

Electric Boat **NEWS**

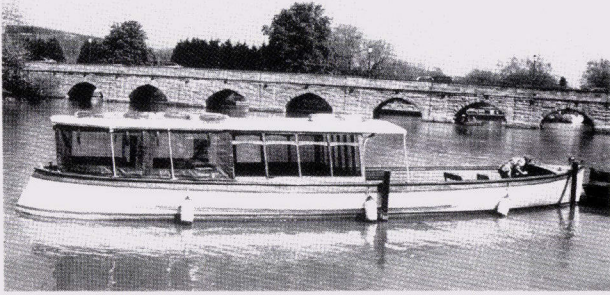
The Journal of the Electric Boat Association



***Make mine a Guinness – Solar Speed record
Broad minded in Norfolk • London Boat Show report***



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Mayflower, Stratford upon Avon, 1999

Some recent achievements:

World Waterspeed Record, 1989
Trip Boat, Castle Howard, Yorkshire
Sail Auxiliaries, Camelot Craft and S.A. Knights,
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Dayboat Fleet, Redon, France
Norfolk Wherry Yacht Charter
Lake Tyers Day Boats, Australia
Seaway, yacht hydraulic drives

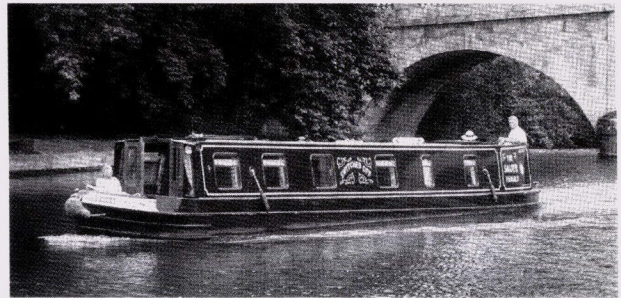
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David Graham, Thames Edwardian launch
Trip Boats, Scanship, Holland
First Passenger Solar Boat, Neuchatel, Switzerland
Columbia University, First in Class, Solar Splash,
1995

Oco-Sachs/Lynch Electric Outboard
First Solar Crossing of English Channel, 1997
Reading Marine, Diesel-electric hybrid, 1999
Rose, Stratford upon Avon, 60 passenger launch, 1999

Reading Marine, hybrid narrow boat, 1999

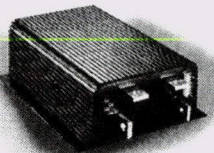


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EBA CALENDAR

April 2001

9th **EBA Event** Fitting-out Supper – *welcome the new season*

May

5th – 6th **EBA Event** Electric Boat Show – Hartford Marina, River Great Ouse
Boats to try, trade exhibits and the EBA exhibition stand

7th **EBA Event** Members Social Cruise on the River Great Ouse
Come and join us – boat not necessary

10 – 13th **EBA Interest** Boats on Show, Beale Park, Pangbourne
Boats to try, trade exhibits and the EBA exhibition stand

July

28th **EBA Event** Biennial General Meeting and Social afternoon, Upper Thames Sailing Club
After the meeting go for a cruise on the gathered electric boats – all welcome

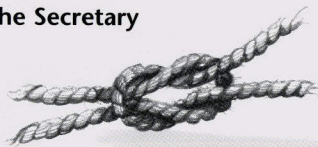
September

tbc **EBA Event** Silent Sensations, South Walsham Broad

October

tbc **EBA Event** Laying – up Supper

For further details of the above, or notice of other events, please contact the Secretary



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Electric Boat Association

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Cover Picture: *Ramble from Bossoms Boatyard at the London Boat Show (see report on pages 14/15) Photo: Tony Ellis*

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On the current.....

In the first edition of Electric Boat News for 2001 we look back with some satisfaction on a consistent record of promotion and encouragement of electric boating during the past year – and look forward to another exciting and active programme. In particular, the new Electric Boat Event at Hartford Marina in May – and promising developments with the Electric Boat Challenge (the former Schools Project) – more to follow.

Those who know and understand electric boating are fully aware of all the practical and environmental arguments. Now it seems that, indirectly, national and international policy on energy conservation and efforts to counter global warming are gradually swinging the pendulum in our direction. For example, the Powershift scheme, launched towards the end of 2000 by John Prescott, the Deputy Prime Minister during the climate change talks in the Hague, will offer grants to drivers who buy cars either powered by, or convert them to use, LPG, compressed natural gas and electric battery power. One example (quoted in the Times) is the Peugeot 106 battery-powered car which sells at £14,247 – as against its petrol equivalent at £9,000. Under the Powershift scheme, a grant of £4000 – or 75% of the difference – will be on offer from the Energy Saving Trust. How long before we can persuade them to extend the scheme to boats?

The cost of maintaining a conventionally powered boat is also on the increase – and for diesel engined craft there are concerns that the current concessionary rate on red diesel for recreational boats may be on the way out. Among a small number of other EU countries, Britain has a 'derogation' from a regulation that requires such duties to be equalised. The RYA, BMIF and other national bodies continue to press for the retention of the derogation but the prospects long-term are doubtful.

As if that wasn't enough, British business is to be subject to a new Climate Change Levy from 1 April 2001 which will be applied to the use of electricity, gas, coal and LPG. The drive for more efficient use of energy will be on and the move to solar and conventional electrical motive power may well help, at least in some fringe activities for now.

Whatever your plans for the coming year, make sure you try and get to some of our events, either to help out or just come and talk. Either way, we can promise you will enjoy yourself in good company.

Copy Deadlines:

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

Spring Friday 2nd March 2001 Summer Friday 1st June 2001
Autumn Friday 7th September 2001 Winter Friday 7th December 2001

Tony Ellis

Editor

ANNUAL REPORT FOR 2000

A Summary of the Activities of the Electric Boat Association during the past year

The Electric boat Association moved into the twenty first century with a full calendar of events and the enthusiasm and energy to match as we promote electric boating throughout the UK.

With rallies and events as far afield as Caversham, Huntingdon, Shrewsbury, Cookham and Norfolk and shows at Pangbourne and Waltham Abbey, the EBA stand covered many miles. We enjoyed the support of several private members bringing their boats to demonstrate the silence and gracefulness of electric boats on the water and others offering their time and energy to man the stand.

RELATIONSHIPS WITH NAVIGATION AUTHORITIES

The Association has always enjoyed a close working relationship with the inland waterway authorities, but this year proved a turning point in establishing the EBA as a respected voice for our sector of the boating industry. British Waterways has given a firm commitment regarding the provision of infrastructure throughout their waterways to provide hook up points suitable for electric boats. We are promised information shortly which will enable us to eventually publish a directory of charging facilities throughout the waterway system. In addition, BW are in the process of building three electric tug boats and also plan an electric floating classroom. They already have an electric community boat, which has been in operation for over a year.

The Environment Agency's new charging points on the Thames have been fully operational throughout the summer and the EA has formally joined the EBA as a full Corporate Member. We are also pleased to report that the Broads Authority have offered sponsorship of the EB News for the next three years.

MINISTERIAL MEETINGS

A major step forward in bringing the voice of electric boating to the attention of the Government should have taken place last Autumn. Lord Whitty, the Parliamentary Under Secretary of State with responsibility for the waterways had accepted our invitation to attend a presentation followed by a cruise on an electric boat, but unfortunately the appalling weather conditions in October and November made the Thames unsuitable for any boat demonstrations and the presentation had to be postponed until the Spring.

Shows

LONDON

Unlike the previous year, the London Boat Show 2000 found our electric boat exhibits scattered through the ground floor and we felt we had not presented an 'electric boat section'. However, EBA members Bossoms Boatyard, Creative Marine, the Canadian Electric Boat Company, Lakeland Electric Boat Centre and Val Wyatt were exhibiting and attracted more interest than usual in electric craft.

ECO BOAT 2000

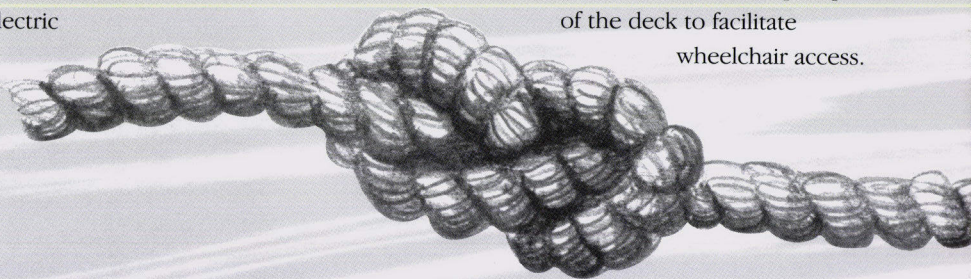
The first major event of the year at which the Association was represented, was a one-day conference in May organised by the Broads Authority. The recurring theme of Eco Boat 2000 was that the ecological answer for the future was electric boating, with or without solar power and this view was confirmed by delegates who attended from all over the world. I submitted a paper entitled 'Electric Boating – The Quiet Revolution' and Kevin Desmond, our past President, presented a report on 'Electric Boating – a Worldwide Industry'.

BOATS ON SHOW

May saw the second Boats on Show – the new inland waterways show to be held at Pangbourne on the Thames. In the previous year an entire section had been designated to electric boating, but this year, as had happened at Earls Court, electric boats were scattered amongst other boatbuilders and we all felt we had lost some of the impact achieved at the same show in 1999.

However, the EBA stand was well supported by trade members Amourelle Products, Bossoms Boatyard, Canadian Electric Boat Company, Creative Marine, Henwood & Dean, Peter Freebody, Pb Batteries, Phoenix Fleet and Thames Electric Launch Company.

The weather might have been kinder for late May, but the show was extremely busy with electric boats constantly on the water giving demonstrations and the *Phoenix 21* as our electric 'Try A Boat' was in constant demand throughout the four days of the Show. This particular craft from Phoenix Fleet was equipped with an electric ramp as part of the deck to facilitate wheelchair access.



THAMES TRADITIONAL BOAT RALLY

At the Thames Traditional Boat Rally, the Simonds Trophy for the best traditional electric boat at the Rally was awarded to *Lisbeth*, owned by Bryn Evans.

WEST MIDLANDS – SHREWSBURY RIVER FESTIVAL

The Association had been asked to support a weekend rally in Shrewsbury organised by their River Users' Group, so July found the EBA stand heading westward for a two day event. The purpose of the weekend was to try to encourage increased use of the almost neglected stretch of the River Severn which flows around the historic town of Shrewsbury. We had gained the impression that many local people were not particularly enthusiastic about encouraging boats on this navigation, but a weekend demonstrating the silence and pollution free advantages of electric boats, including solar power, made a very favourable impression on the residents.

THE INLAND WATERWAYS FESTIVAL

The Inland Waterways Festival was held this year over the August Bank Holiday at Waltham Abbey in Essex. The EBA attended with its stand plus help from committee members who were kept very busy answering enquiries and promoting electric boating. The Canadian Electric Boat Company and Fischer Panda were there with their own stands and the Environment Agency brought their inspection launch, *Colne* to the show undertaking an historic journey of 150 miles in five days entirely under electric power. This achievement merits the Emsworth Trophy and we are looking forward to awarding this later in the year.

SOUTHAMPTON BOAT SHOW

The Southampton Boat Show was very wet and windy but we were represented at the Show by Bossoms Boatyard and the Lakeland Electric Boat Centre.

Social Events

FITTING – OUT SUPPER

The first social event of the year was the Fitting Out Supper held in the Maidenhead Rowing Club premises. Both this event, and the Laying Up Supper in October were very well attended with some members travelling from Surrey, Sussex, Essex and Devon.

ELECTRIC BOAT RALLY

Robin and Eve Bentham again extended their hospitality to us by offering their splendid riverside garden in Caversham for our first social rally of the season. It was the middle of June and subsequently turned out to be the hottest day of the year and nearly thirty members wined and dined in the shade or gently cruised on the Thames.

GREAT OUSE VISIT

In July, John and Sandy Williams, ably supported by Paul and Pat Wagstaffe, organised their first EBA East Anglian social event away from Norfolk. We met at Hartford Marina in Huntingdon and spent the entire weekend cruising on the Great Ouse. An impressive flotilla of electric boats drew a great deal of attention as we travelled through locks, moored for lunch at a riverside pub and generally promoted the social delights of electric boating.

COOKHAM REGATTA

The Association had been asked to provide a parade of electric boats for the Cookham Regatta in early September. In view of the fact that limited mooring facilities at the regatta site precluded disembarking, we combined the parade with a picnic at the Upper Thames Sailing Club. The afternoon was well supported and anyone arriving by car was assured of a place in an electric boat to take part in the parade.

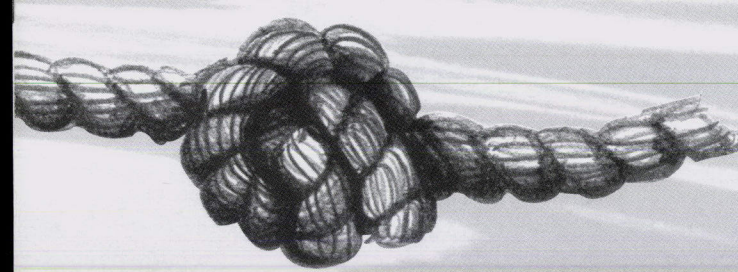
SILENT SENSATIONS

Norfolk's Silent Sensations has traditionally been a one day trade show and rally, but in view of the extremely successful weekend cruise enjoyed by the EBA on the Great Ouse in July, John and Sandy Williams offered their hospitality to extend the Silent Sensations day to include a cruise. Members travelled from all parts of the country to join our Norfolk supporters and enjoyed a relaxed cruise from Stalham to South Walsham Broad and back, exchanging boats, refreshments and company.

SOLAR POWERED RECORD

In July, Cedric Lynch undertook a solar powered speed record for the Guinness Book of Records. The record bid was carried out on the River Arun at Littlehampton and achieved an average speed over a 50m course of 5.48kph.

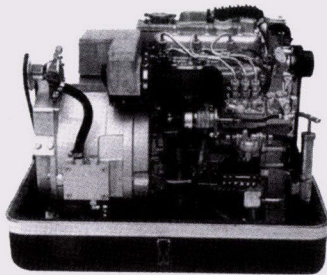
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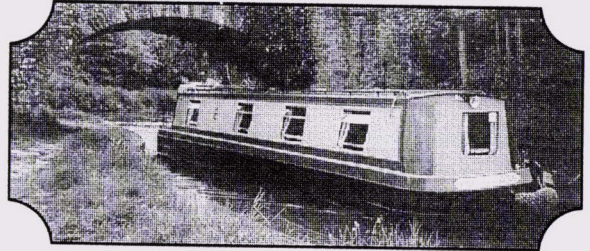
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MAKE MINE A GUINNESS

– *new solar power record*



Cedric Lynch making the downstream run aboard his solar-powered canoe



Officials from Arun District Council monitoring the attempt

Cedric Lynch established a solar powered boat record of 5.48kph for the Guinness Book of Records in August 2000. The record attempt took place at slack water on the River Arun in Sussex and was judged over a 50 metre stretch using a mean of two runs in either direction to allow for the tidal current.

Cedric used his Canadian style canoe powered by solar electric panels with no batteries on board. The canoe was fitted with his own recently developed prototype Lynch electric outboard. It was manned initially by Cedric alone and then with Cllr. John Richards on board and the fastest time was achieved with the crew of two.

The record attempt was officially observed from *Summer Wine* by Steven Schrier in his dual capacity as South Eastern Regional Director for the EBA and Vice President of the British Windsurfing Association and Barbara Penniall, EBA Secretary.

The record was established by officials on the shore as Cedric passed between two marked points they had set for the 50m course. *Summer Wine* held off traffic downstream while Tim Dutton's amphicar helped to keep the course clear upstream. An elegant electric launch, a solar powered canoe and a bright red car midstream – an amazing sight on a sunny afternoon.

Arun District Council anticipate sponsoring a timed trial challenge for solar powered craft in 2001.

If there are any members who would like to know more details or would be interested in taking part, please get in touch with Barbara Penniall.



The EBA pennant heads out to sea between Littlehampton Pierheads aboard observer Steven Schrier's electric launch *Summer Wine*



...and the Coast Guard came too



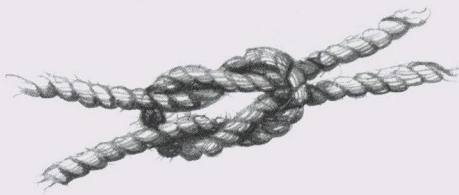
A happy gathering for the 2000 Laying Up Supper held at the Maidenhead Rowing Club

COMMITTEE REPORTS

LAYING UP SUPPER OCTOBER 2000

A lively end to the season. The Laying Up Supper was held at the Maidenhead Rowing Club and well attended by almost thirty members who had travelled not only from nearby counties but also further afield from Surrey, Sussex, Essex and Devon.

The Rowing Club provides an ideal venue for these occasions and we shall be looking forward to opening this year's social calendar with the Fitting Out Supper on 9th April.



EXECUTIVE COMMITTEE – NOVEMBER 2000

The Executive Committee met at Upper Thames Sailing Club on 8th November and the following are selected highlights:

Website

Concern was expressed at the lack of progress in developing and improving the EBA website which was a key 'shop window' for electric boating.

Ministerial visit

With the excessive water levels and flood conditions on the Thames and other waters, it was agreed to postpone the visit by Lord Whitty, the Waterways Minister.

Shows, Rallies and Events

In view of the low level of electric boating interest, it was decided not to participate in the Inland Waterways Association National Festival at Milton Keynes in August 2001.

EBA leaflet

The production of a new EBA promotional leaflet was discussed. It was agreed that this should be progressed urgently in view of the demand for literature.

Schools Challenge

It was agreed that an early meeting should be arranged with members and others interested in taking this project forward.

Next Issue

Boat Safety Scheme Review

John Hustwick will report on the results of the Boat Safety Scheme review

Electric Boat Racing

– a history of the development of electric boat racing
by Kevin Desmond

European Market Leader

enters UK electric boat scene
– a report on Reuban Bleu, the French electric boatbuilder

Solar Ships for the new Millennium

– Theodore Schmidt reviews the range of solar boats being developed and in use throughout Europe

ANNUAL REPORT FOR 2000 *cont*

Committee Matters

EDITOR

The only major change of committee in the year has been the resignation of the Editor, Bruce James, and return of Tony Ellis to that role. Bruce was responsible for the EB News for only a short time, but in that period brought a completely new format to the magazine reflecting the more modern approach appropriate to the current Association's views. We welcome Tony back and know that he will maintain and seek to improve the standard.

NEW CONSTITUTION

The new constitution has operated smoothly for its first year and two London Council meetings and four Executive Committee meetings have enabled the administration of the EBA to operate effectively.

PARLIAMENTARY WATERWAYS GROUP

The EBA is always represented at the Parliamentary Waterways Group, and the Electric Boat Association is always at the forefront of any relevant debate. Healthy discussion on the Boat Safety Scheme and the composition of its review body took place at an early PWG meeting. A presentation has been made to the review body by the EBA, although our members in general do not seem to have much of a problem with the BSS as my request for comments only produced two letters – one in favour, one against.

SPONSORSHIP

Eastern Electricity had withdrawn their EBA sponsorship some time ago, following the reorganisation of various electricity companies and this year, for similar reasons, Southern Electric also withdrew their membership support. Faced with a possible deficit in our income for the current year, we have therefore been actively seeking sponsorship from a variety of sources. We are delighted to be able to announce that the Broads Authority are confirming their support for the work of the Association by offering sponsorship of the magazine for the next three years. However, if anyone knows of an organisation that would be willing to offer general sponsorship to the EBA, we would be very pleased to provide information about the Association to support an application for funding.

SCHOOLS CHALLENGE

The project for a Schools Challenge that was first mooted at the 1997 BGM, is at last beginning to take shape. It has been the EBA's intention to bring electric boating to the attention of the next generation by involving groups of young people in designing, building and operating an electric craft. This would also attract media attention as it involves young people in an environmentally friendly medium. By the next issue of the EB News, we are hopeful to be able to report on progress with the Challenge in more detail.

REVIEW

The year 2000 has proved to be the busiest season for events concerning electric boating and correspondingly has attracted more interest and enquiries from the public. The recent disappointment of the postponement of the Minister's visit has been tempered by increased support from the navigation authorities and the progress being made on the Schools Challenge.

In addition to the increasing number of shows, rallies and events we either organise or attend, next year heralds the organisation of a new Electric Boat Event scheduled to be held over the Spring Bank Holiday and the Schools Challenge to operate.

Following my plea for help in the last Chairman's Report, we received very welcome offers of support throughout last Summer, but it is essential that this level of co-operation is maintained or even increased for the next few months. If any member feels they have an area of expertise, or a few hours to spare, please do get in touch, as this would lighten the load which otherwise has to fall on a small number of committee members.

The coming months will see a consolidation of the effort we have contributed over the past few years in our endeavours to bring the advantages of electric boating to the attention of government and the public. I feel that although we have recently achieved a great deal by way of recognition for the growing number of electric boats, provision of charging points and concessions such as reduced licence fees and insurance premiums, we are still in the very early days of what we could and should do for the electric boating industry. However, we have an active and enthusiastic committee prepared to continue the undertaking and I am confident we shall make progress on behalf of you, the EBA members.

JIM KEATING

Chairman

SILENT SENSATIONS

Barbara Pennial reports on the Silent Sensations event held on the Norfolk Broads in September

Last Minute Holiday – Late Bookings Accepted

That's how it felt to me at the end of a very busy season filled with events, shows and rallies with just one more weekend to squeeze in – Silent Sensations in Norfolk.

It seemed a long way to go. We were in the middle of the petrol crisis, still wanted to support our Norfolk members, but was it really the green thing to do? Decisions had to be made. Then I managed to fill my tank with petrol and my car with passengers, so the weekend seemed destined to happen.

John and Sandy Williams extended a very warm welcome as we arrived during Saturday afternoon and the first treat of the weekend was a cruise on *Ra*, the Broads Authority's very new solar powered trip boat. Dinner followed and I am pleased to report that so many EBA members from other parts of the country had made the journey, that we outnumbered the Norfolk contingent.

Sunday is traditionally the day for Silent Sensations. The EBA formed a flotilla with John and Sandy in their *Festival 23*, Brian Hedge in *Liana*, Cedric Lynch's solar powered canoe and John



Hustwick in *Rhapsody*. Each boat had a full complement of passengers and we cruised from Stalham to South Walsham Broad, the site of the Rally.

En route, we passed the electric-engined cruising yacht *Electric Excalibur*, on hire from Camelot Craft. She joined us at Silent Sensations, where among other electric craft, David Cartwright had his canoe, *Willow*, John and Pat Atkins cruised in *Ladybird* and David Williams' solar powered *Terrapin* was much in demand.

We journeyed silently back to Stalham late in the afternoon in great style, with Sandy passing coffee, sandwiches and cake from boat to boat. What a successful and enjoyable weekend, spent in very good company. As well as achieving the aim of promoting the concept of electric boating at a Rally, we had the opportunity to sample its delights for ourselves by cruising on the Broads – a similar weekend will definitely be on the calendar for 2001.

Above: David Williams' solar-powered Terrapin was a popular entry at Silent Sensations

Sandy and John Williams aboard their Festival 23



The sociable pleasures of electric boating – Sandy Williams (aboard the Festival 23 – Right) hands over tea and cake to the hungry aboard Brian Hedge's Liana (left) (hope Brian and John can see the Caribbean cruiser heading straight between them)



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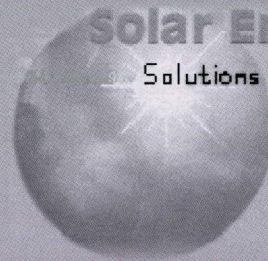
Potter Heigham, Norfolk
01692 670460

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Solar Energy Alliance

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Solar water-heating systems
Wind generators DC to AC inverters
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Fountains, ventilation,
Radios, LED lighting,
Battery & Laptop chargers

8A Battery Green Road,
Lowestoft Suffolk NR32 1DE,
United Kingdom
Tel: +44 (0)1502 515532
Fax: +44 (0)1502 561399
energy@gosolar.u-net.com

We are happy to have supplied David Williams with Solar panels & charge control equipment for his solar propelled boat Terrapin & are proud to be associated with this project.

<http://www.gosolar.u-net.com>

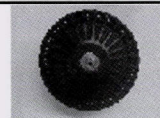
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www.lynchmotor.co.uk
or
www.lemcoltd.com
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Heathpark Industrial Estate
Honiton, Devon, EX14 1SN
Fax: 01404 47050

HOME NEWS

Tony Ellis reviews a range of electric happenings in the UK

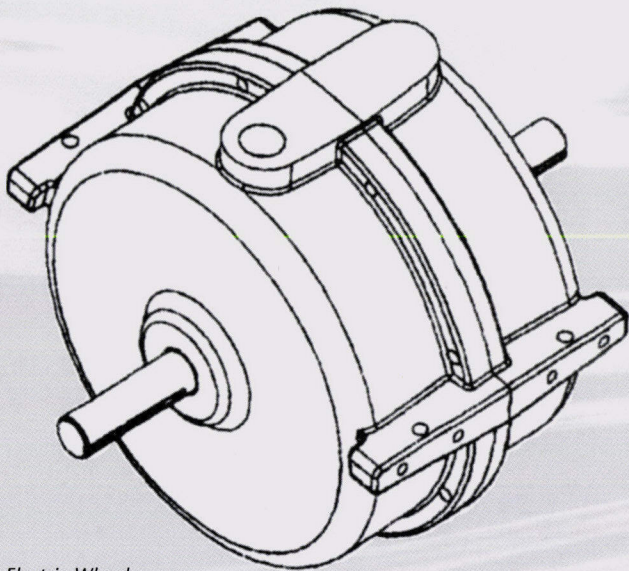
In reviewing the contents of this issue it strikes me that the division between 'Home' and 'International' is entirely arbitrary. Many of the products referred to here are manufactured outside the UK, while many UK sourced boats and equipment are destined for overseas markets. We are truly international now – and between now and the next issue I will review how this material is presented in future.



BEING CREATIVE IN A NORFOLK BARN

Creative Marine and their Secret Boatyard have moved into a range of traditional Norfolk barns. They now have three times the previous space, including storage for timber, boats and standing room. The main barn has allowed the yard to start on their largest project to date – the *Frolic 36*. The plug and mould were built during September and October and they have recently finished the first hull for a customer on the Thames. This model will have the usual 6kW electric power, with bow thruster and central heating. Other changes have been made on the staffing front, with Julia Lawson joining Creative Marine as a partner, handling administration and sales.

Further information from the company on Tel:01623 570100, e-mail: creative.marine@talk21.com; Website: www.creative-marine.co.uk



The Electric Wheel

THE ELECTRIC WHEEL

Solomon Technologies of Maryland USA are continuing with their development of the brushless 3 phase DC motor which they first introduced in 1993 and are soon to start marketing two new models – the ST37 and ST58.

A Cherubini 44 yacht, *Meteor of Lune* is currently undergoing an extensive refit at the Elephant Boatyard on the Hamble, including the installation of a diesel-electric hybrid system. She has a Solomon ST58, powered by 10 Elecsol carbon fibre 200 Ah batteries, charged by a Fischer Panda 15 Kw AGT generator. The yacht is to be used as a sailing test bed.

Further information from: Derek Durling, Solomon Technologies Ltd, Tel: 15242 71110, Fax: 15242 71693

RIVERTIME NEWS

Pat and Simon Davis of Rivertime report a fascinating 2000, the highlight coming at the very beginning, when they carried over 6500 people a combined total of over 500 miles aboard 10 electric boats on the River Cherwell during the Virgin – Mega Millennium party.

Their classic electric launch *Patricia* (now beautifully restored) operated from a mooring at Riverside Cottage on the Henley Reach. Another innovation during the year was the introduction of the launch *Greenlands*, running cruises from the Edwardian Boathouse at Henley Management College.

Further information tel: 01628 521189; e-mail: boating@rivertime.com; website: www.rivertime.com



THE WHISPERGEN

A new kind of generator has now become available which its developers say could revolutionise electric boating. The Whisper-gen is a Stirling engine with a DC generator, fuelled by diesel – although gas powered sets have been tested but are not currently available. The result is a power source which is very quiet (similar noise to a refrigerator) and no vibration and with low emission values. The engine is compact – 18x20x26 inches, and relatively light – 198 lbs. It will produce heat up to 5kW and 0.75kW of electricity, to charge 12v batteries of 1500Ah or 24v batteries of 750Ah in 24 hours. The heat can be used for hot water and a heating system. Fuel consumption varies from 0.4 to 0.7 litres per hour diesel an hour.

Electric Boat Association

UK Trade Member's Product Guide



Alternative Energy/Solar power/ Wind generators

- Ecocats Ltd

Batteries

- Brimbelow Engineering
- Canadian Electric Boat Company
- Chloride Motive Power
- Ecocats Ltd
- Peter Freebody & Co
- Lakeland Electric Boat Centre
- L.E.M.C.O.
- Nauticalia Boats
- Pb Batteries (SE) Ltd
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Battery State Meters

- Brimbelow Engineering
- Curtis Instruments (UK) Ltd
- Designeta Consultants
- Ecocats Ltd
- Peter Freebody & Co.
- Lakeland Electric Boat Centre
- L.E.M.C.O.
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Boat Hire – Launches

- Lakeland Electric Boat Centre
- Phoenix Fleet Ltd
- Rivertime
- G H Rose & Son
- Swancraft & Benson Waterfront (STELCO UK Ltd)
- John Williams Boats

Boat Hire – Narrowboats

- Castle Narrowboats

Boat Sales

- Amourelle Products Ltd
- Bossoms Boatyard Ltd
- David Brownjohn Boatbuilders
- Canadian Electric Boat Company
- David Cartwright Boatbuilder
- Creative Marine
- Ecocats Ltd
- Peter Freebody & Co.
- Haines Marine
- Lakeland Electric Boat Centre
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- Salter Bros. Ltd
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Chargers

- Pb Batteries (SE) Ltd
- Brimbelow Engineering
- Chloride Motive Power
- Curtis Instruments (UK) Ltd
- Designeta Consultants
- Ecocats Ltd
- Peter Freebody & Co.
- Lakeland Electric Boat Centre
- L.E.M.C.O.
- Morven Electronics Ltd
- Nauticalia Boats
- Phoenix Fleet
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Charging Pillars/Points

- Nauticalia Boats

Controllers

- Brimbelow Engineering
- Curtis Instruments (UK) Ltd
- Designeta Consultants,
- Ecocats Ltd
- Peter Freebody & Co.
- Lakeland Electric Boat Centre
- L.E.M.C.O.
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

DC-DC Converters, DC-AC Inverters

- Brimbelow Engineering
- Chloride Motive Power
- Curtis Instruments (UK) Ltd
- Designeta Consultants
- Ecocats Ltd
- Peter Freebody & Co.
- Lakeland Electric Boat Centre
- L.E.M.C.O.
- Morven Electronics Ltd
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)

Electric Conversion

- Brimbelow Engineering
- David Brownjohn Boatbuilders
- Creative Marine
- Curtis Instruments (UK) Ltd
- Designeta Consultants
- Ecocats Ltd
- Peter Freebody & Co.
- Haines Marine
- Henwood & Dean Boatbuilders
- Lakeland Electric Boat Centre
- L.E.M.C.O.
- Lynch Motor Co.Ltd
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Electric Fun Boats/Leisure Craft

- Amourelle Products Ltd
- Bossoms Boatyard Ltd
- David Cartwright Boatbuilder
- Salter Bros. Ltd

Electric Fuel Cells

- Ecocats Ltd
- Zemar Ltd

Electric Inboard

- Brimbelow Engineering
- Designeta Consultants
- Ecocats Ltd
- Peter Freebody & Co
- Haines Marine
- Lakeland Electric Boat Centre
- L.E.M.C.O.
- Lynch Motor Co.Ltd.
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Electric Outboards

- Canadian Electric Boat Company
- Ecocats Ltd
- Lakeland Electric Boat Centre
- Lynch Motor Co. Ltd
- Nauticalia Boats
- Thames Electric Launch Company
- John Williams Boats

General Boat Builders

- David Brownjohn Boatbuilders
- David Cartwright Boatbuilder
- Creative Marine
- Ecocats Ltd
- Peter Freebody & Co.
- Haines Marine
- Henwood & Dean Boatbuilders
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- G H Rose & Son
- STELCO UK Ltd
- Thames Electric Launch Company
- John Williams Boats

Generators

- Brimbelow Engineering
- Fischer Panda UK Ltd
- Peter Freebody & Co.
- Lakeland Electric Boat Centre
- Nauticalia Boats
- Reading Marine Co.
- Stelco Yachttechnik (UK)

Hour Meters

- Curtis Instruments (UK) Ltd
- Designeta Consultants
- Peter Freebody & Co.
- Lakeland Electric Boat Centre
- L.E.M.C.O.
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)

Hybrid Motors

- Brimbelow Engineering
- Ecocats Ltd
- L.E.M.C.O.
- Lynch Motor Co.Ltd
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Plugs, Sockets, Connectors

- Ecocats Ltd
- Peter Freebody & Co.
- Lakeland Electric Boat Centre
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Repairs

- Bossoms Boatyard Ltd
- David Brownjohn Boatbuilders
- David Cartwright Boatbuilder
- Creative Marine
- Peter Freebody & Co.
- Haines Marine
- Henwood & Dean Boatbuilders
- Lakeland Electric Boat Centre
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company
- John Williams Boats

Restaurant/Party Boat Charter

- Grebe Canal Cruises

Sterngear, Steering Etc.

- Brimbelow Engineering
- Peter Freebody & Co.
- Lakeland Electric Boat Centre
- Nauticalia Boats
- Phoenix Fleet Ltd
- Reading Marine Co.
- STELCO UK Ltd
- Thames Electric Launch Company
- John Williams Boats

Surveyors, Consultants

- Paul E Bennett
- Designeta Consultants
- Ecocats Ltd
- Peter Freebody & Co.
- Haines Marine
- Lakeland Electric Boat Centre
- Morgan Marine Surveys (also Boat Safety Examiner)
- Nauticalia Boats
- Reading Marine Co.
- Stelco Yachttechnik (UK)
- Thames Electric Launch Company

Trailers

- Lakeland Electric Boat Centre
- Nauticalia Boats

Trip Boats

- Coniston Ferry Services
- Grebe Canal Cruisers
- G H Rose & Son

Amourelle Products Ltd

Tel: 0118 969 4657 Fax: 0118 962 8682
e-mail: nick@amourelle.co.uk
website: www.ElectricCanoe.co.uk

Paul E Bennett

Tel: 07811 639972
e-mail: peb@amleth.demon.co.uk
website: www.amleth.demon.co.uk

Bossoms Boatyard Ltd

Tel: 01865 247780 Fax: 01865 244163
e-mail: info@bossoms.co.uk
website: www.bossoms.co.uk

Brimbelow Engineering

Tel: 01692 582707 Fax: 01692 580036
e-mail: sales@brimbelow.co.uk
website: www.e-drive.co.uk

David Brownjohn Boatbuilders

Tel: 01491 412580

Canadian Electric Boat Company

Tel: 01628 621770 Fax: 01628 773802

David Cartwright, Boatbuilders

Tel/Fax: 01986 785322
e-mail: dcboat@freeuk.com
website: www.dcboat.com

Castle Narrowboats

Tel: 01873 830001 Fax: 01873 832341
e-mail: castle.narrowboats@btinternet.com
website: www.canaljunction.com/castlenarrowboats

Chloride Motive Power

Tel: 01204 64111 Fax: 01204 62981
e-mail: sales@cmpbatteries.co.uk
website: www.cmpbatteries.co.uk

Coniston Ferry Services

Tel/Fax: 015394 36216
e-mail: conferry@lakefell.co.uk

Creative Marine

Tel/Fax: 01263 570100
e-mail: creative.marine@talk21.com
website: www.creative-marine.co.uk

Curtis Instruments (UK) Ltd

Tel: 01604 629755 Fax: 01604 629876
e-mail: e-mail@curtisinst.co.uk
website: www.curtisinst.com

Designeta Consultants

Tel/Fax: 01628 636500

Ecocats Ltd

Tel: 01752 822 703
e-mail: info@ecocats.com
website: www.ecocats.com

Fischer Panda UK Ltd

Tel: 01202 820840 Fax: 01202 828688
e-mail: info@fischerpanda.co.uk
website: www.fischerpanda.co.uk

Peter Freebody & Co

Tel: 01628 824382 Fax: 01628 820238
website: www.boatbuilder.co.uk

Grebe Canal Cruises

Tel 01296 661920 Fax: 01296 661920

Haines Marine

Tel: 01692 582180 Fax: 01692 582441
e-mail: mary@hainesmarine.co.uk

Henwood & Dean Boatbuilders

Tel: 01491 571692 Fax: 01491 411514
e-mail: hdboat@globalnet.co.uk
website: henley-on-thames.org.uk/river/boatyard.htm

Lakeland Electric Boat Centre

Tel: 01768 482393 or 0113 2370 399
Fax: 0113 295 9025

L.E.M.C.O.

Tel: 01404 44132 Fax: 01404 47050
e-mail: sales@lemcoltd.com
website: www.lemcoltd.com

Lynch Motor Co.Ltd.

Tel: 020 7607 8141 Fax: 020 7609 3625
e-mail: info@lynchmotor.com
website: www.lynchmotor.com

Morgan Marine Surveys

Tel/Fax: 01772 690232
e-mail: peter@jrbc.freemove.co.uk
website: www.jrbc.freemove.co.uk

Morven Electronics Ltd

Tel: 0141 810 3100 Fax: 0141 810 3111
e-mail: sales@morven.co.uk
website: www.morven.co.uk

Nauticalia Boats

Tel: 01932 254844 Fax: 01932 254775
e-mail: info@pushtheboatout.com
website: www.pushtheboatout.com

Pb Batteries (SE) Ltd

Tel: 01206 792449 Fax: 01206 860438
e-mail: pbbatts@FSBDial.co.uk

Phoenix Fleet Ltd

Tel: 01692 670460 e-mail: phoenixfle@aol.com

Reading Marine Co.

Tel: 0118 971 3666 Fax: 0118 971 4271
e-mail: readingmarine@compuserve.com

Rivertime

Tel: 01628 530600 Fax: 01628 810550
e-mail: boating@rivertime.com
website: www.rivertime.com

G H Rose & Son

Tel/Fax: 01789 267073
e-mail: boats@stratford.u-net.co.uk

Salter Bros Ltd

Tel/Fax: 01865 243421
e-mail: Admin@salterbros.fsnet.co.uk
website: www.salterbros.fsnet.co.uk

STELCO UK Ltd

Tel: 0118 940 2577 Fax: 0118 940 1800

Stelco Yachttechnik (UK)

Tel: 01603 722117 Fax: 01603 722337

Thames Electric Launch Company

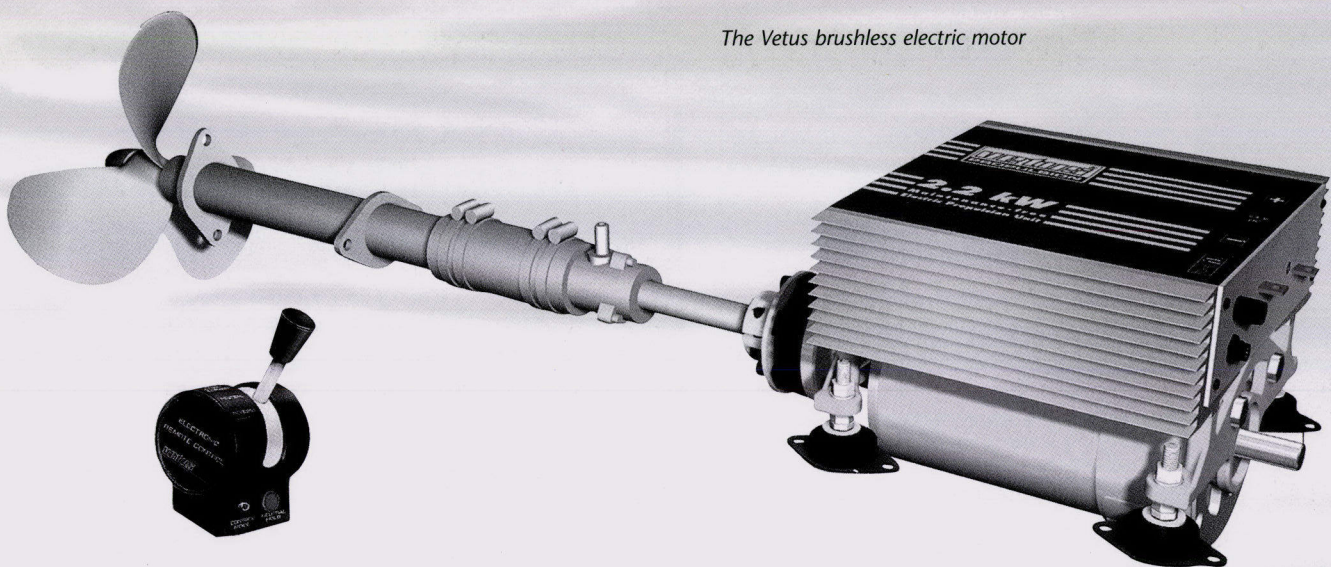
Tel: 01491 873126 Fax: 01491 872217
e-mail: thameselectric@goring.co.uk

John Williams Boats

Tel: 01692 580 953 Fax: 01692 582132
e-mail: Johnwboats@aol.com
website: www.electricalaunch.co.uk

Zemar Ltd

Tel: 020 7377 5999 Fax: 020 7247 4447
e-mail: stuartlaycock@zetekpower.com
website: www.zetekpower.com



Because of its small size and its quiet running the engine can be put anywhere convenient. The Whispergen can even be used for domestic purposes. It is claimed that the heat and electric power for a 3-4 bedroom house for a family of four could be provided by one unit. So for cottages or houses or small industrial units they would be an economic power source. The Whispergen is marketed by the Dutch firm Victron and distributed in England by Kuranda Marine.

Further information from: Kevin Spratt, Kuranda Marine
Tel: 01663 734800; e-mail info@kurandamarine.co.uk

VETUS ELECTRIC PROPULSION

The latest catalogue from Vetus den Ouden offers the Vetus Brushless electric motor. This unit doesn't use carbon brushes, making it whisper silent and (the catalogue states) maintenance free. A favourable power to weight ratio is reflected by an output of 2.2kW with an engine weight of only 20kgs. With the maximum revolutions of 1250 rpm, the engine can be coupled direct to the propeller shaft, thus avoiding the need for a reduction gearbox.

During trials using a 6 metre launch, with a total displacement of 1.2 tons (4 people and 4 batteries on board), the power consumption was 50A (24 Volt) and produced a maximum speed of 9km/h (4.8 knots). With the battery capacity (24 Volt – 360 Ah) it was possible to run at this maximum speed for 6 hours. If lower speeds were applied, the range would be extended.

A number of other applications are under development, including a hybrid installation, allowing propulsion of the boat, either using electric power or by using the diesel engine with the electric motor functioning as a dynamo. An electric outboard motor is also under consideration as well as trials with the development of a tandem installation of twin electric motors to produce double the output, up to 4.4kW. Vetus also offer a range of semi-traction batteries which can cope with electric motoring which can occasion the heavy discharge of batteries.

Further information and details of Vetus dealers:
e-mail: sales@vetus.co.uk, Website: www.vetus.co.uk

NEW AC CONTROLLERS FROM CURTIS

Curtis have recently introduced the first of a new family of AC induction motor controllers – the 1236 and the 1238. Curtis point out that AC motors have many advantages over DC types, including increased reliability, wider speed range and lower maintenance and motor costs. AC induction motors are reported to allow more accurate control and full regeneration capability.



The latest AC Controller from Curtis Instruments

Further information from: Curtis Instruments
Tel: 01604 629755, e-mail: e-mail@curtisinst.co.uk;
website: www.curtisinst.com



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Boat Centre*

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01768-482393
Office Tel :- Leeds
0113 2370399

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Endura 44 £210
Endura 50 £235
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Max 65T £399
Max 74T £475

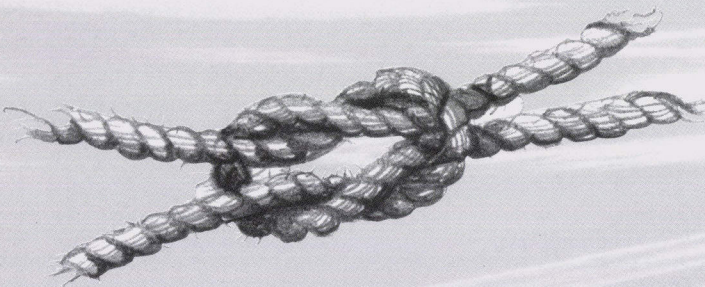
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enquiries@navigatorsgeneral.co.uk
www.navandgen.com

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Information sheets from the Electric Boat Association

- 1. PRODUCT GUIDE & EBA TRADE MEMBERS**
(free upon request)
- 2. SOLAR POWER** by Solar Energy Alliance
- 3. ELECTRIFYING YOUR BOAT** by Hawthorne & Wagstaffe
- 4. HULL DESIGN FOR ELECTRIC BOATS**
by Andrew N Wolstenholme
- 5. LEAD ACID BATTERIES - OPERATION & MAINTENANCE**
by CMP Batteries
- 6. HIGH SPEED ELECTRIC BOATS** by Lorne Campbell
- 7. HYBRID POWER** by John Hustwick

Available:
Free to members Nos. 2-7
Non-members @ £1.50 per copy

The Secretary,
Electric Boat Association,
150 Wayside Green,
Woodcote, Berks RG8 0QJ

Tel: 01491 681449 Fax: 01491 681945
e-mail: eboat@mail.com

NOTICE BOARD

EVENTS FOR 2001

Barbara writes: "Looking at the Thames this winter reminded me that I spent a whole day white water canoeing just above Victoria Falls only a few months ago. The incentive not to end up in the Zambezi was the constant presence of hippos and crocodiles. The temperature and speed of our river makes me content to leave boats well alone and concentrate on planning events for 2001":

FITTING – OUT SUPPER

We hope to see lots of friends celebrating the start of the season at our Fitting Out Supper on Monday, 9th April at the Maidenhead Rowing Club. Please give Barbara Penniall a call to book your place.

ELECTRIC BOAT EVENT – HARTFORD MARINA

In May we shall be holding an EBA Electric Boat Event at Hartford Marina in Huntingdon. Saturday/Sunday, 5th and 6th May – a trade show, with business members attending with their boats, both on land and on the water. There will also be electric vehicles and electric bikes, batteries and outboard motors. Admission will be free and open to the public. It is hoped that EBA members will support this event, and join us for a social cruise on the Great Ouse on the 7th.

BOATS ON SHOW

This show, held at Pangbourne, near Reading from 10th to 13th May, is ideally suited for electric craft. The venue offers a lake and a river in a relaxed and informal setting. Come and say hello and meet the 'experts'.

WINDERMERE

The EBA was scheduled to visit Windermere this June for an electric boat weekend. Sadly, we have not received enough support from our business members to enable us to confirm a date this summer. We recognise that the speed restriction (10 mph) on Windermere is due to come into effect in 5 years and it is our intention to promote electric boating in the Lakes as forcefully as possible to coincide with this legislation, but it has meant that we shall not make our intended trip this year.

EXHIBITION AT RIVER & ROWING MUSEUM, HENLEY

The museum is staging an exhibition called Head, Heart and Hand from 22nd January to 22nd April. This shows the work of 21st century craftsmen on the river. Colin Henwood of Henwood & Dean will be at the museum for the majority of the first three weeks, demonstrating his craft as a Thames boatbuilder. For information call 01491 415605/7 or visit www.rrm.co.uk.

DON'T THINK THE ELECTRIC BOAT ASSOCIATION IS ALWAYS AFLOAT– SOMETIMES THEY ARE 'A FLOAT'

Heather Duncan, EBA member in charge of British Waterway's community boat, *Roman*, took part in the Bridgwater Guy Fawkes Carnival last November. This is a very popular event, involving a three hour parade of floats and 23,000 light bulbs!

ADVERTISING MANAGER REQUIRED

The administration required to run the Electric Boat Association has grown beyond recognition in the five year's Barbara has been Secretary. Many areas of her responsibilities overlap and it makes sense for Barbara to continue with these roles. However, like our rivers in the Autumn, she has reached saturation point and this is a plea for help. We need an Advertising Manager for EB News. It doesn't take a great deal of time (but it is one more thing) – mostly invoicing and checking on changes required for the advertisements, four times a year.

This is the only self-contained part of Barbara's duties and the easiest to hand over. Is there anyone willing to be responsible for this area?

LONDON INTERNATIONAL BOAT SHOW

Tony Ellis reports on the electric offerings



Unlike last year where they were dispersed around the show, the 47th London International Boat Show at Earls Court in January saw a gathering of five electrically powered launches, all in close proximity on the ground floor.

Another unusual sight was the Chairman and Secretary visiting the Guinness stand during their visit to the show on the Press and Preview day. Whether it was to celebrate the meeting held that day at the show to move forward

EBA Committee Member Ian Rutter sits at the helm of the Nell 20 Ramble, talking to Jeremy Freeland, Sales Manager of Bossoms Boatyard

the Electric Boat Challenge (the former schools project), or the entry of Cedric Lynch's solar canoe into the Guinness Book of Records we shall never know. Whatever the reason, with the amount of energy and effort they put into promoting electric boating, I can only say that every drop was well deserved.

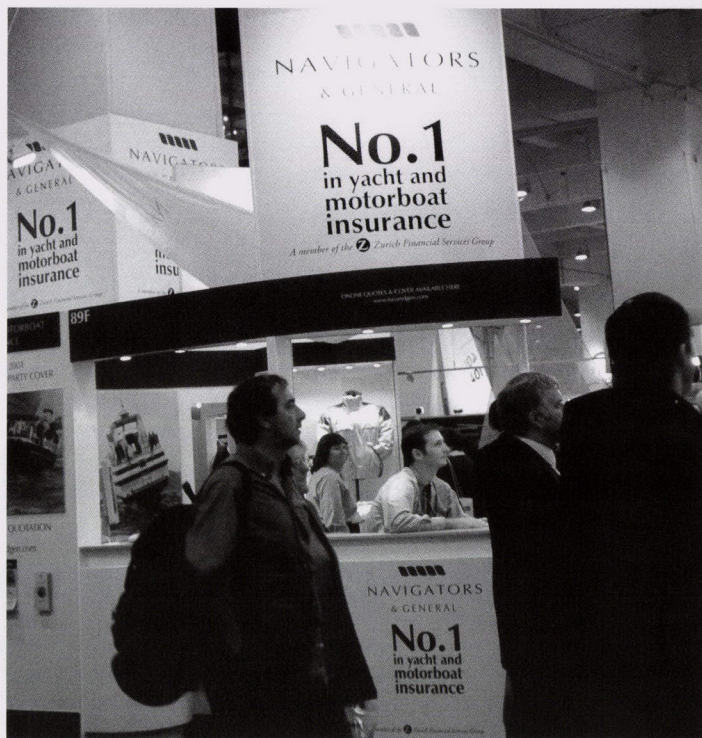


The newly introduced Fantail 21 from the Canadian Electric Boat Company. Chris Livett MD and Alan Phillips, Sales Director proudly show off their new craft

BOSSOMS BOATYARD

Bossoms Boatyard were showing the magnificent Nell 20 *Ramble*, based on the lines of a classic hull built in the 1920's and restored by Bossoms. Jeremy Freeland, Sales Director told me that the *Ramble* was fitted with a 1.6kW motor and comes complete with a battery pack and automatic charger, all controlled by a single joystick, managing a variable speed solid state controller. Fully charged, it is understood that the Nell 20 (19ft 5in by 5ft 9ins with a draught of 1ft 9 ins) will run for up to seven hours at normal cruising speed.

Further information from: Bossoms Boatyard Tel: 01865 247780; email: info@bossoms.co.uk; website : www.bossoms.co.uk



Navigators & General and their prominent stand on the main walkway between the Earls Court entrance and the Pool.

NAVIGATORS & GENERAL

In a prominent position on the main 'drag' between the entrance and the Pool was the extensive stand run by the insurers Navigators & General. Members will be aware that N&G give a useful discount for the insurance of electric boats owned by EBA members.

Further information from the Secretary.

HOW – Earls Court, January 2001



The Editor (left) chatting to Barry Fower, Managing Director of Fischer Panda

THE CANADIAN ELECTRIC BOAT COMPANY

Chris Livett, Managing Director of the Canadian Electric Boat Company was justifiably proud of the fine finish displayed on the new *Fantail 21*. This elegant launch has a 2.2kW inboard electric motor, developing 300lbs of thrust, powered by a bank of 6 deep-cycle Trojan batteries.

Further information: Tel: 01628 621770;
e-mail: Enquiry@maidenheadsteam.co.uk

FISCHER PANDA

Upstairs, I met Barry Fower, Managing Director of Fischer Panda who showed me their range of high-output small generators – up to 12kW – particularly suitable for electric boats.

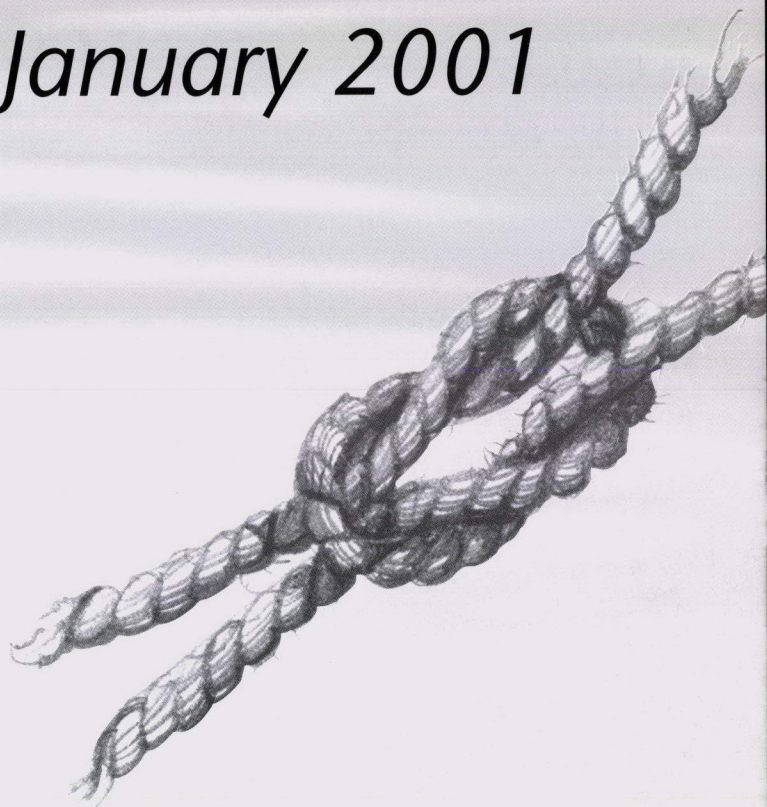
Further information:
Tel: 01202 820840; Fax: 01202 828688

CREATIVE MARINE

Having decided to revert to the model name 'Frolic', instead of 'Moth', Creative Marine were exhibiting the beautifully presented 21ft frolic, *Snow Goose*. A traditional counter-sterned launch, she has a beam of 5ft 5ins and a draught of 17ins.

Also on display in a glass case was an example of the electric drive system used by Creative, together with the joy-stick controller. The engine is a series-wound 1.5kW direct drive DC variable speed motor.

Further information tel: 01263 570100;
website: www.creative-marine.co.uk



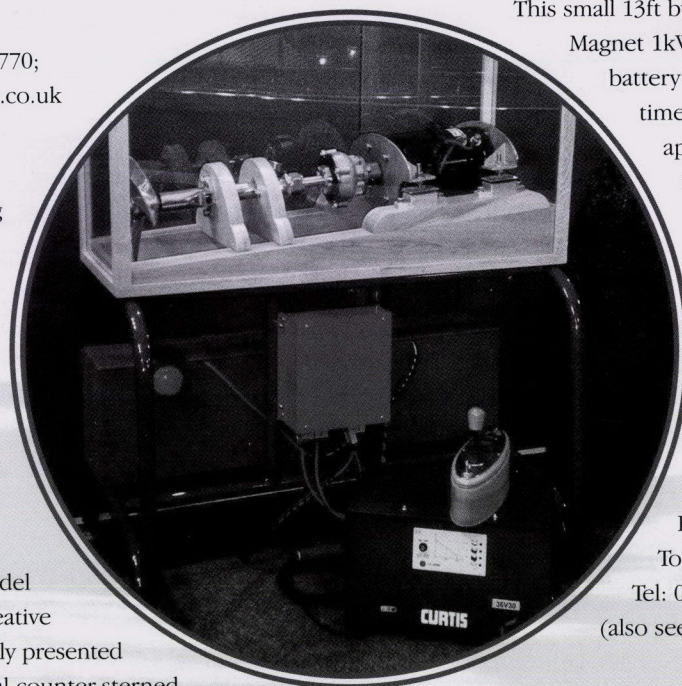
SALTER BROS LTD

New trade members of the EBA, Salter Bros were exhibiting two electric launches. The *Topic 13* grp motor boat is a new entry into the market, built specially for hire on boating pools and inland waterways (although it is also available to the private purchaser).

This small 13ft by 5ft runabout has a Lynch Permanent Magnet 1kW engine with a 36 volt, 200 amp battery pack and on-board charger. Running time is reported to be 7 hours at approximately 4 to 5 knots, leaving a reserve of 20%.

Salters also had on display the *Mystic 19ft 6ins*. This well-known model has a BEST Shuntwood engine with a power output of 1.5 kW and a battery capacity of up to eight 6v 175Ah. At a speed of 6 kmph, run-time is reported as 7 hours on 8 batteries.

Further information
Topic / Mystic Boatbuilders (IPG marine)
Tel: 01869 321002 Mobile: 07947 466004
(also see page 4)



Just to show how simple it all is – a Creative Marine power unit on display.

TECHNICAL NOTES

John Hustwick reports

BOAT SAFETY SCHEME ARTICLE – SPRING 2000

Following my article on getting my boat *Rhapsody* through the Boat Safety Scheme, the BSS office contacted Roger Roberts, the examiner who carried out the inspection, concerning a couple of points they thought could be misinterpreted:

Covers for battery compartments

I have hinged covers on my battery compartments that I open for ventilation. The BSS thought this could be misinterpreted as meaning that hinged covers were all that was needed for battery compartment ventilation. Unfortunately, I had omitted to say that the compartments weren't sealed and that there were other fixed ventilation openings and hydrogen could not build up, even if the covers remained shut.

Rectification of minor problems

I also seem to have given the impression that Roger gave me the completed certificate without checking the two minor details he had asked me to complete after the first inspection. This wasn't the way I intended it to sound – what I should have said was that he came with the certificate complete insofar as it just needed signing, dating and embossing after he had verified that the work had been done to his satisfaction.

Apologies to the BSS and to Roger – at least I know that somebody read my article! Incidentally, Roger tells me that *Rhapsody* is still the only electric boat he has inspected.

BOAT SAFETY SCHEME REVIEW

Still on the subject of boat safety, we have just received the interim draft report findings of the BSS Review. I will report in more detail in the next edition of EB News. It will be interesting to see how the results of the review alter the shape of the Boat Safety Scheme.

BATTERY SAFETY

BATTERIES ARE A POTENTIAL SOURCE OF DANGER AND CAN, IF IMPROPERLY TREATED, CAUSE PERSONAL INJURY AND/OR DAMAGE TO THE BOAT.

DON'T TRY TO PERFORM ANY OPERATIONS ON THE BATTERIES, OR ELECTRICAL SYSTEM UNTIL YOU ARE CERTAIN THEY ARE SAFE FOR YOU.

IF SOMETHING ABOUT AN OPERATION DOES NOT FEEL RIGHT, DON'T DO IT AND LOOK FOR ANOTHER WAY, OR SEEK PROFESSIONAL ADVICE.

PLEASE KEEP SAFETY FOREMOST IN YOUR MIND.

BATTERY STORAGE IN WINTER

Following the article in the last edition of EB News by Paul Wagstaffe, I have received some divided opinions as whether or not to exercise batteries during the winter lay up. As a result, I have spoken with the technical department of Chloride Motive Power and this is what they said.

“ There is no need to exercise the batteries if they are taken out of service – unless like Paul, you are putting them to good use. However, you should ensure you do the following:

1. Check that the electrolyte is at the correct level, topping up if necessary.
2. Make sure the batteries are fully charged, as this helps prevent chemical decay and sulphation.
3. Make sure the batteries are completely isolated from the system so the only load they see is their internal resistance.
[EBA Note: It may sound obvious, but make sure that the ignition is switched off when the boat is brought to a halt – particularly when closing down for an extended period.]
4. Ensure the batteries are given a refresh charge every 3 months. You should keep records in a diary so you know when to charge them.
5. Charge the batteries before you put them back into service.

If the batteries are cold when you put them back in service, you may not get the full amp hour output during your first outing. However, once the batteries have been used they should return to normal. Batteries being exercised during the winter should not experience this.”

Based on the experiences of EBA members, it is suggested that you charge the batteries every month. If by chance you forget one month then the effect is not so disastrous. If you forget to charge them after 3 months it could lead to damaged batteries. Charging the batteries more frequently won't do them any harm.

Winter Maintenance

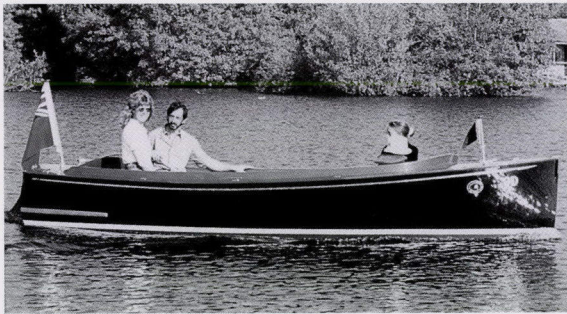
For all of you who are putting off the winter maintenance projects on your boat, take heed.

*She scorns the man whose heart is faint
And doesn't show him pity
And like a girl she needs the paint
To keep her looking pretty.*





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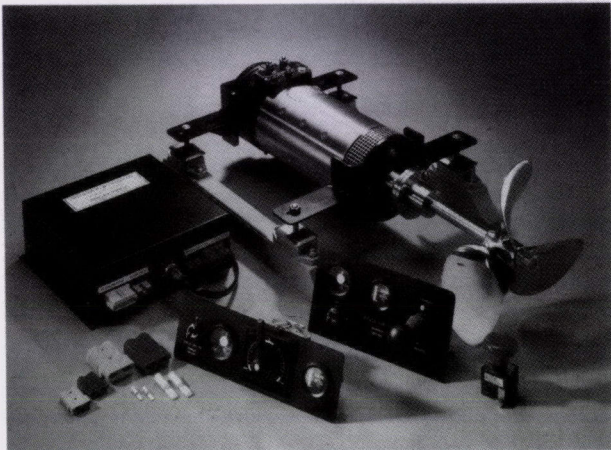
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INTERNATIONAL NEWS

Electric Boat News thanks Kevin Desmond for the items contained in this section which have been abstracted from the Electric Boat International run by Kevin from his base in France. For further information, contact him at 54, Route de Latresne, 33 – 360 Carignan, France. E-mail: desmond.writer@wanadoo.fr

FRANCE:

UN COCHE NOLISÉ À PROPULSION 100% ÉLECTRIQUE

A French consortium is developing an all-electric coche nolisé (charter cabin cruiser) for the French inland waterways. The consortium – which includes the Aquitaine Electric Vehicle Centre in Bordeaux, French Electricity, French Waterways, the French Ministry of Transport, the Aquitaine Regional Council and the University research & teaching association ADERA – has been working with the hireboat company Rive de France, fitting out a Rive 34 cabin cruiser *Electra*.

Electra measures 10.50 metres by 3.77 metres and is equipped with a sun deck, an outside sitting area, accommodation for 6 people in two double or single bed cabins and a room which converts to include a double bed. There is also a fitted kitchen, two bathrooms, a toilet and washbasin.

Adapting the technical experience gained on board *Egretta*, the electric pinnacle, *Electra* is designed to cruise and be used for two days without recharging. *Electra* was baptised on December 1st at the Paris Boat Show, by Madame Martine Griffon-Fouco, French Electricity's regional delegate for the Aquitaine, former director of that region's nuclear power station at Blaye in the Gironde estuary.

Initial trials will take place during the first quarter of 2001, under the aegis of the Inter ministerial Group for Electric Vehicles, with *Electra* going into public service in May on the Canal du Midi. The arrival of the successful electric cabin cruiser has been long awaited and it should be interesting to see *Electra's* performance figures alongside those of the *Haines 29* or the *700 Deltic*.

We can only hope that French Inland Waterways and French Electricity are also preparing to set up the vital infrastructure: a realistic network of charging points. Seven charging points are currently being installed between Colombiers, near Beziers westward to Carcassone, covering a cruising distance of 70 to 80 miles.

www.bateau-electrique.com

The website of the French Electric Boat Association has drawn considerable interest since it went on-line in August 2000. There were nine visits per day lasting on average 4 minutes; 40% of these were international. Continuez!

CANADA:

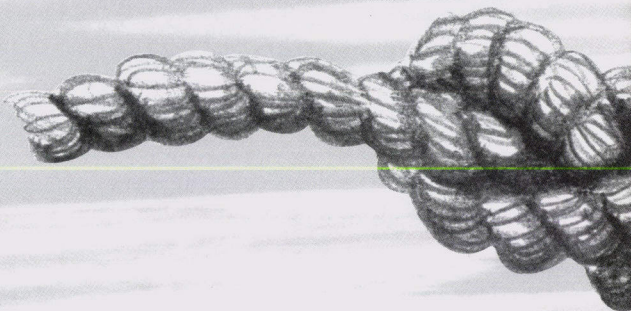
EBS AT EVS

For the first time, electric boats were presented at EVS the long-standing and internationally attended Electric Vehicle Symposium, held in Montreal, Canada last October. Representing Alain Juppé, Mayor of Bordeaux, Professor Jean-Louis Aucouturier gave a talk about France's initiatives towards environmental improvement, particularly for clean air laws. Beside the Professor there was a scale model of the electric pinnacle *Egretta*. During his speech, Professor Aucouturier indicated that Bordeaux was presenting its candidature for hosting EVS 21.

ALSO FROM CANADA

The Canadian Electric Boat Company appears to be going from success to success. From 15 boats sold in 1997, some 100 were sold in 2000. With Monsieur Réjean Crépeau as its President Director-General this Montreal-based company manufacture a 15.5 footer (4.7 m) to take 5 passengers designed by naval architect Ian Bruce, whose *Lazer* sailboat sold 178,000 units within 10 years and in 9 different countries. CEBCO's hulls, decks and flotation tanks are moulded in cored fibreglass, the latest in composite technology at a boatyard in St-Hyacinthe, Quebec. They are then shipped to Longueuil, where the entire assembly is carried out. The 650 lb. (295 kg) hull, liveried in either dark blue or forest green, has classic mahogany inserts on its deck, flooring, cockpit and the table aboard giving it a nostalgic 1930's look. Propulsion comes from a 48 lb. MinnKota, with energy from two 12v batteries. The motor can be remotely raised up making the CEBCO "beachable".

The number of employees has been doubled and during the year, with the new 21-footer being launched at both the Paris, then the London Boat Show (see pages 14/15).



SWITZERLAND:

MW-Line of Yverdon-les-Bains in Switzerland have launched their new electric outboard motor, the *Gladiator 600*, for energy from two 24 volt batteries. Weighing in at 15 kg, *Gladiator* can propel boats of from 4 to 7 metres in length, and can be fitted with three different prop configurations depending on use. MW-Line's Richard Mesple told IEB that it was pure coincidence that the name they had chosen was the same as that of this summer's box-office hit cinema film starring Russell Crowe! In addition, their motor makes far less noise than even the sighs of the Emperor Commodus!

HOLLAND:

WILLIAM THE SILENT

The city of Delft in Holland has in its fleet a 50-passenger electric boat which carries the appropriate name of *William the Silent*. Many tourists ask specially for this boat for their City tour.

There is a lack of progress in electric boating in Amsterdam. In spite of all the efforts and expense from the three rental companies and all the promises from local politicians, all necessary permits have not yet been given.

UNITED STATES:

HONOUR FOR MORTON RAY

Morton Ray, developer of the Ray electric outboard motor, was honoured at the annual meeting of the Electric Boat Association of the Americas in October with the Lifetime Achievement Award. Ray, 72, received the award from Chuck Houghton, CEO of the Electric Launch Company (Elco), on behalf of EBAA at a luncheon in St. Michaels, Md., on Oct. 7.

Ray, a charter member of the EBAA, founded in 1990, also received a certificate from EBAA Executive Director Ken Matthews for his support in founding the association and helping to guide it as a member of the non-profit corporation's board of directors and its advisory committee.

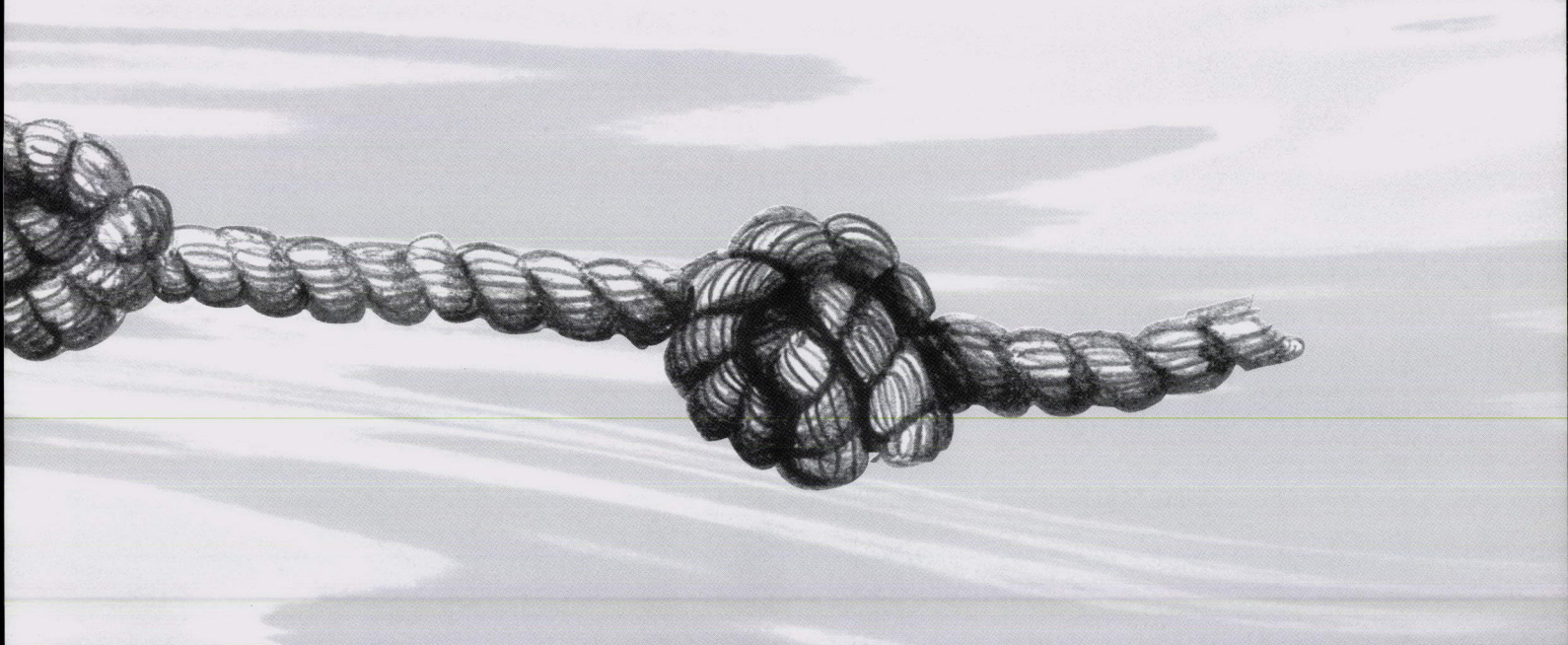
The meeting was attended by EBAA members and a group of Ray's relatives who came to see him receive the prestigious award. The meeting was held in conjunction with the Mid-Atlantic Small Craft Festival at St. Michaels where the EBAA conducted an electric boat workshop.

Ray was born in Kentucky in 1928 and was graduated from the United States Military Academy at West Point. He served in the Army in Korea and Vietnam and retired from the military in 1970. He established the company that was to become Ray Electric Outboards in 1974. The company is now located in Cape Coral, Fla., and is the largest producer of primary-propulsion electric outboards in the world.

EBAA may be contacted at P.O. Box 4151, Deerfield Beach, FL, telephone 561-588-3242, website: www.electricboat.com.

RUMOURS:

There are rumours of two feasibility projects underway – one on either side of the Atlantic – to challenge for the World Electric Water Speed Record. This still stands at 70.597 mph/114 km/h. It was set on 7th October 1995 by David Mischke of Edmonds, Washington, piloting the Prestolite-engined *Cloud hydro* up and down the Measured Kilo at Devil's Lake, Oregon. Mischke's top speed during the run was 73.079 mph. The logical target would be "the ton" or 100 mph. The Electric Land Speed Record stands at 250 mph.



FOR SALE

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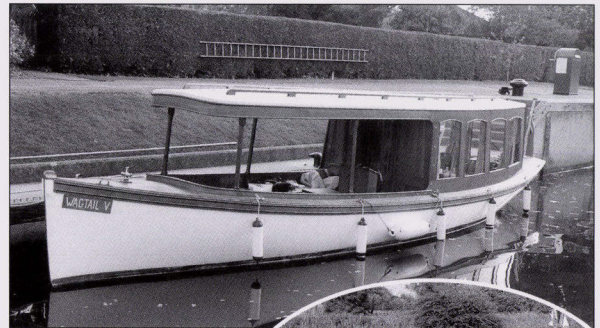
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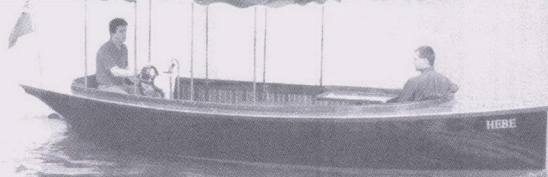
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