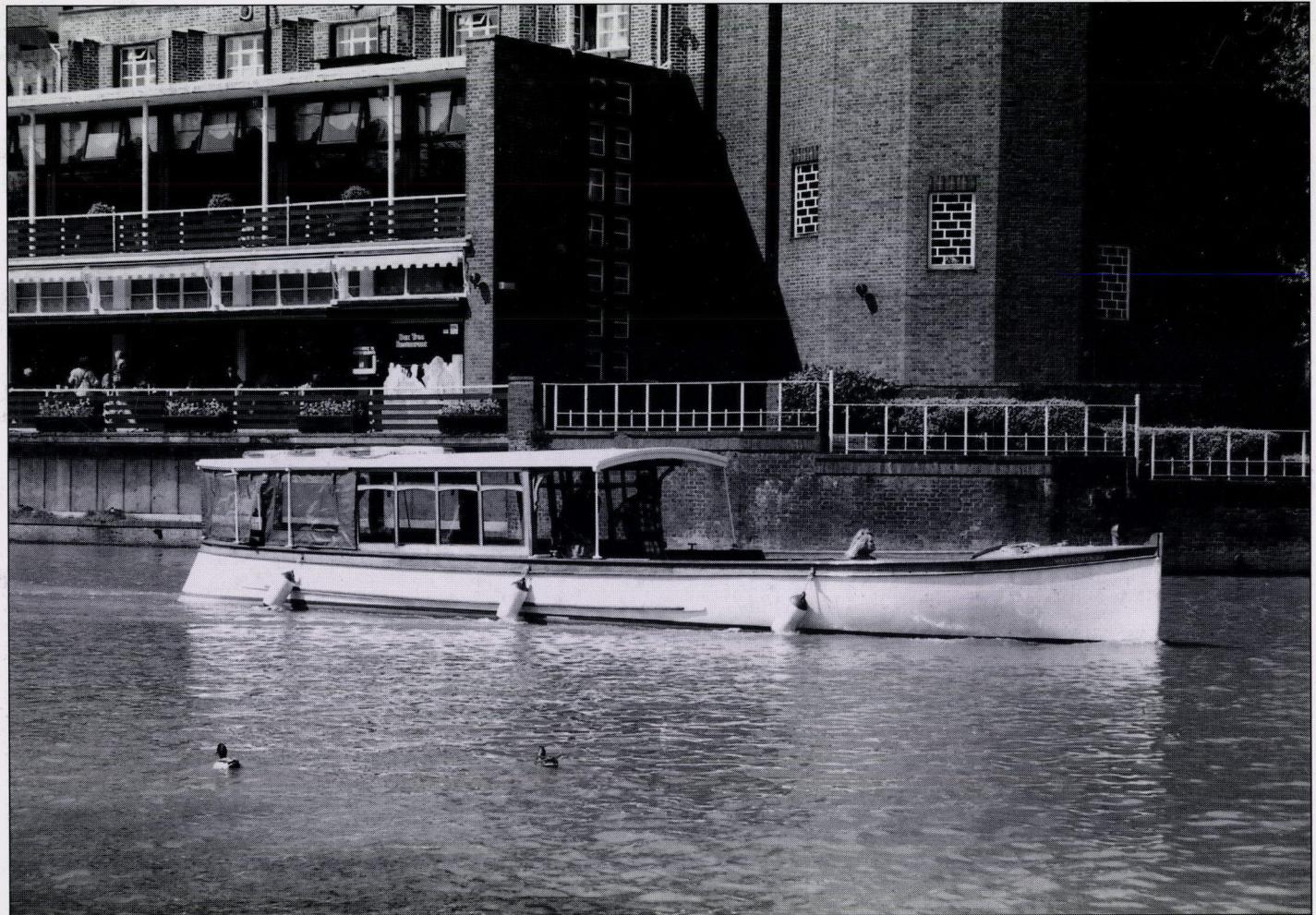


ELECTRIC BOAT *News*

The Journal of the Electric Boat Association

Volume 12 Number 2 Summer 1999

ISSN 0969-031X



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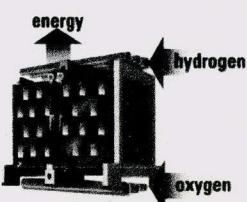
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The Fuel Cell

The technology is coming soon to provide the optimum
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Several projects are under way, including Canal Boats,
Ferries, Workboats, and Sea-going Craft.

Watch out for more information in the Electric Boat News,
the general press, and on TV.

For more immediate information contact:

Zero Marine on

Tel: +44(0)1621 869818, Fax: +44(0)7070 636 455
Email: ZeroMarine@aol.com

More details can be found on Web Site: www.zevco.co.uk

EBA CALENDAR 1999/2000

Date	EBA events	Events at which the EBA will have a presence	Events of interest to EBA members
1999			
June			
6th	Wargrave Rally Caversham		
19th-20th	Electric Boat Event Windermere		
25th		Electric Boat Event Ulm	
26th		Water Fest Reading	
26th-27th		National Go-Boating Weekend	
July			
1st-4th		Electric Boat Event Wilhelmshaven	
10th	EBA BGM & National Boat Rally Bourne End		
10th		Phillips Auction Henley	
12th-17th		Defi Solaire de Haute, Normandy	
17th-18th		Thames Trad Boat Rally, Henley	
August			
14th-15th		Bateaux Solaires, Neuchatel	
27th-30th	IWA National Waterways Festival Worcester		
September			
10th-19th		Southampton Boat Show	
10th -12th		Electric Boat Event, Dillingen	
11th		Cookham Regatta	
15th-20th	Grand Pavois La Rochelle		
tba	Silent Sensations, Norfolk Broads		
tba		Electric Boat Event La Rochelle	
October			
tba	Laying-Up Supper		
2000			
January	London International Boat Show		
February		Birmingham Boat Show	

The Electric Boat Association is on the Internet.

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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Kevin Desmond

Cover picture:

Main picture - Mayflower in front of the Royal Shakespeare Theatre at Stratford Upon Avon. The solitary passenger is our esteemed secretary, Barbara Penniall.

The Journal of the Electric Boat Association

Volume 12 No. 2 Summer 1999

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Editorial

My name is Bruce James and I have just taken over from Tony Ellis as Editor of Electric Boat



News. First of all let me thank Tony on your behalf for his contribution to the Association's publication and from me for his help and support over the hand-over period.

My own interest in boating goes back to about 1953, when I accidentally joined the 13th Ipswich Sea Scout Group. Incidentally the 'accident' was not that I joined the Scouts, but that my nearest group happened to be a Sea Scout Group and had a couple of sailing boats on the River Deben at Waldringfield. You can see me and the other scouts featured in some of the early Giles cartoons!

My interests in sailing have remained, and I am a member of the Upper Thames Sailing Club at Bourne End on the River Thames. However, in recent years I have been looking for a slightly less energetic form of boating and have a small, powered 'picnic' boat in which my wife Elizabeth and I enjoy bucolic trips on the river with our, now grown up, children and our friends. I feel that I will soon be converting this boat to electric!

I come to electric boating with little specific knowledge, and have been surprised, first of all with the volume of activity in this particular niche of boating. The item on Kenmure (Page 9) illustrates to me that electric boating is not new and the conversion to electric of the MV Mayflower (Page 4) points to the fact that there is an awakening for the environmental benefits of electric boating by operators, passengers and 'the authorities'.

Home news suggested that things are moving apace in the UK, until I read the International News page, when our achievements seem positively pedestrian. As I said, these are first impressions - time may well change my perspective.

The Boat Safety Scheme is with us. Please let me know of your experiences - and costs - of getting your boats certificated. With your help, the Association may be able to identify and address problem areas.

Bruce James

Editor

Copy deadlines:

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

Summer	1st May	Autumn	1st August
Winter	1st November	Spring	1st February

Electric Boat Management

Meeting 21st

At the meeting of the Management Committee held on the 21st April, 1999, Phil Horsley resigned as Chairman of the EBA due to pressure of work following his recent promotion to Sales Manager OE/National MP Accounts (South). Jim Keating was elected Chairman in his place, the appointment to be ratified at the BGM.

Chairman's Report

'Hello to you all. Regrettably, this is my last report to you as Chairman. I have been Chairman for nearly five years during which there has been considerable number of changes. The Association is now recognised by the Government and the Boat Industry as the leading authority on its subject; membership, both trade and private, has increased; this magazine has got bigger and better to name but a few.

'I am confident that the EBA stands on the edge of exciting times for electric boats, especially with their environmental and fuel saving benefits. Certainly the membership of the Association is increasing apace, both from the UK and internationally.

'I leave you at this great time with Jim Keating, our Technical Officer, who has been elected by the committee as our Chairman. I am sure you will give him your backing at the forthcoming Biennial General Meeting. Please make an effort to attend as vital changes in the Association need to be ratified at that meeting.

'It won't be all "hard work" though as it is followed by our first electric boat rally.

'May I wish you all and electric boating, every success for the future.

Phil Horsley



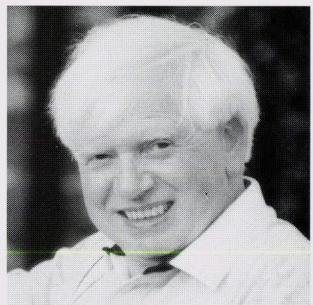
Goodbye.

Phil was elected Chairman in 1994 and in the five years that he has been in office the EBA has gone from strength to strength. His main contribution has been to build the credibility of the Association as a trade body whilst retaining our reputation as a user group organisation. He remains a member of the EBA.

During his period of office EBA has developed from a small user group concentrated in the Thames Valley to a professional body representing a growing industry and receiving national recognition.

Barbara Penniall says of him, 'He has a fantastic sense of humour, and tells one joke after another, almost faster than you can absorb them. He is also one of the kindest people that I have met. He does a lot of good, but keeps it quiet. He is much respected by everyone in the industry and I have never heard a bad word about him.'

We thank him for all that he has done for the Association in his capacity as Chairman and wish both Phil and his wife Jill all the best.



...and Hello

Jim Keating

Jim runs Designeta, his own consultancy company, involved in developing and manufacturing control equipment for electric systems.

He served his engineering apprenticeship with Rolls-Royce. During his 25 years with them he worked on the RB211 and was a design Section Leader.

Head hunted in 1975, he moved to Instron as Chief Designer in their Structures Division. At Instron he was involved in developing systems for a range of electro mechanical and servo hydraulic machines. He is currently



Association Committee

April 1999

employed by them as a consultant, in addition to running Designeta.

A final career move prior to setting up Designeta was a period as Chief Engineer with Cosworth in their Deep Sea Systems, developing diesels for submarines to run independently of air underwater.

Jim has been a member of the EBA for 6 years, serving on the Management Committee as Technical Liaison Officer and Parliamentary Waterways Group representative, positions that he will continue to fill, pro tem, in addition to his role as Chairman.

Other Matters Discussed

Ongoing Projects

- Information Sheet on Hybrid Power
- Membership Directory

Concluded Projects

- Stickers on the Association trailer

The Chairman reported that liaison with the Department of the Environment Transport and the Regions continues to develop well. Alan Meale, the Waterways Minister whose visit to the EBA was featured in the last edition of Electric Boat News, has invited the EBA to organise and participate in a meeting between himself and manufacturers. The purpose of the meeting is to study the feasibility of the boat building industry establishing facilities for the manufacture and marketing of electric boats in the Lake District.

Southern Electric and SEEBOARD have turned down our sponsorship request. It was agreed that we should review what we offer in return for sponsorship and continue to seek sponsorship.

There are vacancies for key positions within the EBA. Members are reminded that we are in exciting times and the involvement of the EBA in a range of Government

and industry projects on the increase. This is a good thing for the Association but can only be maintained with more support from you.

The vacancies are as follows:

- Vice Chairman - Trade Members.
- Vice Chairman - User Group.
- PR Officer
- Regional Director - Scotland.
- Regional Director - Ireland.

Schools/Colleges Project

The purpose of this project is to raise awareness of young people in environmental issues through the medium of electric boating. A substantial cash prize will be offered for the best design for an electric boat. Details are being finalised.

Trophies

The Emsworth Trophy

Nominations and claims are invited for the Emsworth Trophy. This is awarded annually for the longest cruise in an electric boat in the preceding year, so if you made or know someone who made a long cruise last year, please let Barbara Penniall know. What's long? Well, to Lechlade and back (but I know not from where!) has won it in previous years, so something longer and, perhaps more adventurous should put you in the frame.

The St. David's Trophy

This is awarded biennially for a significant advance in the field of electric boating. The committee award this trophy to Emrys Barrell, and to Phil Horsley. They will each hold the trophy for one year.

Solar Challenge Trophy

As no nominations have been received for this trophy, it was agreed that Malcolm Moss should continue to hold it for the present.

MV Mayflower con



Proprietor Edward Rose beside the motor and battery compartment doubling up as a vibration free table/seat in the centre of the boat

G F Rose & Son have operated a boat hire and passenger service on the River Avon from their site in the centre of Stratford Upon Avon for since 1898. They have six passenger launches capable of carrying between around 60 passengers and some thirty or so rowing boats. Last Winter they converted one of their launches from diesel to electric power.

The boat selected was the Mayflower, a 45 foot launch built by Borwick's of Windermere in 1910 and purchased by Rose Brothers in 1990.

Quiet running was the initial attraction, both for the passengers and to the general public in this environmentally sensitive tourist centre. An initial feasibility study suggested that there would be a significant capital investment in making the conversion. Balanced against this is that the estimated running costs would be lower, but until there is some operational data, this remains theoretical. E B News will update you when the information is available.

One significant saving that was identified was that the enlightened navigation authority, the Upper Avon

Navigation Trust, offered a 50% reduction in their licence fees for electric boats. This saving alone should be enough to finance replacement batteries at the end of their operational life.

The final factor in the decision making process was the reaction of the local authority. Rose Brothers have their own premises but also operate from a council owned pitch opposite their yard on the town centre side of the river. This pitch was described by Edward Rose, the current proprietor, as a 'Pivotal piece of river frontage' and something that the company wanted to retain. In discussions, the council representatives, reflecting a green sensitivity to needs of the town and its residents and visitors, were prepared to agree a longer lease in return for half of Rose's passenger boats being converted to electricity. So Mayflower is the first of three boats to be converted, with Spray and Lotus following shortly.

The conversion itself went well, carried out by Rose's by a team led by manager Nick Birch in their own facilities and guided by Bill Read of Read Engineering, a consultant recommended by Lynch Motors.



converted to electric power

The power of the motor was decided by conducting a series of tow tests at various speeds with a strain gauge recording the effort required.

The battery compartment and motor take up approximately the same volume as the 55hp, four cylinder BMC diesel they replaced but the longer, flatter configuration of the new power system, the top of which can be used either as a table or for additional seating, made for more usable space in the centre of the boat. This creates the feeling that there is more room in the boat.

The charger unit fits neatly in the forepeak, replacing the old fuel tank.

The old Morse dual control has been modified for use with the new system, providing the skippers with a sense of familiarity as they move from one vessel in the fleet to another.

The reactions to the conversion have all been positive. The expected peace and quiet has been achieved, a fact noticed by and commented on by passengers and crew. 'You can hear the water rippling by' and 'This is our new Stealth Cruiser' being two such comments overheard. But an unexpected bonus that Edward commented upon was



Mayflower on her moorings at Stratford upon Avon

the total lack of vibration that made for a much more pleasant voyage and should improve the life of the fabric of the boat in general.

Technical information

Power - 8.1KW Lynch permanent magnet DC motor (approximately 10 H P).

Batteries - Chloride type 24XWCF15 630 Ah, providing 10 hours normal cruising per charge.

Charger - Chloride 21 Series 8hr charger type 21S48v85. Controls - Curtis Electronic Speed Controller

The motor connects to the drive with a 5:1 reduction. The propeller shaft was replaced with a stainless steel shaft with new thrust bearings. The bearing is oil lubricated on the internal end of the stern tube with a water lubricated Cutlass bearing on the external end, the whole creating significantly less friction than the stuffing box that they replaced.

Approximate Costs

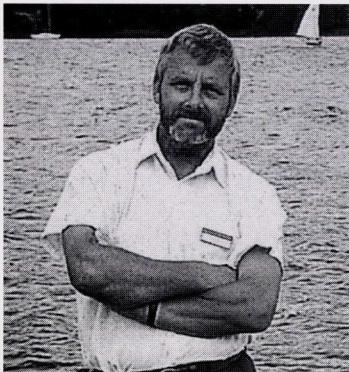
Motor	£800.00
Batteries and Charger	£4,743.00
Prop shaft, bearings, transmission	£1,500.00
Instruments and control equipment.	£800.00
Adaptation of engine bearers	£500.00
Labour	£1,600.00
Consultancy and design	£1,700.00
Setting up charging facilities	£300.00
Total	£11,943.00

For further technical information please contact Edward Rose of Rose Brothers on 01789 267073



Charger neatly replacing the old fuel tank

HOME NEWS



Geoff Leech

Coniston Water is now a cleaner and much quieter place thanks to an innovative scheme by the Lake District National Park Authority's recently retired Head Boatman Geoff Leech. He has been awarded the Authority's Green Award for converting the lakes fleet of hire boats to electric power.

When the boat-hire season re-opened on 1st April there were 10 electrically-powered boats in the fleet. It has been an objective of the National Park Authority to convert the boats for several years, and initial work was done by former Head Boatman Hughie Carroll. Geoff took over and developed the project, gradually replacing petrol outboard motors with re-chargeable batteries. He has now proved that they are cheaper to run, easier to operate and above all, less damaging to the environment.

"The most obvious impact is the elimination of noise pollution," said Geoff. "Also, for every gallon of petrol used by an outboard motor, about one pint goes into the lake".

More news of an electric powered, commercial fleet expanding has been received from the **Bath & Dundas Canal Company**, of Brass Knocker Basin boatyard at Monkton Combe.

On Thursday 22nd April they took delivery of two Mystics 8 seater launches, bringing their total number of boats to nine. The boats are and were purchased from Rupert Latham in Norfolk.

Proprietor of the Bath & Dundas company, Tim Wheeldon, says, "Although we have been hiring out these types of boats for some years it is only recently that the true advantages of electric propulsion in inland waterway boats has begun to be appreciated by a larger public. Not only is there obviously far less noise compared with a diesel which enables passengers to enjoy more intimately the natural beauty of the canal," he says, "but there are no dirty bilges, no risk of spillages when refuelling, no exhaust fumes given out and lastly, but by no means least, the cost of operating is considerably lower."

Another operator who has increased its fleet is **Rivertime** at Cookham. Simon and Pat Davis have purchased Patricia II. You may recall the photograph of this boat in the last edition of Electric Boat News. Until recently she was operated by the Bath & Dundas Canal Co. At 32 feet, she will be the largest boat in the Rivertime

fleet. She will be in commission shortly, when some necessary work has been completed. With batteries and charger from Chloride and a motor overhaul and control gear from Bossom's, her move touches a number of EBA members!

The **Phoenix Fleet** on the Broads are producing a new boat by combining moldings from two existing craft. The Phoenix 21 sports a modified Mystic superstructure on the well tried Deltic 21 hull. The resultant craft provides comfortable seating for 12 people and allows access to a forward well for seating and increased ease of handling.

Adventure Cruisers at the Jolly Roger Boat Yard have ordered a Phoenix 21 from Robin Richardson which will be fitted out by themselves.

John Williams Boats are developing in South Africa a 23ft electric passenger carrying launches which is nearing completion. A production run of several dozen similar boats is planned. The g.r.p. hulls and superstructures will be produced in South Africa and electric motors complete with control equipment will be shipped from Stalham, Norfolk.

The first boats will become water taxis, they will be used to ferry visitors around Century City which is a very large and prestigious business and leisure park currently being developed on the outskirts of Cape Town.

There are two 'openings' that may be of interest of EBA members.

First off is the **National Maritime Museum** at Greenwich. A courtyard area between two wings has been covered to provide a large well lit, new gallery. Recently opened by Her Majesty, Queen Elizabeth II, it sounds well worth a visit.

That is on the boating side of our activities. On the environmental side is the **Earth Centre**, near Doncaster. Phase 1 of the UK's first Millennium visitor attractions opened on 2nd April, 1999, it is directed at how to live and work sustainably in a developing world.

Electric Boat Event — Windermere

Another date for your diary is the Electric Boat Event to be held at Windermere on 19th & 20th June 1999.

This is an interesting an fun event organised by the Electric Boat Association with the Windermere Steamboat Museum.

It is open from 10.00am to 5.00pm Saturday and 10.00am to 3.00pm Sunday. Whilst there is no charge to members for attending the rally, they will be expected to pay the normal admission fee to the museum. These are £3.25 for an adult, £2.00 for a child and £8.00 for a family.

Inland Waterways Festival

This will be held at Worcester over the August Bank Holiday.



Barbara's Bazaar

Are you a member of the Electric Boat Association...and proud of it?

So why haven't you got a tie or a pennant? If you have - well done. If not, read on!

Ties and stickers are available from the Association Secretary, Barbara Penniall, for £10 and £9.50 respectively. Both feature our grebe, so you can easily be mistaken for a twitcher. These quality items are a must for any serious member of the Association.

If the prices for these items are too steep, why not buy one of our posters? These also feature our grebe and our encapsulated colour copies. The poster can be personalised with your boat name, motto or coat of arms. A snip (not to be confused with a snipe) at £1.50 for A5 and £2.50 for A4.

To purchase, please send your order to Barbara Penniall, 150, Wayside Green, Woodcote, Reading Berks. RG8 0QJ, together with your cheque for the appropriate amount made payable to the Electric Boat Association.

Coming Attractions

BGM and EB Rally

The Biennial General Meeting and National Electric Boat Rally and Open Day will be held at Upper Thames Sailing Club, Riverside, Bourne End, Bucks., on Saturday 10th July, 1999.

The BGM starts at 10.30am for 11.00am and the rally will run from 2.00pm to 5.0pm.

This is an important morning meeting and a fun afternoon so please make every effort to be there.

For further information please contact Jim Keating on 01628 675780 or Paul Jackson on 01628 828249.

Electric Boat Association Insurance Scheme



Please don't forget our insurance scheme! We have a special scheme for boat insurance with Navigators & General, the UK's largest pleasure craft insurers. Navigators & General are part of the Zurich Financial Services Group.

In addition to the normal reasons for arranging insurance, the scheme provides the following additional benefits for members.

- A 10% reduction on current rates
- Cover for batteries without deductions for age and wear and tear (see policy extension for details)
- The power of the collective voice through the EBA
- A contribution from Navigators & General to Association funds

The more members who make use of the scheme, the better able the Association will be to negotiate for improved terms in the future.

For a quotation, please contact Barbara Penniall for a quotation form or contact the company direct: PO Box 848, Brighton, BN1 4PR
Phone: 01273 863420
E-mail: www.navigatorsandgeneral.com

Thames Electric Charging Points

Charging posts are now in commission at the following locks on the River Thames. Where available, brief details of nearby Bed and Breakfast facilities have been included to facilitate use of charging facilities by members with day boats.

St. John's Lock

Hotels and B&B available nearby

Samford Lock

Pub & Restaurant

Goring Lock

Food & Accommodation in

Cookham Lock

Goring village

Food & Accommodation in

Molesey Lock

Cookham village

Shifford Lock

B&B 10 minutes away

Benson Lock

Food & Accommodation in

Benson village

Shiplake Lock

Old Windsor Lock

The charging posts are actioned by the use of a swipe card. These cards can be purchased from the lock-keepers for £5.00. The price includes over-night mooring, the approximate breakdown being £3.00 for the mooring and £2.00 for electricity.

The Association would encourage members to use the facilities. We have lobbied the Environment Agency hard for a number of years to have them provide charging posts and it is in our interests to show the Environment Agency that there is a need for them and that further investment in such facilities is justified.

INTERNATIONAL NEWS

The following has been taken from The International Electric Boat No. 6, edited by Kevin Desmond, (EB News' founding editor).

*My thanks to him for making the information available to us. Kevin can be contacted as follows Phone: France: Tel ++33 556 68 34 12
e-mail: desmond.writer@wanadoo.fr*

International Nautical Electric Propulsion Encounters took place between 9th and 12th April 1999 at Nantes, eastern France, as part of that city's Spring Boat Show.

Among the events there were daily demonstrations of a some nine electric boats for children and adults on the inner city Saint-Felix canal and a three-hour symposium at "Congress City" concerning the essential role of the electric boat for the French inland waterways, of which there are some 8,500 km.

It concluded with the electric fleet passing through the St Felix tunnel which had been colourfully lit for the occasion.

Alongside its electric tramway, the Nantes transportation system is becoming increasingly electric. Ruban Bleu, the city's local boatyard has, since 1992, sold over 450 battery-electric dayboats. By the end of the millennium Ruban Bleu will be offering six different models from 3.60 m to 7 m in length. Alongside the Ruban Bleu boatyard, Ruban Vert maintains a 47-strong hireboat fleet operating from four separate sites in France. Since August 1998, the 17-passenger Ruban Bleu Voguelec has been regularly transporting the Nantes public across a city waterway at the rate of 5000 per month.

On the Monday afternoon boatyard owner Jerome Croyere, nicknamed drove his prototype 15 kW Advance-engined 8-metre Ruban Bleu trimaran in front of the exhibition tents at estimated sprints of 30 km/h. Ruban Bleu (website: www.rubanbleu.com) is searching for importers in both the UK and the USA

One of those present at Nantes was Monsieur Klein, chief engineer for the Port of Strasbourg who reported that before the end of 1999, the city of Strasbourg will have its own glass-topped electric waterbus. Measuring 24m long by 4.50 metres beam, the steel-hulled "passeur" will be powered by two 35-40kW motors supplied by 12 tons of lead-acid battery. This will enable it -between 9am and 10pm - to make eight, one-hour trips through the historic part of that European capital, carrying up to 140 passengers. The air conditioning of the boat will be carried out by a supplementary power unit running on LPG. The waterbus's crew will be transported between its nighttime recharging garage and the tourist bus stop by electric car. Its steel hull is currently under construction at the Michel boatyard.

SOLAR SAILOR UNDERWAY

Dr Robert Dane's Sydney-based Solar Sailor Company has internationally patented a hybrid boat which pivots its p/v panels for both e-energy and as sails.

Following Solar Sailor featuring in the July 98 issue of Massachusetts Institute of Technology's prestigious Review magazine, the New South Wales Minister for State

Development, Michael Eagan, presented a cheque for \$20,000 to Solar Sailor. The grant was made under the Australian Technology Showcase Export Fund. The grant was provided on a matching dollar for dollar basis, towards assisting with patenting, ensuring the security of intellectual property will be retained.

In April this year, to achieve its goal of having a working prototype on Sydney Harbour for the 2000 Olympics, the Solar Sailor Company has commenced the design and construction of Solar Sailor II. Solar Sailor II is the code name for the 20-metre ferry that will showcase to the world the concept of the Solar Wing. The concept has been scaled up by naval architect Grahame A. Parker BE., designer of the Sydney River Cat.

The Sydney Olympics are being marketed as the green games and the world's media will be in Sydney looking for what's new and what's green. If completed within time, the Solar Sailor II has the potential to highlight the applicability of the SolarWing technology to tourist and passenger craft. A Solar Sailor is a solar, wind hybrid watercraft using pivotally mounted and controlled 'solar sails'. A 'solar sailor' can use both forms of renewable energy available at sea, ie the sun and the wind, is virtually silent, creates no water pollution and greatly reduces air pollution and greenhouse gas emissions.

ELCO EXPANDS

Under the new presidency of Charles G. Houghton, the Elco Company of Highland, NY has been increasing its dedication to the industry. With a staff of some 17 full-time employees, Elco's strategy is in assembling electric drives and associated components and marketing them through a 60-strong Statewide dealership network; this also includes some four classic-style Elco launches (three of them fantail) from 14ft to 30ft.

In December 1997, Elco received its largest single order \$241,000 from the Eidson-Ford Winter Estates in Fort Myers Beach, Florida for three 30ft launches one a replica of famous inventor Thomas Edison's 1903 Elco electric launch Reliance. Elsewhere, the New York Power Authority was considering buying electric launches for Central Park Lake and Prospect Lake to replace the Elco launches in operation on these lakes in the early 1900's.

For yachting, Elco has teamed up with Com-Pac Yachts to provide electric auxiliaries for Windborn Electric Sailboat Corporation. The Windborn Corporation is based at Harkers Island, North Carolina.

The first gathering of Elco owners in Charleston, South Carolina included a 1990 30'~Elco electric launch owned by Capt. Charles Labow of Miami, Florida, and a 1929 41' Elco Cruiser owned by Mr. Loy Stewart of Charleston, South Carolina.

THE ELECTRIC BOAT ASSOCIATION

ARTICLES OF ASSOCIATION

February 1999

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Note: Wording underlined, other than the headings, signifies an alteration or addition to the present Articles of Association.

Wording changed but not underlined: for "General Assembly" in the existing Articles read "General Meeting"; for "Executive Council" read "National Council"; and for day-to-day management duties of the "Executive Council" read "Executive Committee".

THE ELECTRIC BOAT ASSOCIATION

ARTICLES OF ASSOCIATION

February 1999

1. NAME

The name of the Association shall be The Electric Boat Association.

2. OBJECTIVES OF ASSOCIATION

The objectives of the Association are to encourage and promote the development and use of electrically powered boats and, through the exchange of visits and information, organisation of meetings and conferences, co-ordination of scientific, technical and promotional activities, seek to influence improvements in their technology, manufacture, economics and market.

It shall in particular promote the use and building of electric boats through, but not limited to, the scope of activities set out in Attachment A.

The Association is a non-profit making and non-political organisation.

3. HEADQUARTERS

The Headquarters of the Association shall be at the Secretary's official address.

4. BUSINESS YEAR

The business year shall be the year ending 31st March.

5. MEMBERSHIP

Membership of the Association shall comprise two Groups:

Trade Group

Normally limited to companies, partnerships and authorities in the UK; but non-UK companies and authorities may, at the invitation of the National Council, join as Associate Members without the right to vote.

Users' Group

Open to private owners and users of electrically powered boats and other interested individuals;

all of whom, in the view of the National Council, can contribute to the achievement of the objectives of the EBA.

All applications for membership shall be made in writing to the Membership Secretary and approved by the National Council. The National Council shall be responsible for admission or expulsion of all members: any resolution for admission or expulsion must

be supported by a simple majority of the members of the National Council present and voting. Every Member shall accept the statutes and bye-laws. Resignation of membership can only take effect at the end of any business year. Notice to terminate membership shall be given by registered letter to the Association's Treasurer at least three months before the end of the business year and all subscriptions must be paid by the end of that year. Membership will lapse on failure to pay the subscription at the due date.

The Association may be affiliated to other organisations subject to the approval of the National Council.

6. **USERS' GROUP**

Membership of the User's Group will be open to private owners and other individuals interested in electric boats and in assisting to further the objectives of the Association.

This Group may elect its own Users' Committee which shall be charged to administer the affairs of the Group under guidelines provided by the National Council. Each Member of the Users' Group shall have one vote for elections to the Users' Group Committee, if in being. The Committee will elect its own Chairman, Secretary and such other officers as it sees fit. The Chairman and Treasurer of the EBA shall be ex officio members of the Committee. The Chairman of the meeting shall have a casting vote.

The Chairman will automatically be elected to the post of Vice-Chairman, Users' Group on the Executive Committee and National Council of the EBA. In the event that there is no Users' Committee, a Member shall be elected at the Biennial General Meeting to the post of Vice-Chairman, Users' Group.

Fifty percent of the subscription paid by each Users' Group Member will be under the control of the Users' Group. The remaining 50% will be under the control of the National Council.

Events organised by members of the Users' Group under the auspices of The Association shall be subject to the approval of the Executive Committee and in accordance with the Rules of The Association.

7. **GENERAL MEETING**

A General Meeting open to all members of the Association shall be held at least every two years. An Extraordinary General Meeting may be convened by the President at any time if written applications are signed by at least a quarter of the Members from each of the Trade and Users' Groups.

The General Meeting shall receive the reports of the Chairman and Treasurer, adopt the Accounts and shall elect Officers and Committee Members of the National Council. Nominations for Office shall be made in writing to the Secretary at least fourteen days before the General Meeting.

The National Council shall report on the activities of the Association since the previous

General Meeting and shall put forward agenda items requiring decisions by the Members of the Association.

Any Member of the Association supported by at least 10% of the members of the Group to which the Member belongs may put forward items for the agenda of the General Meeting.

Ten per cent of the UK Members present and entitled to vote shall constitute a quorum at a General Meeting.

Voting at the General Meeting shall be in accordance with Clause 16. "The Right to Vote".

The proposed date of a General Meeting shall be published in at least two issues of the EB News and the Notice and Agenda of a General Meeting shall be sent to all Members at least three weeks before the proposed date.

A report of the General Meeting shall be published in the issue of EB News following the Meeting and minutes shall be circulated to Members. The work of the General Meeting shall include the activities set out in Attachment B.

8. DUTIES AND COMPOSITION OF THE NATIONAL COUNCIL

The National Council shall be responsible for formulating the policy of the Association in furthering the Objectives of the Association as set out in Clause 2 and Attachment A and for delegating to the Executive Committee responsibility for carrying out the agreed policies.

The National Council shall comprise the President, Vice Presidents, the Chairman of the Association, Members of the Executive Committee (see para 9), Regional Directors, Technical Officer, Membership Secretary, and two non-executive representatives from each of the Trade and Users' Groups.

It shall elect an Executive Committee to implement the policies agreed by the National Council and to manage the day-to-day affairs of the Association. The Executive Committee shall render reports on decisions taken and progress to the next meeting of the National Council.

The National Council shall meet once every six months or, at least, once per year. The President may at any time convene a sub-committee of at least two other members of the National Council for the purpose of meeting the Executive Committee to agree urgent matters of policy.

Nominations for membership of the National Council must be signed by a proposer and seconder and sent to the Secretary one month before the General Meeting. National Council Members will be elected by a simple majority of those present and eligible to vote and will serve for a term of two years.

The National Council may co-opt members to fill vacancies arising between General

Meetings.

9. EXECUTIVE COMMITTEE

The National Council shall be responsible for appointing members to the Executive Committee which shall comprise:

Chairman of the Association
Vice-Chairman - Trade Members
Vice-Chairman - Users' Group
Secretary
Treasurer
Editor EB News
Public Relations Officer (if appointed) and
such other members as the National Council may from time to time authorise.

In accordance with the directives of the National Council, it shall manage the Association's activities, General Meetings and Conferences. The Executive Committee shall be accountable for its actions to the National Council and shall report decisions taken and progress to the next meeting of the National Council.

The Executive Committee shall meet at least every two months. At each meeting a quorum will constitute five members, preferably including the two Vice-Chairmen, Trade and Users' Group.

The Chairman of the meeting shall have a casting vote.

10. PRESIDENT

The Association shall have a President who shall be a person prominent or closely allied to the electric boat industry. He shall be elected by the General Meeting but may not serve for more than three consecutive years in the same capacity, unless asked to do so by a simple majority of members present at the General Meeting and eligible to vote.

At General and National Council meetings, the President (or his deputy) shall have a casting vote.

The President may, if requested by the National Council, represent The Association in dealing with third parties. The President shall not act as a representative of his own organisation at General or National Council Meetings.

The General Meeting shall have power to appoint not more than three Honorary Vice-Presidents at any one time in recognition of their services to The Association and the cause of electric boating.

11. SECRETARY

The secretarial work shall be carried out by a Secretary appointed by the National Council on terms to be agreed.

On the recommendation of the Executive Committee, the National Council can authorise the carrying out of special work by the Secretary on terms to be agreed.

The Secretary and Treasurer shall draw up an Annual Budget for approval by the Executive Committee within the terms of a two-year forecast presented by the Executive Committee to the National Council for its approval.

12. **COMMITTEES**

The National Council may establish committees to carry out specific tasks on its or the Executive Committee's behalf.

The Users' Group may set up committees subject to approval by the National Council and under the supervision of the Vice-Chairman, Users' Group.

13. **MEMBERSHIP SUBSCRIPTIONS**

Subscriptions shall be levied to defray the overhead costs of The Association and its activities. The amount and methods of payment shall be proposed by the National Council for approval by the General Meeting. Costs of special projects shall be met by specific contributions to be obtained in a manner approved by the National Council.

14. **FINANCES**

All monies expended shall be expended in furtherance of the aims of the Association and the National Council who, out of these monies, shall pay all proper expenses of the administration incurred. The Honorary Treasurer shall open bank accounts and investments as approved by the National Council.

Documents, e.g. cheques, relating to the Association's accounts shall be countersigned by two authorised signatories of the National Council, except that the Treasurer shall have power to sign singly cheques up to a value and a total value before reporting such payments to the Executive Committee, the values to be determined from time to time by the National Council.

15. **AUDITORS**

The auditor appointed by the General Meeting shall examine the annual accounts of the Association and report on them to the National Council who shall submit annually a summary of the audited accounts to the membership.

16. **RIGHT TO VOTE**

The Users' Group shall have one vote per Member.

Trade Members shall have one vote each multiplied by a factor determined from time to time by the National Council. The National Council is required to ensure that the factor to be used shall be such as to ensure that no more than 10% of the Members of either Group shall be required to switch votes to the other Group in order to produce a majority of votes in that Group.

The allocation of the factor to be applied to each individual Trade Member shall be adjusted, if required, by the National Council in such a way that the average factor for the whole Trade Group is equal to that determined by the National Council.

Associate Members shall have no vote.

Voting shall be by a show of hands unless either:

- (a) two members request that it should be according to entitlement to vote of those present, or
- (b) a secret ballot is requested by a number of members whose votes shall exceed 10% of the total votes entitled to be held by all Members.

Except where otherwise stated, decisions shall be taken by a simple majority of those voting.

17. ALTERATIONS TO THE CONSTITUTION

Any alteration to these statutes must be approved by two-thirds majority of the members entitled to vote at the General Meeting. Proposals for alterations shall be circulated to all members at least four weeks before a vote is taken.

18. BYE-LAWS

The National Council shall recommend bye-laws, for approval by the General Meeting, to deal with matters not adequately covered in the Statutes.

Meetings organised locally under EBA auspices shall conform to EBA rules.

19. DISSOLUTION OF THE ASSOCIATION

Any proposal to dissolve the Association shall be placed on the agenda for discussion at the Biennial General Meeting or an Extraordinary General Meeting and must be approved by a two-thirds majority of the votes cast by all members according to their entitlement.

Should the Association be dissolved, the assets, after all liabilities have been met, shall be distributed among the members in proportion to their annual membership fees. The liability of each member on dissolution shall be limited to one year's subscription.

Any amounts a member should owe to the Association on the day of dissolution shall be deducted from these payments.

20. LIABILITY OF THE ASSOCIATION

The Association shall not be liable for any statement or act other than those authorised on behalf of the National Council by the President, Chairman and other designated office holders.

21. **LIABILITY OF MEMBERS**

The liability of each member shall not exceed one year's subscription.

Members of the Association shall undertake to accept liability for their own advice, services and products.

ATTACHMENT A

SCOPE OF ACTIVITIES

- a) Promote and assist in the development, marketing and use of electrically powered boats and the expansion of existing applications.
- b) Provide a forum for the exchange of information and discussion concerning the development, production and use of electric boats and associated equipment.
- c) Bring together owners of and others interested in electric boats for the enjoyment of social occasions, rallies and meetings appertaining to electric boating.
- d) Disseminate knowledge pertaining to the electric boat industry and users' experience worldwide.
- e) Evaluate and report on the market potential and developments for electric boats.
- f) Provide for and be a central medium of useful or confidential information available to members.
- g) Promote the interchange of technical information and take any other steps likely to establish greater efficiencies in the practices of the electric boat industry.
- h) Produce and market periodical publications and other material providing news of the Association's activities, information on new developments and projects worldwide, and discussions on issues affecting the electric boating industry and users' interests.
- i) Represent the interests of the electric boat industry and users in discussions with government, agencies, authorities and other parties.
- j) Promote, support or oppose legislative or other measures affecting the objectives of the Association.
- k) Arrange projects related to the design and/or/construction and/or operation of electric boats.
- l) Liaise with industry on the setting and publication of technical standards.
- m) Collect and circulate statistics and other information relating to the manufacture, supply and use of electric boats and equipment.
- n) Provide for and maintain archives of information on electric boats and propulsion systems.
- o) Organise solely or in association with other bodies the holding of competitions and events aimed at enhancing knowledge of electric boating.
- p) Become the recognised UK body for regulating and approving the measurements of record breaking events for electrically powered boats.
- q) Do all such other lawful things incidental or conducive to the attainment of the objectives of the Association.

ATTACHMENT B

FUNCTIONS OF THE GENERAL MEETING

1. Election of the President.
2. Appointment of the Secretary.
3. Election of the National Council.
4. Ratification of the formation of the Executive and other Committees, approval of their terms of reference and their membership.
5. Approval of the audited accounts.
6. Election of auditors.
7. Approval of budgets and programmes put forward by the National Council.
8. Confirmation of decisions of the National Council where these would be binding on member organisations and members.
9. Fixing of membership subscriptions.
10. Approval of arrangements for Association conferences and General meetings.
11. Alterations to the Articles of Association.
12. Dissolution of the Association.

ELECTRIC BOAT ASSOCIATION

PROPOSED CHANGES TO THE ARTICLES OF ASSOCIATION

April 1999

INTRODUCTION

The Management Committee has been considering how best to develop the Association in order to build on the firm foundations which have been created since its formation in 1982 and enable it to take a major step forward in expanding its membership and activities. At the 1999 General Meeting, the Committee will therefore be putting forward a plan which envisages a sharpening of the existing structure. The present arrangements comprise a General Assembly and Executive Council, which has since become known as the Management Committee. It is proposed that these two bodies should be replaced by a General Meeting, a National Council and an Executive Committee.

- The General Meeting of all members, to be held biennially, will receive the reports of the Chairman and Treasurer, adopt the Accounts, elect Officers and Members of the National Council and vote upon motions.
- The National Council will be responsible for formulating policy and directing the operations of the Association. It will meet once every six months or, at least, once per year.
- The National Council will delegate to the Executive Committee responsibility for managing the Association's day to day activities, promotional events, conferences and meetings. It will meet at least every two months.
- Both the National Council and the Executive Committee to have a defined membership. (see item 10 below).

At the same time, it is proposed that the following arrangements should be made:

- Implement a Regional structure.
- Incorporate the Associate Member Group into the Trade Group.
- Amend voting rights to ensure balance between Trade and Users' Groups.
- Clarify the Association's undertakings regarding finances and liabilities.

The Management Committee has already taken steps to strengthen the impact of the Association through the formation of a Regional structure by the appointment of Regional Directors for the Anglian and Northwest Regions, and be developing the EB News and Information Sheets.

If these proposals are accepted, it will be necessary to update the Articles of Association (which were last modified in 1991). A copy of the proposed Articles may be obtained from the Secretary: Mrs. Barbara Penniall, 150 Wayside Green, Woodcote, Reading RG8 0QJ. Tel: 01491-681449. Fax: 01491-681945.

MAIN CHANGES TO ARTICLES OF ASSOCIATION

The features of the changes proposed to each clause of the existing Articles (Sept. 1991) are:
(*existing headings are in italics*)

- 1-4. *Name: Objectives of the Association; Headquarters; Business year.*
No change other than amendment of Business year to ending 31st March.
5. *Membership.*
Associate Member Group subsumed into the Trade Group.
6. *Users' Group*
The User's Group will elect the Chairman of its Committee (if in being), who will automatically be elected to the post of Vice-Chairman, Users' Group, on the National Council and Executive Committee. The Chairman and Treasurer of the Association shall be ex-officio members of the Users' Group Committee.
7. *General Assembly*
The "General Assembly" to be replaced by the "General Meeting" of all members to be held at least biennially to receive the reports of the Chairman and Treasurer, adopt the Accounts, elect Officers and Members of the National Council and vote on motions.
- Consequential changes to notification of and procedures at meetings.
8. *President*
Term of office extended to three years.
9. *Secretariat*
Replacement of the term "Secretariat" by "Secretary". Functions unchanged.
10. *Executive Council*
The "Executive Council" to be replaced by the "National Council" responsible for formulating policy and directing the operations of the Association. The National Council to comprise the President, Vice Presidents, the Chairman of the Association, members of the Executive Committee, Regional Directors, Technical Officer, Membership Secretary, and two non-executive representatives from each of the Trade and Users' Groups.

Some of the present duties of the *Executive Council* to be delegated by the National Council to an "Executive Committee" with responsibility for managing the Association's day to day activities, General Meetings and Conferences. This committee to comprise the Chairman of the Association; Vice-Chairmen, Trade and Users' Group; Secretary; Treasurer; Editor EB News; Public Relations Officer (if appointed); and such other members as the National Council may authorise.

11-13. *Committees; Membership Subscriptions; Auditors*

New article on Finances specifying use of monies to further the aims of the Association; the signatories to documents e.g. cheques, and consequential changes.

14. *Right to Vote*

Specifies the proposed new basis for voting rights and procedures to ensure balance between Trade and Users' Groups. The present voting structure is based on the value of subscriptions paid and could lead to a dominance of one Group by another. The proposed voting arrangements are as follows:

- ❖ The Users' Group shall have one vote per Member.
- ❖ Trade Members shall have one vote each multiplied by a factor determined from time to time by the National Council.

The National Council is required to ensure that the factor to be used shall be such as to ensure that no more than 10% of the Members of either Group shall be required to switch votes to the other Group in order to produce a majority of votes in that Group.

The allocation of the factor to be applied to each individual Trade Member shall be adjusted, if required, by the National Council in such a way that the average factor for the whole Trade Group is equal to that determined by the National Council.

- ❖ Voting at the General Meeting will normally be by show of hands on the basis that each member present has one vote unless
 - (a) two members request that it should be according to entitlement to vote of those present, or
 - (b) a secret ballot is requested by a number of members present whose votes shall exceed 10% of the total votes entitled to be held by all Members.

15-17. *Alterations to the Constitution; Bye-laws; Dissolution of the Association*

Consequential changes.

18. *Liability of Members*

No change.

New clause added on the Association's liability.

Attachment A Scope of Activities

Clauses rearranged for coherence and clarity. Clause added: "Bring together owners of and others interested in electric boats for the enjoyment of social occasions, rallies and meetings appertaining to electric boating".

Attachment B Functions of the General Assembly

No change except for title to be changed to "General Meeting"



Kenmure

The First Broads Electric Boat?

The following article is extracted from a much longer draft submitted by Brian and Joy Eady, of Wellington, Somerset. I thank them for their article and recognised that this highly edited version does not do justice to their meticulous research, nor probably their intention of reflecting Captain Donaldson as the man that he was. Unfortunately, constraints on space make it impossible to reproduce their article in full. I hope however that I have captured the essence of the epoch making yacht Kenmure and aspects of boating during and immediately after the Second World War.

Editor

We bought the 28ft gaff rigged river cruiser yacht Windlass from Mr E Brunger in March 1997 at Upton Boatyard. We had been told that she used to be called Kenmure, and was built round about 1924 by C&G Press at Belaugh, but that was all that we could find out about her. We had reached a dead end until we attended the Vintage Wooden Boat Association's rally in Horning in June 1997, where we met John Davison aboard Brilliant, also a C&G Press yacht built in 1929. Brilliant is almost exactly the same as Kenmure, with oval chrome/brass portholes and a sliding hatch in the roof near the tabernacle.

Kenmure was ordered on November 5th 1925 by a Captain JM Donaldson of Kenmure, Sandpit Lane, St. Albans, for a deposit of £25, at a total cost of £400 payable in two further instalments of £175 on January 11th, and £200 on April 13th, and she was launched in early March 1926. Her maiden voyage was to Ranworth in April 1926, as C&G Press charged ten shillings to fetch her back from Ranworth on April 26th.

Kenmure had electric lighting from new as he was charged five shillings for making a box for an accumulator, which was an early form of battery consisting of a large jar filled with acid, and electrodes which could be charged up with electricity. Captain J.M. Donaldson MC, MICE, MIEE would have chosen electricity instead of oil lamps, which I guess most yachts would have had at that date, as he was an electrical engineer.

Of greater significance than the electric lighting, is the fact that Kenmure was the first yacht on the broads to have an electric inboard motor. It was definitely in place in 1949 as we have copies of correspondence regarding the collection and charging of the batteries by the Eastern



Electricity Board. It was probably installed as early as 1928 when he was charged £11.17s. 10d for fixing the engine bed, paint varnish, launch and rig out, £1.12s 6d for wood, screws, nails and bolts for an engine, 3/6 for a canvas engine cover, and 1/-d for returning the engine box. Nowhere does it mention the cost of the engine, so Captain Donaldson must have provided it himself. In 1929 he was charged 12/6 on a bill from Throwers for a new shaft, stay and fixing, for the engine, proving that it was in place as early as this. The engine must have failed occasionally as he was charged 15/- to fetch Kenmure from Horning Hall on October 3rd, 1932. There are regular accounts for examining the engine, and attending to the batteries during each summer. At a time in 1998 when green issues are so prevalent, and many small cruisers are converting to electric power, Captain Donaldson was a man way ahead of his time to promote electrically powered boats back in the twenties and thirties I wonder what happened to his electric motor? I suppose it was scrapped - what a shame.

ELECTRIC BOAT NEWS

Captain Donaldson paid C&G Press to keep his yacht in immaculate condition. She was moored in the cut at the Press moorings at Wroxham costing £2 per year. They did his laundry after each visit, for example 2/9d, May 1935; 4/11 in July 1935. They regularly mopped the decks and aired the sails, and she was hauled out and stored under cover each winter for £3. It is comforting to know that Captain Donaldson could be just as forgetful as us, as in July 1934, he left his sponge bag behind on the yacht and was charged 5d for sending it to him. Every four or five years, all the ropes and rigging were renewed as was the deck lino. She had a reefing racket from new, but it seemed to require regular repairs. He apparently did not like the C&G Press method of rigging the mainsheet, to points either side of the hatch on the back deck, and by 1930, had a horse installed. He had all the portholes sent away and re-chromed in 1937 which accounts for how well the chrome has lasted as Brilliant's and Pearl's chrome has all worn off to expose the lovely brass underneath, but requiring a lot of work to keep polished. Kenmure can easily be recognised by her shining chrome oval portholes. Pearl has sadly been out of the water for about 16 years, and is currently being stored on the shingle beach at Aldeburgh, Suffolk hopefully awaiting completion of restoration. We hope she will not be lost.

In 1933 Kenmure was damaged by "Romance" (Cert. Y 6182) requiring ten feet of mahogany wash board, and five feet of top strake to be replaced, and 14 foot of oak moulding and 2 square yards of lino at a cost of £6 19s 6d. The labour rates being two men for four days, 72hrs, @ 1/4d per hr, and one man for 10 hrs at 1/- per hour. Blakes paid a cheque in settlement on July 29th, 1933.

Captain Donaldson only used Kenmure for four or five weekends each year, and for two weeks holiday in July, and he always had one or two pints of milk on his bill each

year. In 1939, he bought "Morning Calm" as well, and kept the two yachts, but unfortunately, with the onset of war, he was never to get much use out of her. He sailed Morning Calm and Kenmure until 1941, though we don't know how often, and then both yachts were put into store for the duration of the war, saving them from the ravages of the weather, when many yachts were moored out on the Broads to prevent German flying boats from landing.

Morning Calm was launched for 6 months in 1943 and he was charged for mooring for half a season. I have read that sailing on the Broads for recreational use was forbidden during the war, but our copies of the accounts show that Kenmure and Morning Calm were both launched in 1940 and Morning Calm in 1943, so they must have been used in some way. He definitely used Morning Calm as he was charged 2/- for laundry, 4d for a pint of milk and 7d for posting a mac that he had left behind. Captain Donaldson sold Morning Calm after the war, so he never got full use of her, but he kept his beloved Kenmure. Morning Calm would have suited him better being smaller in size and as we later found out, he was a bachelor, and seemed to have few if any relatives apart from his cousin in Australia. But it was Kenmure that he had ordered from new that he kept. We do not know who sailed with him, but he had five mattresses remade by Jeckells in 1937 at a cost of three pounds, and one had extra stuffing added. As Kenmure only sleeps four, he must obviously have taken larger parties with him. Kenmure, who features so prominently throughout the C&G Press ledger, is the last entry in summer 1945 when C&G Press went to a different method of accounting. We do have letters up to 1949. Because of petrol restrictions after the war, until rationing ended, he could only get to Norfolk once each year. He never used the train, surprisingly. In November 1948 he wrote a sad letter to George Press:

Yacht Kenmure
23.11.48

Dear George

I got a shock on receiving your account for the season and enclose a cheque for £47 9s 3d herewith in settlement. This year, there were of course extensive repairs to the deck particularly for the forehatch and a good bit of lino, altogether about twenty three pounds over and above the usual amount, and possibly I shall be unable to continue at this rate. If as has happened for three years, I can manage to get down only once a year owing to petrol restrictions. In fact I may find it advisable to sell the boat, though I should be sorry to do this. In any case under the present circumstances painting each year is I think an unnecessary luxury and leaving for this year I thought how well the paint was. I doubt though if she will need varnishing in each season, though I don't want to spoil the ship for a ha'porth of tar.

Yours sincerely

J M Donaldson.



George wrote back:

27th November 1949

Dear Sir

We thank you for your letter dated 23rd November 1948, forwarding your cheque in settlement of the enclosed account, which we appreciate very much. In view of the amount of work entailed, in putting the forepeak in good order, and the material used for same, especially new wood and lino, which as you know is very expensive these days, and the cost of labour nearly doubled, and quite recently we have again had to raise the men's wages in accordance with the Trade, we ourselves cannot help the cost of repairing going up, much against our own personal wishes. We have only as a matter of fact charged the actual cost, with no profit added. We think you will appreciate our position and it has been our policy to keep expenses down as low as we can, especially to our old clients. No extra has been charged for storage, although other yards have increased their storage charges. Thanking you for your prompt settlement.

Yours faithfully

PP C&G Press (Wroxham) Ltd

Fifty years later, when we have just spent £3,500 on Kenmure £47 9s 3d doesn't seem so great but I suppose it is seven times the weekly wages that my father as a postman got then.

Captain Donaldson carried on until at least 1949, but by 1954 Kenmure had been sold to Trumans. Presumably it was heartbreaking to have to part with her. We don't know the exact date, but if anyone does we would be glad to know. Anne Whelton thinks it was 1951 or 1952 as she can remember as a child Mr. Truman senior sailing Kenmure around Beccles with his family aboard. He used it as a private family boat before she went into hire. Captain Donaldson died in 1963 but we did not know his age. We have tried to contact family members even advertising on the Radio 2 Ed Stuart show in the 'Where Are They Now?' feature, but to no avail. We would dearly love to get hold of any old photographs of Kenmure, if anyone has any.

What of Kenmure today? We have reinstalled electric lighting that was so important to Captain Donaldson, we have stripped off the old paintwork and varnishing in the

cabin and revarnished throughout. The leaking problems we experienced last year because she had dried out so much are nearly cured, and we have had the well refitted with new lockers - the previous ones were not original. We have put back the Press design mast cross trees, which were missing, replaced the internal cabin doors and plan this winter to put back the hatch in the back deck which was a feature of most Press Yachts. We hope to get made a copy of a Press Yacht table - they were quite unique in that they had drawers under the top. We have reinstalled a Baby Blake toilet to replace the more modern one. Otherwise Kenmure is still in her original state, except that she has had a short bowsprit added by the previous owner. Coincidentally so has Pearl. In June 1998 she was returned to her original name "Kenmure" after a gap of 27 years. She will never win any prizes for her speed, and indeed is far too precious to risk racing with her, but we wouldn't swap her for any other yacht on the Broads because coupled with Captain Donaldson, she has such a unique and interesting history.



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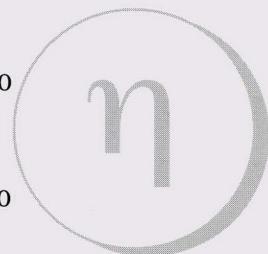
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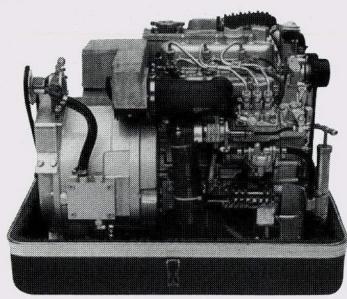
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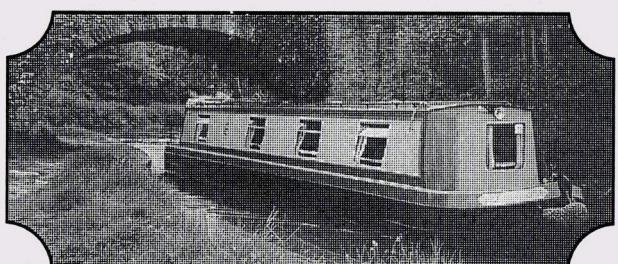
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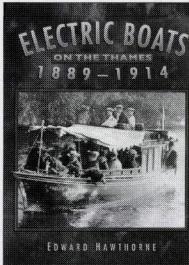
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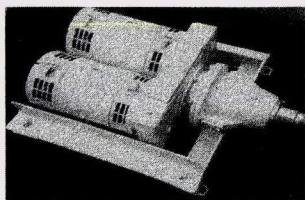
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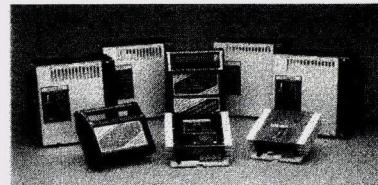
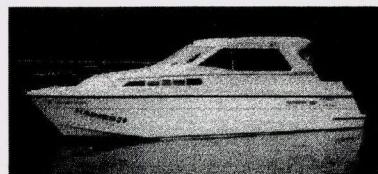
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