

Electric Boat NEWS

The Journal of the Electric Boat Association



**Annual Report • Last Boat Show at Earls Court • Switched Off:
an interview with Tony and Gillian Sauer • The voyage of Privateer**



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The position is not very time consuming but is one more task that otherwise falls to the Secretary.

If you would like to know more, please contact

John Hustwick on 01621 742367

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EBA CALENDAR

April

7th	EBA Event	Launch Supper, Maidenhead Rowing Club (to book a place please contact Barbara Penniall)
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May

3rd	EBA Event	All-Electric Boat Show, Huntingdon
4th	EBA Event	EBA Cruise on River Great Ouse
11th	EBA interest	River Parrett Festival, Somerset
16 – 18th	EBA represented	Boats on Show, Penton Hook
24 – 27th	EBA interest	National Trailboat Rally, River Stour (see news from Home & Away)

June

6th – 8th	EBA represented	Beale Park Boat Show, Pangbourne
21st	EBA Event	EBA 21st Anniversary Celebrations, Bisham Abbey, Marlow

July

19th – 20th	EBA represented	Thames Trad Boat Rally, Henley
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August

23rd – 25th	EBA represented	IWA National Festival, Beale Park, Pangbourne
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September

tbc	EBA represented	Silent Sensations & Norfolk Cruise weekend
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October

tbc	EBA Event	Laying Up Supper, Maidenhead Rowing Club
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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: Piers Erskine aboard Privateer in St Johns Lock 24 June 2002.

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Keith Langridge at the last London International Boat Show to be held at Earls Court
Photo: Tony Ellis

Copy Deadlines:

Material to be considered for inclusion in the next edition of Electric Boat News should be sent to the Editor (preferably by email) by the following date:

Spring Monday 3rd March 2003

On the current.....

At a reception I attended organised by the Environment Agency at the London International Boat Show, reference was made to their continuing interest in alternative technologies, with electric boat propulsion coming high on the list. Electric boating offers an ideal opportunity for those who want to reintroduce boating on environmentally sensitive Agency-managed waters, such as the Essex/Suffolk Stour and the Jubilee River. These ideals, coupled with Piers Erskine's experience of recharging facilities on the Thames, shows the importance of getting the support of the navigation authorities. And the Environment Agency is not alone, with British Waterways' new electric narrowboat launched and due to set sail any minute now. We hope for a report in the next edition.

This issue includes the annual news from the London Boat Show, with the promise of a brand new site for the show at EXCEL in 04. Let us hope that our electric boat builders get a decent position from which to promote their wares, rather than tucked in among the miscellaneous dinghies and oddities.

This year promises to be one of the most active for the Association – with the peak of year represented by the 21st Anniversary celebrations on the longest day – 21st June. Whatever you plan to do in 2003, make sure that you get to Bisham Abbey on the 21st and volunteer to help at this and the many other events we plan to take part in over the coming year.

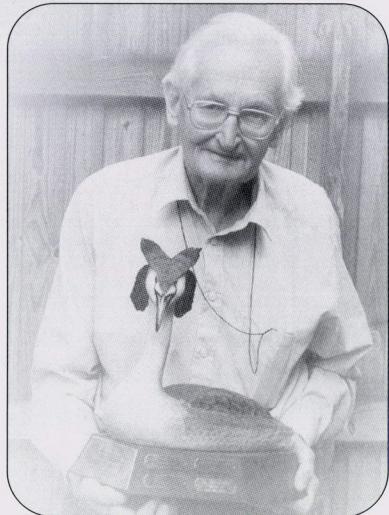
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ANNUAL REPORT

A Summary of the Activities of the Electric Boat Association during 2002



Our late Past President, Admiral Percy Gick with the Emsworth trophy

Sadly, the year started with the news of the passing of our immediate past President, Admiral Percy Gick. He had stepped down from the position six months before, due to failing health but his contribution towards the founding of the EBA and its first 20 years will be remembered with gratitude.

His memorial service at Bosham Church was attended by several representatives of the EBA.

Overall the year proved much better than 2001 with shows and events going ahead as planned. Social events included two rallies on the Thames, two River Stour festivals, two cruises, a dinner and four boat shows, including our first all-electric show at Huntingdon.



The EBA stand which appeared on the waterfront throughout the year

SHOWS

The 2002 London Boat Show once again saw EBA business members, Bossoms, Creative Marine, Canadian Electric, Salter Bros., Nauticalia, and Fischer Panda displaying their products. It was pleasing to see the boatbuilders grouped in fairly close proximity so that visitors would realise that there was (almost) an electric boat section. Navigators & General had a prominent position in the main aisle again offering a discounted insurance policy for electric boat owners.

May 2002 saw the first all-electric boat show at Huntingdon, something we had originally planned for the previous year but which the Foot and Mouth Crisis had put paid to. This was viewed as the start of something that we hope will grow over the next few years. The venue at Hartford Marina on the River Great Ouse was an ideal location for this event and it was supported by six EBA business members who had been willing to put in the effort to get it off the ground. We were also joined by another exhibitor, Jeckells the marine upholstery and covers manufacturer. The enthusiasm of Scott Deverell, the Marina manager, had also been a great help in organising this first all-electric show.



Robin Richardson's Phoenix 21 at Boats on Show

May 2002 also brought Boats on Show, this time held at Penton Marina, Chertsey. This was a new venue and I am pleased to say there was a good representation of EBA members for this four day event. Phoenix Fleet kindly supplied a *Phoenix 21* for the try-a-boat event held on the lake, which yours truly drove on a number of occasions. As always the trips were extremely popular and the boat was full (12 passengers) on most occasions.



The annual Thames Trad Boat Rally took place in mid July and as always turned out to be a very successful weekend.

EBA exhibitors were Peter Freebody, Henwood & Dean with boats on the water and TELCO with a land based display. At all these summer shows the general interest expressed at the EBA stand reflected the rising popularity of electric boating and we signed up a very healthy number of new members.

Finally in September we attended Silent Sensations, which this year had returned to South Walsham Broad and was hosted by EBA members John and Pat Atkins. This is a low key event, but is always a pleasure to attend.



EBA members at the Thames Picnic Rally

SOCIAL GATHERINGS AND EVENTS

Unfortunately the Launch Supper planned for April had to be cancelled at the last minute because several members had withdrawn their bookings and others failed to express their commitment until the last minute, by which time the caterers had been cancelled. Therefore the first social event of the year began in May with a cruising day following the Huntingdon Show. This was a very pleasant cruise to a riverside restaurant and was well supported by EBA members, either in their own boats or joining others as passengers.

This year Terence and Ann Casey very kindly hosted the Thames picnic rally at their riverside home in Bourne End. The sun shone and the event was very well attended by EBA members from near and far, so the lunch-time traditional picnic was followed by a pleasant afternoon cruise.

Two events in July took us to the River Stour at Bures and Sudbury respectively. The first was to celebrate the opening of the Millennium Bridge at Bures and the second was a Steam and Electric Festival based at the Granary, Sudbury. The stretch of the River Stour at Bures is not normally opened to powered craft and

this was a special event for steam and electric boats. It was a good opportunity to promote electric boating and members of the public were able to have short cruises on the boats.

Also that month Paul and Pat Wagstaffe with Emrys and Linda Barrell organised a rally at Beale Park on the Thames, courtesy of the owner, EBA member Richard Howard. Once again, the weather proved favourable and a very enjoyable picnic and cruise was had by those attending. We appreciate the time and effort given by members in organising events such as these and hope others will follow suit in the future.

September drew us to Norfolk for the weekend to support Silent Sensations. Saturday afternoon and evening found a number of EBA members and their boats cruising from Stalham to Wayford Bridge in order to enjoy dinner and a night-time cruise in the moonlight.

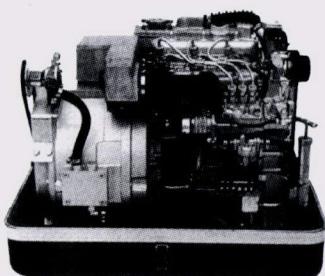
The final social event of the year was the Laying Up Supper in October held once again at the Maidenhead Rowing Club. To ensure the event would go ahead without any last minute problems for the caterers, members were asked to pay when booking and the evening was a lively and successful occasion.

continued on page 8



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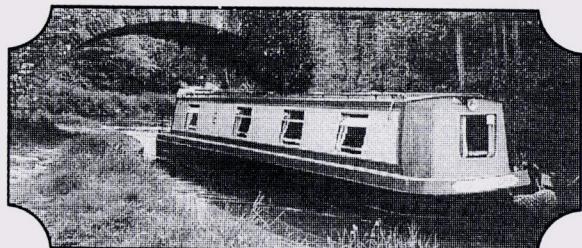
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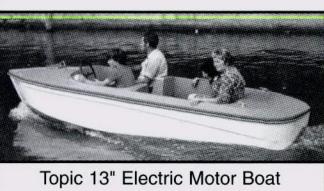
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EMSWORTH TROPHY ATTEMPT

– The Voyage of Privateer

Piers Erskine reports on his voyage from Teddington Lock to Lechlade aboard *Privateer* in an attempt on the Emsworth Trophy for the longest electric boat voyage during 2002

Privateer departs

My Bossoms Oyster 16 launch *Privateer* had a full charge before I left home and on arriving at Teddington I got a reading of minus 68.5 amps. On the 24 June fellow EBA member, Mr Kyle and the Teddington lock keeper gathered on the lockside and recorded my departure at 8.00am. I proceeded rapidly up river, with my first day ending at Monkey Island Hotel, just below Bray – with an amp reading of minus 489. The Hotel offers a charging point for electric boats, sharing with the boat used by hotel guests. I started charging at 5.40 pm and unplugged the following morning at 9.00 am with an amp reading of minus 245.

I recalibrated to 000 and restarted my voyage. Unfortunately, having just passed through Whitchurch Lock I noticed the power supply was running out. *Privateer* limped up to Goring Lock, which I operated and moored at the Swan Diplomat hotel. I found just enough space to moor and, as with Monkey Island, there was a single charging point and an electric boat for the guests. My amp reading was minus 595 and the hotel charged £25 for mooring and the recharging.

On checking the following morning, my recharging plug had been removed. Amp readings were showing a disturbing minus 345 and I recalibrated at 000. Journeying ever upward, just below Sandford Lock I noticed another reduction in power and stopped for a short charge at a riverside rowing club. Limping into Sandford lock with an amp reading of minus 260, I stayed aboard and used the charging point at the lock.

The next day my amp reading was minus 150 and for some reason the point had stopped supplying electricity. Either the Environment

Agency card had run out or someone had pressed the 'stop' button.

Recalibrating, I proceeded towards Oxford, stopping to moor

at Bossoms Boatyard in Benson where *Privateer* was built. The boat had travelled from Teddington to Osney without a scratch on the hull. However, I had broken the wooden flagpole by leaning on it rather heavily. Bossoms simply turned a new flagpole for me while the batteries received a quick top-up and a member of their staff took me to the local shops.

Upstream from Oxford

Leaving the reassuring facilities offered by Bossoms, I carried on my quest. Arriving at Shefford lock, I moored overnight and charged my batteries at a cost of only £5.

The following morning my amp reading was 000, without need for recalibration. Making the final dash to end my voyage, I reached St John's lock at 3.07 pm. Returning to Lechlade, I moored at the Riverside Marina. The weekend before I had brought my trailer and Avon rubber dinghy and electric outboard to the marina, giving me a chance to try for Cricklade. I managed to get halfway but had to return due to shingle shoals.

Summing up

My only mistake was in not planning my overnight stays. Also, based on my experience, the charging points at hotels appear to be unreliable. Those provided by the Environment Agency appear much better. It was a wonderful trip and I would certainly do it again. The river was in good condition and I encountered no

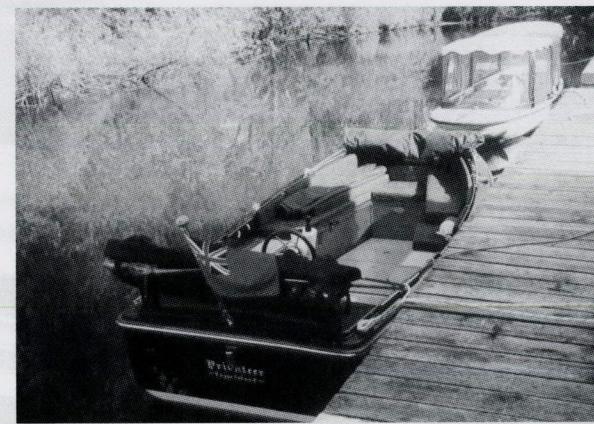
difficulties with fishermen or boaters. I was amazed at those who hadn't seen an electric boat before and I feel that my little voyage has helped plant the seed.

VOYAGE OF PRIVATEER TEDDINGTON TO LECHLADE ~ JUNE 2002 ~						
LOCK	DATE	TIME	AMPS	WEATHER	LOCKKEEPER (print name)	LOCKKEEPER (signature)
TEDDINGTON	24/6/02	8.00 am	-68.5	sunshine	R. DEUCHAR	<i>[Signature]</i>
MOLESEY	24/6/02	9.45	-135	sunshine	G. STOVER	<i>[Signature]</i>
SUNBURY	24/6/02	10.05	-181	sunshine	S. HARRING	<i>[Signature]</i>
SHEPPERTON	24/6/02	10.50	-250	sunshine	R. WOOD	<i>[Signature]</i>
CHERTSEY	24/6/02	11.42	-261	sunshine	R. A. KANE	<i>[Signature]</i>
PENTON HOOK	24/6/02	12.20	-246	sunshine	J. M. WILSON	<i>[Signature]</i>
BELL WEIR	24/6/02	12.45	-341	sunshine	S. BOYD	<i>[Signature]</i>
OLD WINDSOR	24/6/02	1.00	-581	sunshine	P. H. WILKES	<i>[Signature]</i>
ROMNEY	24/6/02	3.55	-442	sunshine	D. FORD	<i>[Signature]</i>
BOVENEY	24/6/02	4.15	-489	sunshine	D. GILBERT	<i>[Signature]</i>
BRAY	24/6/02	4.30	-17.5	sunshine	T. T. COOK	<i>[Signature]</i>
BOULTER'S	24/6/02	10.05	-63.5	sunrise	T. COOK	<i>[Signature]</i>
COOKHAM	24/6/02	10.45	-71	sunrise	P. BOYD	<i>[Signature]</i>
MARLOW	24/6/02	12.00	-146	cloudy	D. COOK	<i>[Signature]</i>

An extract from the log of the *Privateer*



Privateer at Teddington lock



Privateer at Monkey Island

NEWS FROM HOME & AWAY

Electric boating on the Jubilee River?

At the Earls Court Boat Show Emrys Barrell attended a reception organised by the Environment Agency in which reference was made to the future use of the Jubilee River (the new Maidenhead Flood Relief Channel). Being keen to open up the debate on this issue he wrote a letter to the Agency which the readers might find interesting:

'I understand you are conducting a review of plans for navigation on the Jubilee River and that this is likely to be restricted to unpowered craft.'

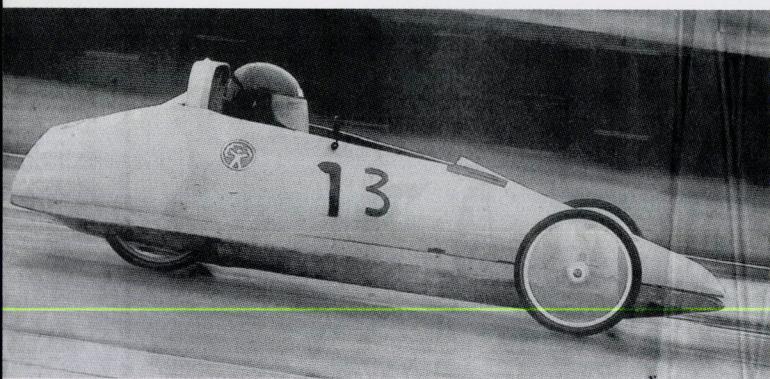
'Could I ask that when these plans are drawn up, electric boats be given equal opportunity to use this waterway. I appreciate that this is an environmentally sensitive watercourse, but this makes it ideal for use by electric boats.'

'Electric boats cause no pollution of the water they travel in, they are silent and do not disturb the wildlife, and cause no nuisance to other users such as walkers, anglers, rowers and canoeists.'

'Allowing electric craft to use this waterway would give a major boost to the electric movement and highlight the environmental benefits of this means of propulsion. A similar appeal could also apply for the River Wye and the River Stour, both of which are environmentally sensitive.....'

Charge of the Electric Brigade – Greenpower Electric Car Marathon

The Daily Telegraph for 2 November 2002 reported on the Greenpower Electric Car marathon held at Goodwood in West Sussex. The finalists – with cars supplied by 68 school teams – had to cope with torrential rain and gusting winds. The winning team,



School car – The Boys are Back – sponsored by the Environment Agency

with 'The Boys Are Back' were sponsored for the 2002 season by the Environment Agency – a deal which enabled the school to buy new batteries, and wheels and ensure that all components were up to standard. Shades of the electric boat challenge?

Further information from the Greenpower website:

www.greenpower.co.uk

Sustainability grants from the Broads Authority

Applications for grants to promote sustainable development in the Broads are being encouraged by the Broads Authority which has been allocated £125,000 by the Government as its share of the Sustainable Development Fund. Among the projects the Authority is keen to support is that of renewable energy. This scheme (which may be over subscribed by the time you read this) appears ideal for an electric boating project.

Further information from the Broads Authority

18 Colegate, Norwich, NR3 1BQ

Mooring opportunities on the Chelmer & Blackwater

Hugh Turner, EBA member and Leisure Development Manager of the Chelmer & Blackwater Navigation tells us that the number of moorings available on this attractive waterway are to be increased from the present 200 to 300 by extending the linear facilities at 4 locations on the navigation, including Sandford on the edge of Chelmsford, Paper Mill and Hoe Mill in rolling countryside and adjacent to the tidal Blackwater estuary at Heybridge Basin. The unusual feature of this independent and historic navigation is that the mooring fee and boat licence are part of an inclusive fee of 58p per foot per week – with a 10% discount for EBA members.

Further information from Hugh Turner

Chelmer Blackwater Navigation Ltd

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River Stour Rally wants electric boats

The organisers of the 2003 National Trailboat Rally have asked electric boaters to support this year's event. The rally will be held on the River Stour in Suffolk, over the Bank Holiday Weekend of the 24-26 May.

The Environment Agency are presently conducting a feasibility study into the future of navigation on this river, subject of many of Constable's paintings. It is unlikely that powered craft will be allowed to use the whole length of the river, but electric boats may be permitted. To strengthen the case for this option, the Trailboat Rally wants as many electric boats to attend the event, to demonstrate how little impact they have on the environment.

For more information, contact David Smith

Bimini, Blounts Count Road, Peppard Common

Henley RG9 5HB

Tel: 01189 722420

E-mail: djsmith@bimini.freeserve.co.uk



Mary Gordon

Save the Mary Gordon

In the next edition Peter Harrold will tell us more about the Mary Gordon Trust. The *Mary Gordon* was built for Leeds City Council in 1898 of teak planking on oak frames by Sergeants, boatbuilders on the Thames at Eel Pie Island. She is believed to be the oldest electrically powered craft still in existence, and is in urgent need of restoration.

If you want to find out more and can't wait for the Spring copy of EB News, visit the website: www.marygordon.org.uk or ring Peter Harrold on 01673 861458 or 07770 406883 for further information

WELL MET BY MOONLIGHT

(with apologies to the Bard) Barbara Penniall reports on the – by now – traditional Norfolk cruise

The evening before Silent Sensations, EBA members now meet as a matter of tradition at John Williams' boatyard and join forces to cruise from Stalham to the Wayford Bridge Hotel. On a balmy evening last September half a dozen electric craft (plus Tom and Mary Moore with their motor launch 'Moorhen') joined other EBA members at the Wayford Bridge Hotel where we formed a lively party of 24 enjoying dinner together and renewing old acquaintances.

The weekend coincided with the 50th birthday of our Chairman, John Hustwick, so we took the opportunity of marking the occasion with a cake complete with our grebe logo and a musical candle, much to the amusement of our fellow diners. Having bid farewell to friends

who had joined us by car, half a dozen boats slid silently away from the moorings and turned for home. I had warned friends to wear something warm for the return cruise, but in fact the evening was

balmy and still, the sky was clear and starlit and we moved effortlessly across the water.

It was an ethereal experience as the boats moved silently through tendrils of mist rising from the surface of the black and still water. Only navigation lights eerily glinting red and green on the mist-shrouded surface showed the presence of these otherwise invisible craft. As if by agreement, the conversation level dropped to a whisper and right on cue, a shooting

star drew a silvery arc across the moonlit sky. Times like this confirm why we promote silent, pollution free, electric boating.



John Hustwick celebrating his half-century at the Silent Sensations

MEMBERSHIP

Partly as a result of a higher profile for electric boating at shows and increased use of the website, more new members have signed up in 2002 than in any previous year. As you will have noticed we are welcoming new members by listing them in the magazine which we hope is a popular addition to the EB News.

MEMBERS' NEWS

We have been delighted to report news submitted by our members and early in the year we heard that *Silent Explorer*, Amourelle Products' electric canoe, had been featured in the British Airways in flight magazine, Business Life. (High flying indeed!!) Also, TELCO were officially awarded the Guinness Book of Records' certificate to mark the Endurance Record set up by Pike in 2001.

Norfolk member Tony Fogarty has proved that a Broads cruiser can be successfully converted from diesel to electric propulsion and we followed *Moonglow*'s progress with interest in the magazine. Paul Lynn this year has also kept us advised of another success story but this time a craft powered by solar energy. We hope that the success of these two very different boats will stimulate other members to have a go at similar projects and demonstrate that electric boats are totally viable.

In complete contrast, Tony Pratt repeated the journey undertaken by J.B. Dashwood in 1867 from the Thames to the Solent. Whereas Dashwood's journey used horse power and sail, Tony undertook the trip with electric power or when there wasn't sufficient water for his *Seahopper* dinghy, resorting to wheels and manpower. The expedition has been captured on video for those who would be interested in seeing this extraordinary undertaking.

COMMITTEE MATTERS

The Executive Committee has met six times this year and there has been one meeting of the full National Council. These meetings have been used to plan events and attend to the day to day running of the Electric Boat Association.

The Parliamentary Waterways Group has been regularly attended by myself and Barbara and I have had the opportunity to table questions pertinent to electric boating. These meetings also give us the opportunity to meet various Members of Parliament, the navigation authorities and other waterway user groups with whom the EB News has proved extremely popular (our Editor is usually in attendance at these events, though wearing another hat).

Towards the end of the year, Bob Ellis stepped down as our Technical Officer and the position has been filled by Paul Lynn

of *Solar Flair* fame. Bob's help over the past year has been appreciated and we look forward to working closely with Paul in the future.

The Association was asked to take part in the River Stour feasibility study which is looking at the options concerning navigation along the whole stretch of the river. One option is for electric and steam to be the only forms of mechanical propulsion allowed if full navigation goes ahead. We of course stressed the need for the provision of electric hook-up points for recharging electric boats.

A dialogue was established with the readership of Watercraft magazine following a letter expressing doubt as to whether electric propulsion is as environmentally friendly as has been claimed and a similar correspondence is currently being pursued with a reader of the Great Ouse Boating Association magazine.

We are still actively seeking sponsorship for the magazine and following discussions with Aitken Clark, our President will be taking an active part in future approaches to potential sponsors.

The coming year is going to be our busiest yet with a number of shows and social events. As always, any help that can be given by members to assist in the workload would be very much appreciated. As you will appreciate, arrangements are already underway for our biggest social event. On 21st June 2003 the EBA will celebrate its 21st anniversary at Bisham Abbey, Marlow when we want as many electric boats and EBA members as possible to attend. It is our intention to make this a major event to promote electric boating and it will be covered in the national and boating press so put the date in your diaries NOW.

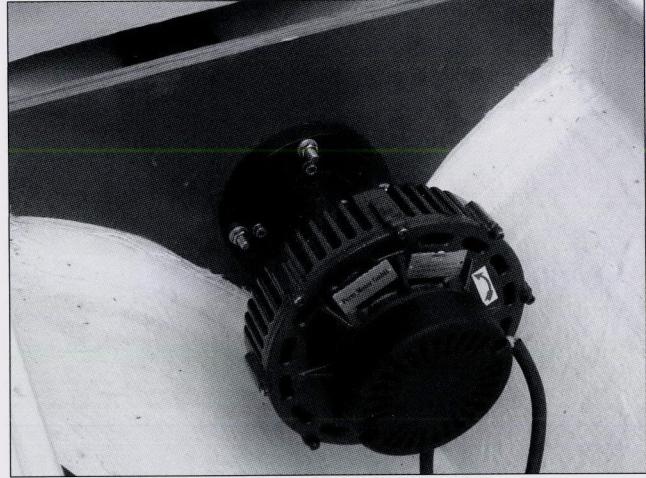
Finally, I would like to thank all those who have helped run the Association and members who have given their support in various ways over the past twelve months. The EBA is growing in prominence and membership, but if it is to continue at this level of growth, more support will need to be forthcoming as the administration is reaching the limit for Barbara to cope with alone.

JOHN HUSTWICK

Chairman



Lakeland Electric Boat Centre



Aquapella 5000

SYSTEM DESCRIPTION 'HITECH'

The complete Aquapella 5000 system consists of:

- Stern tube, shaft and flange assembly, including seal-leak sensor, seals, thrust bearing and flexible coupling.
- PMG 132-R motor 48 Volt, 4.8 kW nominal power, including bushing and rubber damper plate.
- Speed controller CPM 110-48 including main circuit breaker.
- Joystick Hitech (Polymer).
- Display with key switch in Hitech (aluminium) execution.
- Charger 30A, microprocessor controlled, inverter type, programmed for a variety of batteries.
- Cable set for control signals.
- Quick connectors for motor and batteries 4 pieces.
- Battery interconnection terminal plate for 12 batteries max.
- Manual.

Not included are:

- Propeller
- Batteries
- Main protection fuse(s)
- Power cable set

These items can be offered specially, tailored to the application

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Tel: 01768-840211 Fax: 01768-840212

LONDON INTERNATIONAL

– Farewell to Earls Court

Tony Ellis reports from the last Boat Show to be held at Earls Court

BOSSOMS

BOATYARD LTD

I spoke to Mick Bye on the Bossoms Boatyard stand who was demonstrating the Oyster 16 Electric which now includes a canopy. The model on show had already been sold and on return to Oxford, the canopy would be extended, with the addition of a clear front panel to provide all-weather protection. The

Oyster 16 has a 1 to 2 kW electric motor, powered by eight 195 Amp/Hour batteries, offering 6 to 8 hours of cruising. Bare hull and deck from £3,285.59 (including VAT) and the standard electric option at £17,377.16 (including VAT).

Bossoms also had on display their E-Drive system, suitable for boats of between 15 and 25 feet. An example of the drive was on show beneath the starboard bow of the Oyster 16. The complete kit, with everything you need to make the complete installation is available at £3,999, plus VAT.

At the last London Show I was told of a Patricia 32 electric launch which was then being built at their Oxford boatyard. This year I was pleased to hear that the craft was now complete and was called *Drifting By*, based at Benson. An extensive 4-page report on this new build written by Kathy Mansfield appeared in a recent edition of Watercraft magazine.

Classic electric launch free for a day

Special promotions at the show included a free day out from the Bossoms base in Oxford. *Osprey 4*, Bossoms Oyster 16 electric demonstrator is available free on any weekday between 10 am and 4 pm, subject to a £100 deposit and the carrying of a mobile phone by at least one member of the party.

Further information on all these products:

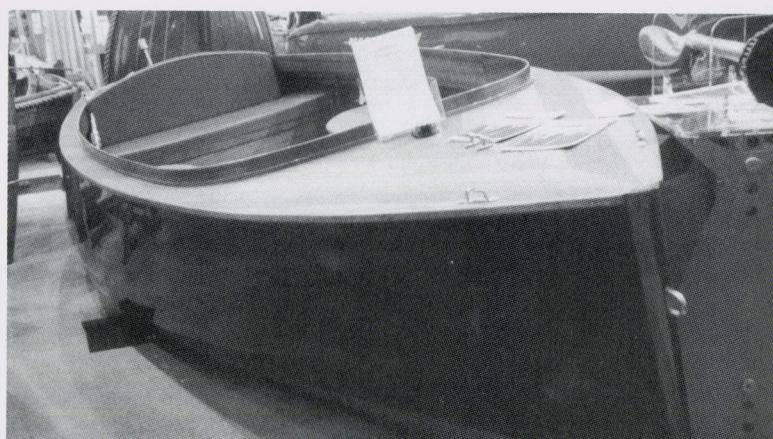
Bossoms Boatyard Ltd Nr Binsey Village, Oxford, OX2 0NL
Tel: 01865 247780, Fax: 01865 244163,
www.bossoms.co.uk, email:tom@bossoms.co.uk



Bossoms Oyster 16 with the new canopy

LAKELAND ELECTRIC BOAT CENTRE

A new electric exhibitor was Lakeland who were also displaying their new Beavertail 17 electric 6-seater launch with an inboard propulsion unit. The launch is built of strip cedar, with teak decking and mahogany coamings. Deck fittings can either be in stainless steel or bronze and the cabin sole (or floor) is of teak veneer. She has an overall length of 5.38m, a beam of 1.78m and draft of .3m. The 2.5kW Aquapella 2500 DC brush motor can offer a run time of 5 hours at 5 knots or 8 hours at around 3 knots. The engine is powered by eight 6 volt 200 amp/hour Trojan deep cycle batteries (imported from the USA and used on Lakeland's Ullswater hire fleets for the past year). The Beavertail launch is available from £15,000, plus VAT.



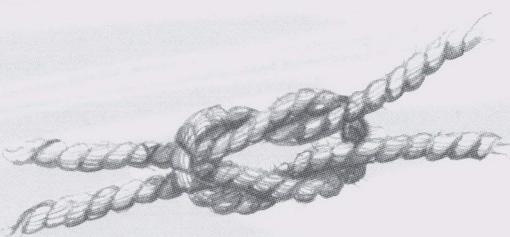
Lakeland's new Beavertail 17 launch

Aquapella Inboard Drive Systems from Bellmann

Lakeland also had on display an example of the Aquapella inboard drive system which they are using on the Beavertail launch. Bellmann are Netherlands based and Lakeland are their UK agents, offering the Aquapella 2500 with a power output of 2.4kW at £2741.33 plus VAT and the 5000 which has an output of 4.8kW at £4082.66. Joystick, controllers, displays, chargers, propellers and batteries are separately specified, tailored according to the application.

Further information from Lakeland Electric Boat Centre, Unit 4, Ullswater Road Business Park, Ullswater Road, Penrith, Cumbria CA11 7EH.

Tel: 01768 840211 Fax: 01768 840212



BOAT SHOW



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THAMES ELECTRIC LAUNCH COMPANY



TELCOs Dragonfly electric skiff

(NOTE: the skiff will be supplied with the Minn Kota 74, rather than the engine used on the display)

This year, Thames Electric returned to Earls Court after an absence. Emrys and Linda Barrell, supported by Keith Langridge, were busy showing the Interboat 16 dayboat, which they first introduced at the 2002 Boats on Show event. New for 2003 was the interesting *Dragonfly* electric skiff. This GRP clinker hull is offered complete with a Minn Kota 74 electric outboard, two heavy duty semi-traction 125 amp batteries and a battery charger at the price of £2950, including VAT.

If you already have your own electric outboard,

TELCO can provide the boat on its own at £1,150, including VAT. The *Dragonfly* is produced by a well-known Essex builder of classic boats, and comes complete with a good measure of mahogany joinery and brass fittings. Two thwarts and seating fore and aft should carry between 4 and 6 people and built-in buoyancy chambers make the boat unsinkable. With a length of 12 ft and a beam of 4ft 4 ins, this craft should provide a comfortable and stable boat for messing about on the river. The two batteries are housed in a special wooden container under the main thwart.

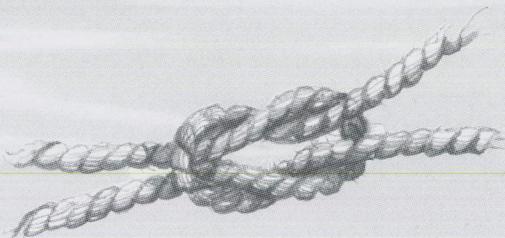
SALTER BROS LTD

Salters were displaying their *Mystic* 19ft 6in day cabin launch and the *Topic* 13 electric day boat. The *Mystic* is a deceptively roomy craft with a beam of 6 feet which enables the cockpit to seat up to 8 passengers. The cockpit can also be enclosed with a PVC awning



The Salter's Mystic 19' 6"

and extra seating can be found in the day-cabin which is fitted with a sun roof. The electric version of the *Mystic* (complete with eight 6v batteries and charger) is on offer at £18,950, including VAT. The *Topic* 13ft day boat has been built for hard use under hire conditions on inland waters. The electric version is sold at £6,991, including VAT.



continued on page 13

NOTICE BOARD

BOOK EARLY FOR THE LAUNCH SUPPER - 7 APRIL 2003

The Launch Supper, marking the beginning of the 2003 season will take place at Maidenhead Rowing Club on Monday 7 April. Tickets will be £15 a head and places can be booked via the Secretary, Barbara Penniall.

SOLAR PHOTOVOLTAICS BY PAUL LYNN

We give thanks to Paul Lynn for the production of a new version of the second in our series of information sheets.

NEW ADVERTISING MANAGER NEEDED

As mentioned in the Chairman's Christmas letter, in April we are saying goodbye to Gillian Sauer who has done a good job in managing the advertising for Electric Boat News. We need someone who will be prepared to take on this important role. Volunteers should report to the Chairman please.

EBA DIRECTORY

The latest edition of the EBA Directory is enclosed. Please submit any corrections, amendments to the Secretary, Barbara Penniall.

STANDING ORDERS

You are encouraged to set up an annual standing order for £25, payable on the date of your membership renewal and the

following information should be passed to your bank:

The Electric Boat Association

Account No 4273 7084

Sort Code: 72 - 00 - 04

Girobank plc, Bootle, Merseyside, L15 0AA

Please ask your bank to identify the payment with your name on the EBA Bank Statement.

NEW MEMBERS

Name	Vicinity	Boat(s) where appropriate
PRIVATE MEMBERS		
Aubrey Nockels	Abingdon	Spangle II
Alan Rynhart	Wicklow, Ireland	
Bruce Rickard	Australia	
Julia & Harry Briars-Filby	Huntingdon	Pilgrim Minor

BUSINESS MEMBERS

Hambleden Sales Henley-on-Thames
& Charter

JOIN US TO CELEBRATE THE 21st ANNIVERSARY OF THE ELECTRIC BOAT ASSOCIATION ON 21st JUNE 2003

We shall be celebrating this historic event in grand style at Bisham Abbey, Marlow in Buckinghamshire on the longest day of the year. It will be a showcase for electric boating and we want to encourage

as many members as possible to attend – whether you can bring your boat or not. Put the date in your diary **NOW!** For those planning to travel to the event, there is a public slipway at Marlow, just downstream of Bisham. The historic Abbey and its magnificent riverside grounds will provide a wonderful setting for the day which will begin with the Association's Biennial General Meeting. Lunch will be followed by an afternoon cruise on the Thames. The 21st Anniversary cake will then be cut and the evening will be given over to a barbecue dinner in this delightful setting.

**For further details please contact
Barbara Penniall, EBA Secretary**

Information sheets from the Electric Boat Association



- 1. PRODUCT GUIDE & EBA TRADE MEMBERS**
(free upon request)
- 2. SOLAR PHOTOVOLTAICS** by Paul Lynn
- 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

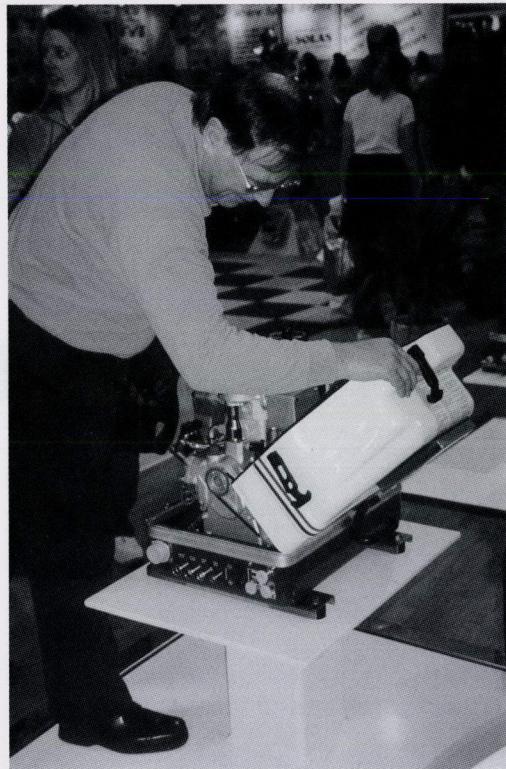
Tel: 01491 681449 Fax 01491 681945 e-mail: eboat@mail.com



FISCHER PANDA

One of our business members from the generating field is the leading manufacturer, Fischer Panda. They were to be found on the

upper floor, with an extensive display of high output small generators up to 12kW, and a range of their air conditioning units.

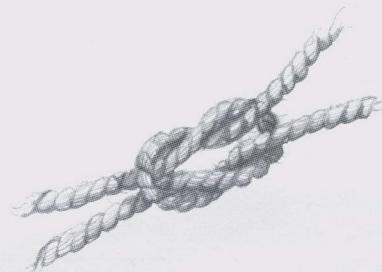


Jeanette Melville on the GenAcis generator stand

A customer inspecting one of the generators on the Fischer Panda Stand

TALKING ABOUT MY GENERATION!

In addition to Fischer Panda the show includes a considerable range of other companies offering generating equipment. This year I spent some time visiting their stands and espousing the values of electric boating – and finding out more about their level of interest. If space permits, a report on these manufacturers/suppliers and their equipment will be included in the next edition of EB News.



Goodbye to Earls Court 2003

This year was the 49th and last year that the London International Boat Show was held at Earls Court. Having attended at least 25 of those shows under various guises, I was surprised to find that I had a tinge of nostalgia for the old place. And then I remembered what a grim, cold concrete shell this was until competition from the Birmingham NEC caused the operators to sharpen up their act and begin to think about the needs of the customer. One of the problems regular Boat Show visitors will have at the new EXCEL site in the Victoria Dock will be that of finding their way around. The regular visitor will have learned the paths through the jungle and I suspect that by now, I could almost wander blindfold to the various 'electric' stands.

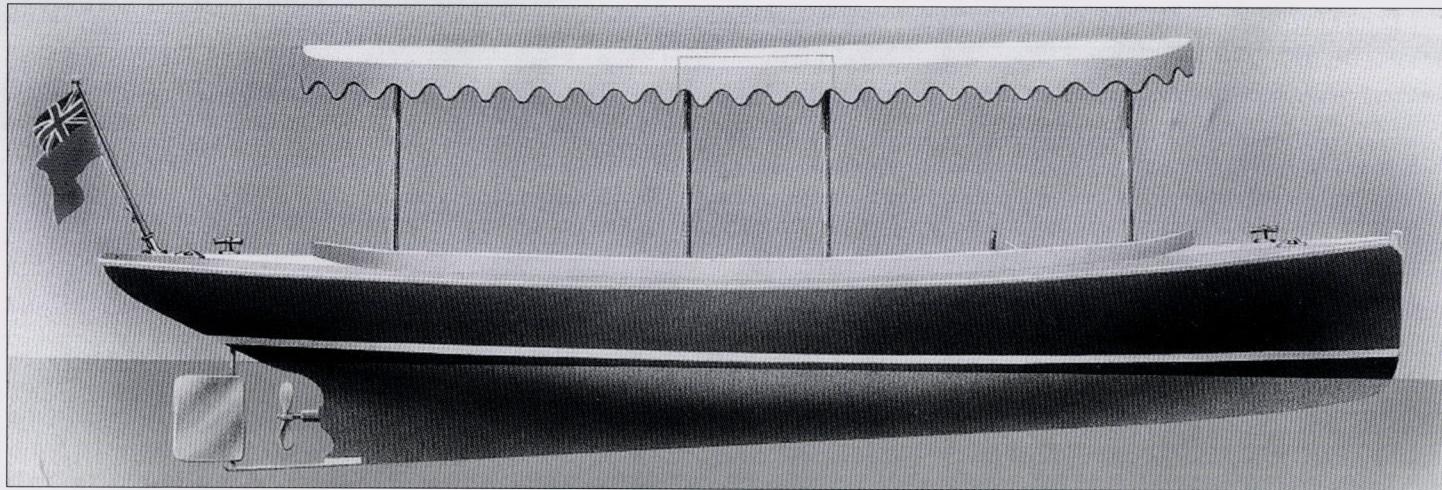
Hello to EXCEL 2004



We hope that our regular electric exhibitors who make the move to EXCEL in 2004 will find that the possibility of even more space gives them the opportunity to better demonstrate the value of electric boating. The theme in 2004 will be canals and inland waterways. While electric boating shouldn't be seen as a purely inland

activity, it is clear that this theme offers a tremendous opportunity for an electric launch to be included in the centre piece display.

BUSINESS NEWS



One of the attractive fleet from Creative

Creative Marine – Boat Show rethink

This year we were surprised to find that Creative Marine were not attending the London International Boat Show. However, Creative tell us that they have reassessed the shows they attend and decided that in 2003, rather than spend their whole 'show' budget on London, they planned to spread their wings. The hope is that by attending more of the smaller shows they will be able to meet more people who were unable to get to London. At many of these shows Creative will be able to launch their craft and provide demonstrations to interested clients, giving customers the opportunity to test out a launch in a more natural atmosphere.

Creative plan to exhibit at the

Electric Boat Show, Hartford Marina, (3rd May), Boats on Show, Chertsey (16 – 18 May), Beale Park Boat Show, Pangbourne (6 – 8 June) and the Thames Traditional Boat Rally at Henley (19 – 20 July) – with more dates under consideration.

Mass production? (not quite)

Modifications to Creative's barn workshops and improvements in the production process mean that the company can now build a stock of ten 'Mayfly 16' and 'Frolic 21' hulls for delivery in the Spring – with the knock on effect of a more competitive price. Despite this reduction, there is no slacking in the specification.



Business as usual

Further information:

Julia Lawson, Creative Marine, The Secret Boatyard, Barningham Barns, Matlaske, Norwich, Norfolk, NR11 7LE
Tel: 01263 570100
www.creativemarine.com.
E-mail: creative.marine@talk21.com

Thames Electric goes into print

Following the lead of Creative Marine and Pb Batteries, business member Thames Electric Launch Company has produced an informative newsletter showing their current wide range of electric boats. If other business

members would like to use the services of the EBA to circulate information to private members, please contact Barbara.



Current Affairs – an electric newsletter from TELCO

LETTERS TO THE EDITOR



Solar efficiency

Paul Lynn's Solar Flair articles are refreshing. Solar boating without a battery is more like sailing than motor-boating. However a drawback is mentioned: poor matching to commercial electric outboard motors and hence poor efficiency. Here I describe how to improve this.

The first experiment might be to try an electronic motor controller. Some electric outboard motors have these built in. Such controllers are capable of transforming the current of the solar panel (which is often too low, with the voltage being too high) into the current required by the motor. In this way it is possible to solar-sail slowly even in cloudy weather. Without this device, the motor may not turn at all in such conditions, or too feebly.

**However, do this at your own risk:
unfortunate combinations of solar panels and motors may
ruin the controller.**

Another way is to install a small battery in parallel to the panel and motor. Although the fascination of direct solar sailing is lost, even a very small battery will fix the voltage near its nominal value and thus the electric outboard will function as intended. Remember to disconnect the battery when it gets dark otherwise it will discharge through the panel. The battery can be left connected if a series diode is fitted. However, a large solar panel will quickly overcharge a small battery, which will boil dry or be ruined if left unattended. A charge controller suitable for the type of battery is required, except in the following special case: a panel with 33 instead of the usual 36 solar cells can safely charge a (12 V) lead acid battery of a sufficient size without using a controller.

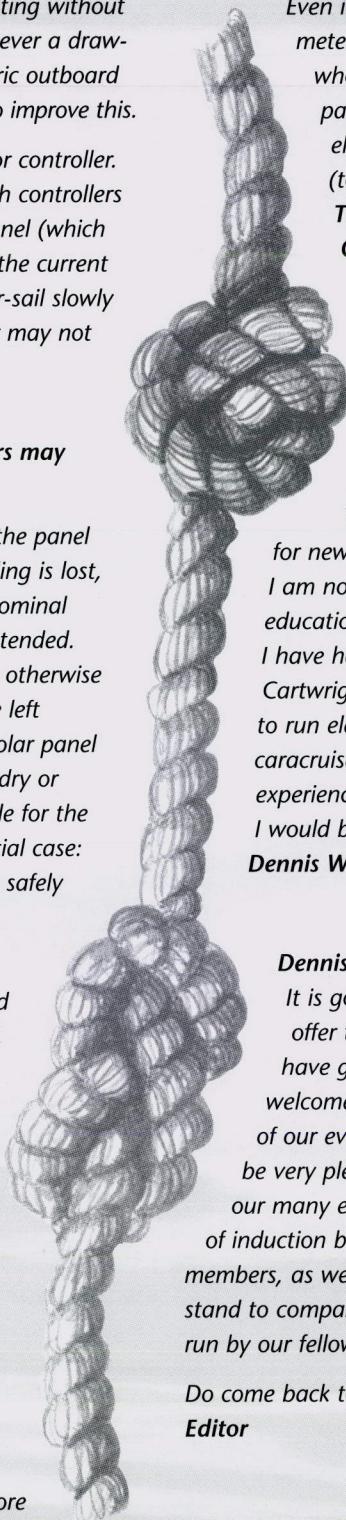
A further step for a boat with a large solar panel would be a controller known as a "maximum power tracker", matching the battery voltage to the higher optimal panel voltage and increasing the current available. Because the optimal value varies with temperature and insolation, the device actively tracks the point of maximum power.

The ultimate increase in efficiency is a mains connection to feed the solar panel's power into the mains once the battery is charged and while the boat isn't being used. Most electricity meters run backwards in this mode, so in effect you are selling the electricity at the same price you pay for it, regardless of what your electricity company thinks of the deal. However solar electricity is psychologically more valuable than the usual mix and thus you can sell it at a higher price to anybody who wants it: "green" electricity labels are becoming popular and if lucky you might even be able to sell at a good price to your electricity company.

Even if your local company doesn't agree you can still meter the electricity privately and sell to anyone to whom you can prove its authenticity. I for one will pay 40p per kWh even though I live in Switzerland: electrons in a virtual network don't degrade.

(to be continued in next edition)

**Theo Schmidt, TO Engineering,
Ortbuehlweg 44 CH-3612 Steffisburg**
Email: tschmidt@mail.mus.ch



Help with promoting the EBA

You mentioned a need for people to write articles for newspapers and magazines. After a teaching career, I am now an educational consultant and writer of educational books and have had articles published. I have had an interesting correspondence with David Cartwright about the possibility of using solar power to run electric outboards and charge the batteries on my caracruiser on the Wey Navigation. When I have more experience and have been able to attend some events, I would be keen to write articles.

Dennis Watts. Email: Dwcom33@aol.com

Dennis

It is good to know that our pleas are heeded and your offer to produce articles on electric boating once you have got a bit further round the learning circle is very welcome. We look forward to welcoming you to some of our events – and I know that the Secretary would be very pleased to have an extra volunteer to help man our many exhibition stands. This is a very good method of induction because you get a chance to talk to Committee members, as well as other knowledgeable people who visit our stand to compare notes. You will also be able to visit the stands run by our fellow members and compare notes.

**Do come back to us when you feel you are ready.
Editor**

continued on page 19

A SILENT SENSATION

– Peter and Alex Howe tell us more about the 2002 event held on South Walsham Broad



The line up at Silent Sensations



Silver Sail



Two solar boats – Cedric under a CMP umbrella!

The dawn of the Silent Sensation event on Sunday 8 September didn't so much 'break' as 'bucket'. Undaunted, the doggedly determined eco-boat warriors of the Broads Society and the Electric Boat Association set out in the morning from three different locations to meet at South Walsham Broad. A bone numbingly wet morning eventually gave way to blue skies and warm September sunshine and, by early afternoon, spirits had lifted and the event was in full swing with almost a dozen electrically powered craft on the water.

The Silent Sensation has been an annual event for electric and all manner of environmentally friendly boats since the mid-90's, playing a small but significant part in publicising environmentally friendly alternatives to the conventional but environmentally damaging diesel engine. Unfortunately, persuading boat users on the Broads to change their traditional method of propulsion is an uphill struggle and acceptance of the new and improved electric technologies is proving depressingly slow.

Solar powered boats were represented by David Williams in *Terrapin*; Cedric Lynch with his canoe, and David Cartwright in his *Solar Cat*, which had been launched just that morning. John Hustwick and Steve Birtles arrived in their battery powered day launches (*Rhapsody* and *Scoop* respectively) and we brought the George Thetford – one of our hire fleet yachts that has an electric auxiliary engine, while *Electric Excalibur*, another electric yacht from the Camelot fleet, arrived in the hands of Sue and Alan Laight, Camelot customers for the week.

Tony Fogarty aboard *Moonglow* demonstrated how electric power can be practical for medium sized Broads cruisers, flying in the face of local resistance to such conversions. A late arrival was the *Charles Collier*, the Broads Authority Inspector's launch with its dual diesel/electric propulsion system. Finally, history was represented by *Silver Sail*, the original electric narrow boat. This boat was originally built for Viscount St. Davids and is now owned by Fraser and Ann Brown.



The fleet set off on a cruise

The boats gathered alongside John and Pat Atkin's pleasant Broadside plot, where simple refreshments were available, courtesy of John and Pat and the Broads Society. Picnics were eaten and wine flowed freely allowing all concerned – including even one or two visitors – to enjoy a convivial afternoon. Various trips were taken in the assembled flotilla and small groups were seen huddled over engine compartments discussing the finer points of concept and design. Come 4 o'clock, when the sun was still shining warmly down, there was a reluctant parting as the various craft dispersed silently to their respective berths.

Thanks must go to John and Pat Atkins for their generous hospitality, and to Steve and Sue for arranging the launching of several craft at their yard in Stalham before the cruise in company down to South Walsham. Thanks also to Barbara Penniall for her work through the Electric Boat Association in publicising the event.

It may be many years before we can persuade the Doubting Thomas's of the Broads that the way to the future **IS** through electric and other environmentally friendly craft, but this event certainly demonstrates the many and varied solutions that are available even now. We came away more determined than ever to find ways of helping others discover the wonderful world of electric boating.

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Mayfly 16



Frolic 21



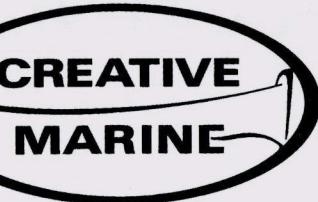
Thames Canoe



Frolic 31



Frolic 36



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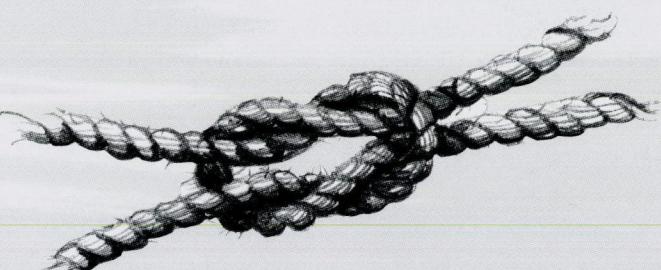
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01491 838304 / 07977035272



TECHNICAL REPORT

Technical Introduction

I have agreed to take on the job of Technical Officer for the EBA. I begin my term with a series of Electric Contact interviews with EBA members about their boats. The first of these is reproduced below. I hope you find it interesting.

Paul Lynn

Electric Contact

In the first of a series of interviews with EBA members about their boats, EBA Technical Officer Paul Lynn meets Tony and Gill Sauer to discuss their narrowboat *Switched Off*.

EBA: First, the obvious question: how long is your boat?

T&GS: 62 ft 2.5 inches. The extra inches can be quite significant when trying to manoeuvre in close quarters!

EBA: Tony, could you tell us something about the technical aspects and especially why you decided on an 'electric solution'?

TS: As a marine engineer I am interested in a wide range of technical systems, and chose electric above all for its silent progress along the canals and rivers where Gill and I love to observe and enjoy the wildlife. Our boat is in other respects a normal 'semi-trad' narrowboat with a displacement of about 20 tonnes and a beam of 6 ft 10 inches (2.08m) which allows it to navigate the narrow locks of the English canal network – although the length excludes us from some cuts such as the Leeds and Liverpool.

EBA: How long have you had the boat, and have there been any problems?

GS: We took delivery over 4 years ago and apart from a few mechanical problems with equipment common to conventional drives, and a minor problem with the batteries which was put right straight away by the manufacturers, it has been remarkably trouble-free. Last year we travelled the tidal section of the river Thames from Limehouse to Teddington entirely on battery power, even though this particular journey is considered rather challenging for a narrowboat!

EBA: Narrowboat hulls are generally considered inefficient in terms of drag and wash, so presumably you need a lot of power to get you moving?

TS: I enjoy giving a little demonstration to skeptics, showing them that *Switched Off* moves perceptibly on just 60W – and remember that the old working narrowboats used to be pulled by one horsepower! But more seriously, 1.8 kW (36A at 50V) gets us up to a 3 mph amble with about 350 rpm at the propeller, 3 kW gives 4 mph (50A, 60V, and 440 rpm) which is the speed limit on the canals, and 11.5 kW (120A, 96V, and 650 rpm) gives us our top speed of about 6 mph on rivers.



Switched Off on the canal bank

We make the most of our battery power by using a very efficient Lynch double-motor rated at 16 kW, which turns a 21 x 17 inch prop via a toothed belt drive with 4.5:1 reduction. Two banks of 24 batteries located under twin berths in the rear cabin are recharged by a 12 kW DC Fischer Panda diesel generator housed in the engine compartment – or by a charger connected to an AC supply ashore. The batteries give us about 12 hours of canal cruising. The generator charges directly into the batteries, so I can use them both at the same time to drive the electric motor.

I should mention that the batteries are sealed from the boat's accommodation by means of an auto-filling system that normally vents the batteries to the outside.

EBA: But you don't have the option of using your diesel engine to turn the prop directly. In this respect your system differs from the Selectric drive recently installed on the British Waterways narrowboat Warde Aldham which was described in the Autumn 2002 issue of Electric Boat News.

TS: You're right. We rely entirely on the electric motor for cruising but even with fully discharged batteries I could drive the motor via the generator. Our normal plan is to start with fully charged batteries, cruise through the day until late afternoon, then just before we moor up start the generator for a couple of hours to recharge the batteries and give us hot water for showers. The generator is designed to start automatically when the batteries are low and stop when they are full. Generally speaking it stops as the



Photo: Paul Lynn

sun dips over the yard arm
and we are just about to
relax and enjoy the 'first of
the day'.

EBA: *Switched Off* is a very
unusual narrowboat and
you must get some strange
looks as you approach
other boats or gongoozlers
on the canal bank.

GS: People seem to think
we are moving by magic!
But it stirs their
imagination and
increasingly we get
comments along the lines
'that has to be the
narrowboat of the future'.



LETTERS TO THE EDITOR continued from page 15

Questions re Warde Aldham

The Warde Aldham article (autumn edition) raised a number of questions. There are 4 ropes attached to the side of the hull, running down to the waterline. What are these and do they affect hull resistance? Also, the vessel appears to be trimmed by the stern.

It is also hoped that the value of the experiment isn't lost with the combined weight of diesel and electric drives.

Gordon Lyall, Largs. Email: Gordon@Lyall90.Freeserve.co.uk

Gordon

Thank you for your letter. The 4 ropes attached to the side of the hull hold narrowboat fenders and they will have some marginal impact on hull resistance. The hull is a little down by the stern

because the electric installation, including batteries, had to be fitted round the existing accommodation. It wasn't possible to distribute the battery weight in a way which would have brought the craft level.

On your final point, the experiment shouldn't be adversely affected by the combined weight of the diesel and electric motors. There are many other variables which will probably average out, including the number (and weight) of the people on board, the amount of water and fuel in their respective tanks, and even the amount of food in the larder.

Editor

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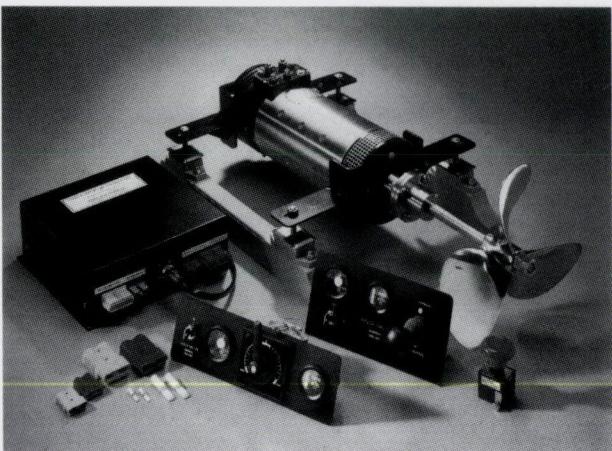
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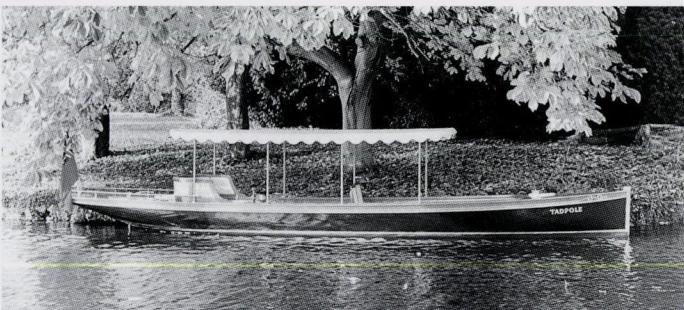
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