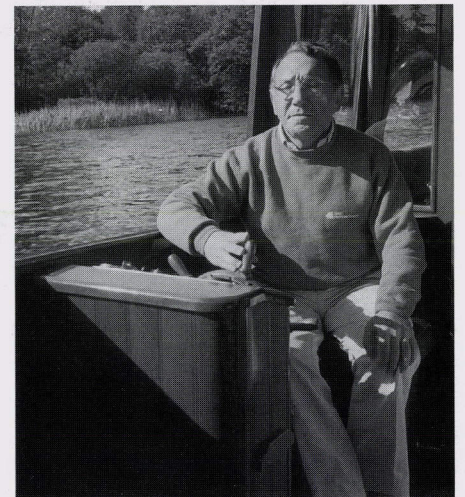
Andy and Veronica Hewitt manned the CMP exhibition trailer which explained the basics of battery construction and use.

Designeta

EBA Committee member Jim Keating was on hand to give advice on the range of technical solutions



A general view of the jetties showing the range of boats on display



Norman Stoller at the wheel of his electric launch Orchard Belle

Inland Waterways Association: North Lancs. & Cumbria Branch

Tony and Janet Dunning (EBA members) and Ian MacBean promoted the activities of the IWA. They highlighted local waterway interests, including the restoration of the Northern Reaches of the Lancaster Canal to its original terminus

in Kendal and the Carnforth Canal (the latter will provide the base for the National Trailboat Festival in 1999).

Solar Energy Alliance

Chris Goodings promoted a range of products including solar panels from Webasto, Unisolar, Solarex and BP Solar. ■

electric

On the Jetties:

Amphicat

Tony Dunning demonstrated his yellow plastic Amphicat *Sunshine* which is powered by an electric outboard

Coniston Boating Centre

Geoff Leech brought two of the boats from his extensive Coniston fleet, including one of the new Duddon 8's.

Creative Marine

Simon Read and Roy Lawson brought one of their trim electric launches, a brand new Mayfly 16 from their 'secret' boatyard in deepest Norfolk. This boat was also available for trips around the lake to sell the idea of electric boating.

Phoenix Fleet Ltd

Robin Richardson trailed a new *Phoenix 21* dayboat (based on the



Visitors talk to Phil Horsley and (right background) Barbara Pennial by the new EBA stand

available to those wishing to choose electric boating.

Electric Boat Association

This was the first outing for the new EBA exhibition stands which were trailed to Windermere by Phil Horsley and manned by Barbara Pennial, Phil and Tony Ellis.

Continued from page 5

- The Lake District National Park Authority run a fleet of electric day boats on Coniston and electric boats are encouraged by a minimal licence fee on Lake Windermere.

- The Broads Authority offers a toll discount for electric boats and they have been developing a scheme to grant-aid day boat operators in converting their craft to electric power. These efforts have suffered a recent setback with the failure to obtain EC funding.

European experience points to the extensive use of electric (battery and solar powered) cruisers and ferries on the Austrian and Swiss lakes. In some instances petrol and diesel powered boats are banned from these enclosed waters.

Managing the environment & resources

Energy & climate change

The EBA point out that a major transfer to electric boating will help in reducing the environmental impact of the energy supply industry. Properly designed and efficient boat hulls, using battery or solar energy sources could have a major impact on reducing the energy demand for the recreational boating fleet.

Sending the right signals

Economic instruments

The EBA support the use of economic instruments to

promote sustainable development. Electric boating requires a relatively high initial capital cost which is more than compensated for by an extended life and cheaper running costs.

To help overcome the effects of this initial high capital cost, the Government should:

- **VAT:** reduce VAT on electric motors, batteries, controllers and other equipment specifically for use on electric boats;

- **Navigation charges:** subsidise this less polluting alternative by grant aiding navigation authorities in order that they can offer reduced licence fees for electric boats;

- **Power:** discuss with navigation authorities the possibility of introducing a system of charging on a formula of size and power.

Setting an example: decision making by Govt. & public bodies

Public bodies using small boats on inland waters should be encouraged to introduce electric boats for their own internal use. A system of positive discrimination should be developed. Perhaps the level of Grant in Aid could be adjusted according to the attainment of energy efficiency targets, particularly in the field of purchasing their boats. ■

Equivalent emission levels for different power systems

<i>Cars</i>					<i>Boats</i>	
<i>Emissions</i>	<i>Petrol</i>	<i>Diesel</i>	<i>Electric</i>		<i>Battery</i>	<i>Hybrid</i>
					<i>Electric</i>	
Nox	100%	132%	53%		27%	70%
CO	100%	6%	0.2%		0.1%	3%
Black smoke	100%	1450%	100%		50%	480%
VOC's	100%	15%	2%		1%	8%
CO2	100%	79%	50%		25%	40%

NOTE: The majority of existing boat engines are of older design, do not have catalytic converters and many are not maintained to peak efficiency. It is estimated that most pleasure boats have engines with at least twice the power necessary to propel the craft. Often the power units used are based on commercial road engines that have been converted for marine use.



HOME NEWS

The dynamic duo need your help

Phil Horsley, EBA Chairman and Barbara Pennial, our Secretary have covered thousands of miles and spent many days this year covering a punishing schedule of events on behalf of the EBA: from Windermere (2 days), Salford Quays (4 days), Thames & Kennet Marina (1 day) and Silent Sensations (1 day). This doesn't take into account the travelling to and fro and preparation. The results are to be seen in a growth of interest in electric boating and an associated growth in Association membership and influence. To a degree, we have forced the pace on this range of events but next year doesn't offer any respite.



Phil and Barbara - hard at work on the EBA Stand at the IWA festival at Salford Quays in August

Working on an exhibition stand can be good fun - providing you aren't chained to the stand and have sufficient people on hand to spread the load (you also have the opportunity to get into your favourite show free!).

The winter edition of EB News will include a listing of potential venues in 1999 and you will have your opportunity to volunteer.

Electric Boat Association
Laying Up Supper

Spencers at Cookham

22nd October 1998

7.30 p.m.

**[Tell Barbara Pennial on 01491
681449 if you plan to attend]**

Thames Traditional Boat Rally

The 21st Thames Traditional Boat Rally took place at Henley on Thames on the 18th-19th July. The EBA was well represented on land by trade members Colin Henwood of Henwood & Dean, Gavin Seward of Brimbelow Engineering and Rupert Latham of Stelco Yachttechnik (UK). On the water was *Polly*, the latest launch from Colin Henwood (who was also showing *Voltaire*), *Shiel Water* owned by Mr & Mrs Terence Casey and *Pike*, the recently restored launch owned by EBA Membership Secretary, Richard Leeson.

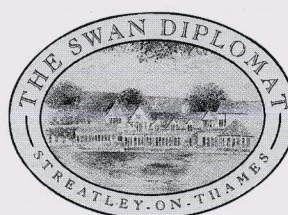


Left: Richard Leeson with his award for *Pike* at the Thames Traditional Boat Rally, with Ian Rutter who worked on the Thames Electric Launch Co. installation

The trophy for the traditional electric boat that in the opinion of the judges, best meets the criteria of quiet running and general appearance was awarded to *Pike*. The award was donated by Mrs Ausonia Simonds, widow of Derek Simonds, former River Thames Society member and electric boat owner.

Hire an electric launch from your hotel

The *Swan Diplomat* Hotel at Streatley on Thames now has a self-drive electric launch for hire by the hour. The launch is provided by EBA members Pat & Simon Davis and their Rivertime company and was available throughout the summer, for use by hotel guests.



INTERNATIONAL NEWS

Much of this news is abstracted from *International Electric Boat*, Issue No. 3, indicated by the initials IEB (further information from Kevin Desmond, Founding Editor of EB News, based in Bordeaux, France: Tel ++33 556 68 34 12 e-mail: desmond.writer@wanadoo.fr)

Australia

Solar powered ferry for the Olympics

On the 26th July the (English) Sunday Times reported on the development of a solar powered ferry to transport visitors around Sydney Harbour during the 2000 Olympic Games. It is based on the prototype Solar Sailor boat called *Marjorie K* which uses seven foot solar panels which can be raised to act as sails when there is sufficient wind. Preliminary designs for a 115ft catamaran ferry capable of carrying 220 passengers are being drawn up by Robert Dane. The main drawback to Dane's design is reported to be the current cost of the solar cells although he is confident that the price of these will soon drop in price. Robert Dane is also planning a smaller version of the boat for pleasure use. He points out that as most pleasure boats are left unused during the week there is ample time for recharging. *Sunday Times*

Solar Pirate II

Frank Wheeler's solar powered catamaran *Solar Pirate II* holds the official world solar distance record (3330km/2049 miles). Frank established his record between 16th November 1997 and 15th January 1998 and travelled up and down the Hawksbury River for 0-12 hours per day at an average 3.5mph (5.6km/h). The aluminium boat measures 9 metres by 3 metres and is equipped with 24 BP

83 watt solar panels, four 210 Ah sealed lead acid batteries and a Ray outboard engine. Frank Wheeler's logs were authenticated by the Australian Volunteer Coastguard Association. He is now planning a 17,000 km circumnavigation of Australia. *IEB*

The 1998 Advanced Technology Boat Race

Bob Slatyer reports on the 1998 Advanced Technology Boat Race held on Canberra's Lake Burley Griffin on the 9th May. This annual event is intended to promote the use of non-polluting energy sources on the water and was attended by a large crowd of spectators. Nine of the entries were from schools and the quality of their entries was high. All of the 39 entrants were electric powered and the majority used solar panels. The most impressive performance with a speed of over 11 knots was achieved by Murray Baker's *Defence McGreen*, based on racing rowing shells. Unfortunately, when the waters became choppy the various craft based on the rowing machines were put out of action when water entered their electrical systems.

The most prestigious Competition Class was won by Steve Downing in his 6 metre catamaran *Amp Cat III*. Steve had entered in both of the previous events.

Among the larger boats attending was Hans Tholstrup's *Karin* which had just been launched. The 10 metre catamaran has a large area of solar panels which generate 2Kw and can be tilted to follow the sun. *Bob Slatyer*

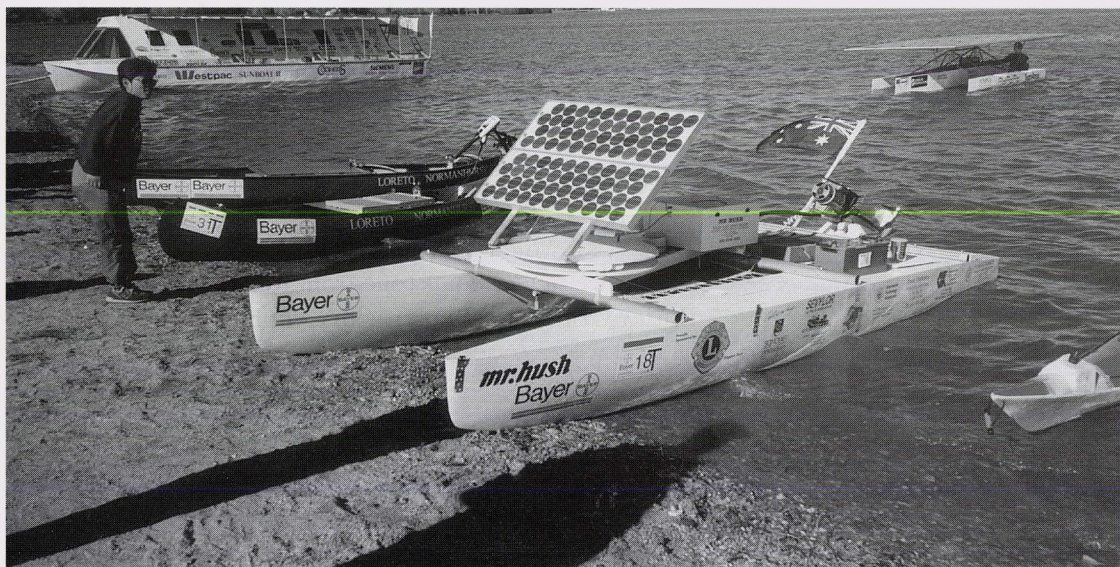
France

In September the Electric Sea Boat Challenge was held at La Rochelle La Mer (see *International News* Spring Issue, 1998).

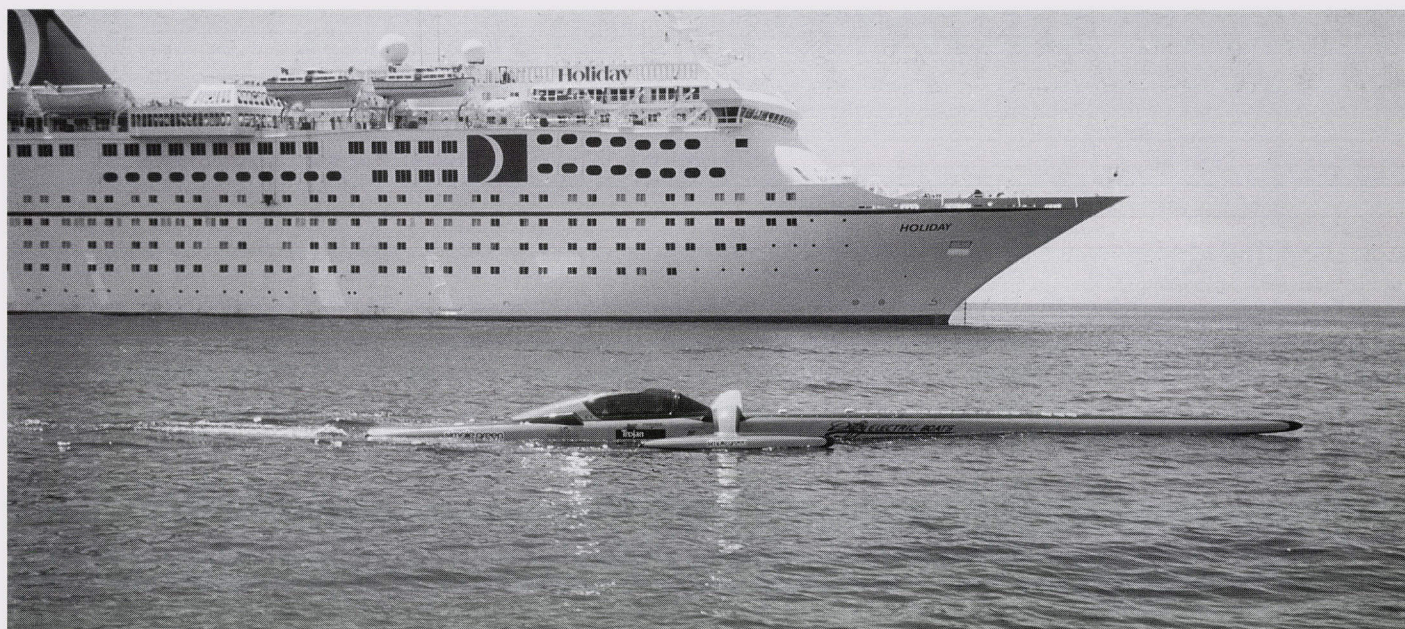
It is hoped to obtain a full report from local EBA member, Michel Rabaland for the Winter edition of EB News.

Switzerland

The world's first solar powered waterbuses *Aquarel I* and *II* are now into their second year of operation on the Lausanne shore of Lac Leman. When moored, their solar roof panels supply electricity to the local power grid. *IEB*



Some of the entrants in Australia's Advanced Technology Boat Race



The Duffy Voyager during her 9 knot offshore run from Newport Beach to Catalina Island

USA

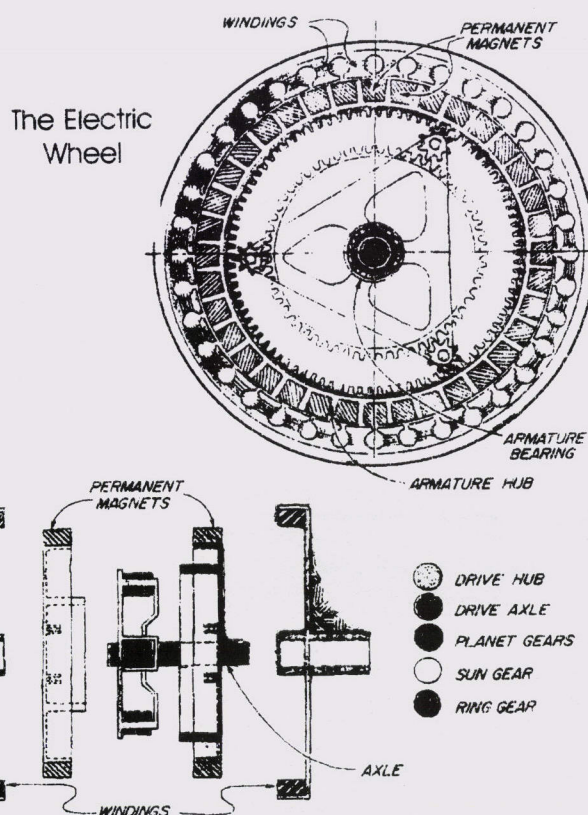
The Electric Wheel

There is somebody out there! A number of readers have responded to my report on the Electric Wheel in Technical News (*EB News*, Spring 1998) and have taken me to task for not including an address. My apologies: further information can be obtained from Dave Tether, Solomon

Technologies, P.O. Box 314, Benedict, Md., 20612. Tel (USA code) 301-274-4479.

Duffy Voyager

On the 11th July, American boatbuilder Marshall Duffy piloted his 62ft battery powered proa *Duffy Voyager* on a Pacific Ocean cruise between Newport Harbour and Catalina Island and return. The 55 mile round trip was officially timed by Kenneth Matthews, Chairman of the Electric Boat Association of America at 5 hours, 38 minutes: a consistent 9.7 knot speed throughout. Three weeks later *Duffy Voyager* increased this offshore record by sprinting the 12 miles between Newport Beach and Long Beach in 1 hour 30 minutes. Her 10.2 knot speed might have been faster had there not been fog off Newport Beach (see the report on the launch of *Duffy Voyager* in the Spring 1998 issue of *EB News*) *Duffy*



Solomon Technologies Electric Wheel

Solar Boat racing

Solar electric boat racing took place in Australia, Germany, Italy, Japan and the USA during the summer of 1998. In May the Bayer Solar & Advanced Technology Boat Race saw 39 boats (one from Russia) circuiting Lake Burley Griffin (Canberra), with eight high school entries taking part. Competitors from Germany, Italy and Switzerland participated in the German Championship heats at Ulm, Berlin and Rostock. In Japan, the 9th contest on Lake Hamana saw solar powered hydrofoils clocking 36 km/h in a 200 metre spring.

Despite spirited attempts, the solar powered speed record of 41.9 km/h (26 mph) set two years ago by *Vee-N-Verse II* from the University of Michigan still stands. *IEB*

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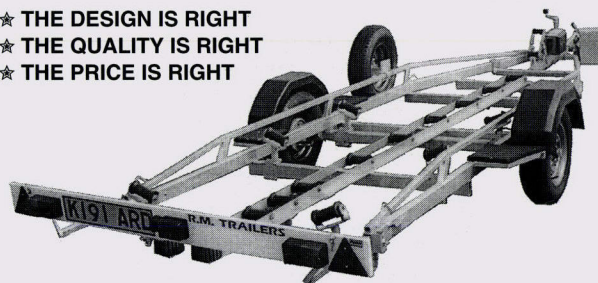
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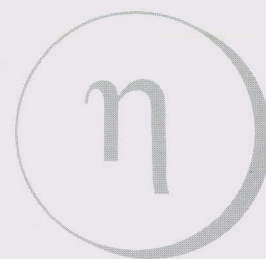
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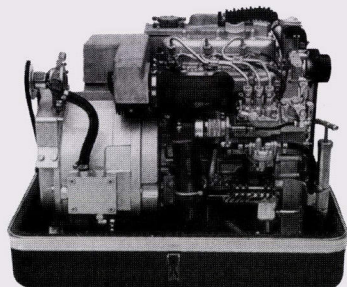
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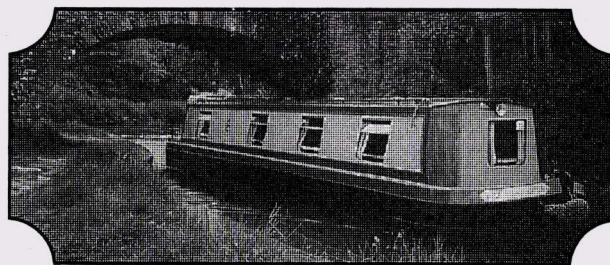
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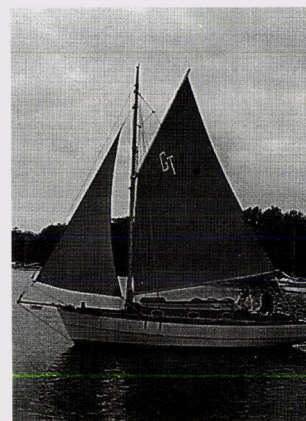
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