


The Journal of the Electric Boat Association
Supported by the Broads Authority

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Volume 19 Number 3 Autumn 2006

Electric Boat

NEWS

 Broads Authority



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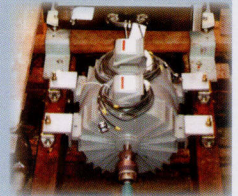
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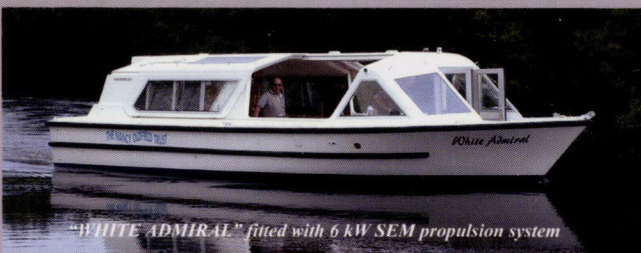
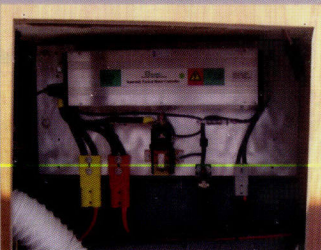
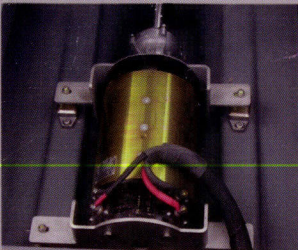
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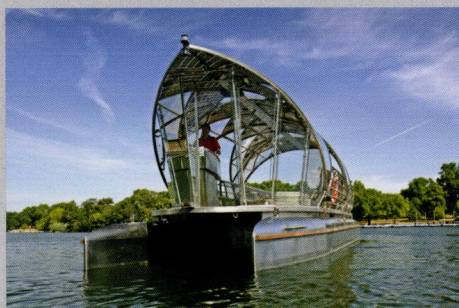
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EBA CALENDAR

January

5th – 14th EBA interest London International Boat Show at Excel

April

tba EBA Event Launch Supper

May

12th – 13th EBA Event Cruising weekend on River Great Ouse

26th – 28th EBA represented IWA National Trailboat Festival Grantham Canal

June

8th – 10th EBA represented Beale Park Thames Boat Show, Pangbourne

tba EBA Event AGM

July

14th EBA represented River Festival, Evesham

tba EBA represented Electric Boating and Steam Festival Sudbury, Suffolk

21st – 22nd EBA represented Thames Traditional Boat Rally, Henley

August

25th – 27th EBA represented IWA Festival St. Ives, Cambs

Please note that dates and events may change. For up to date details, contact the Secretary or check the EBA website.

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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:

Winter 1st December

Cover Picture: **Humble** at the Thames Traditional Boat Rally
Photo: Ian Rutter

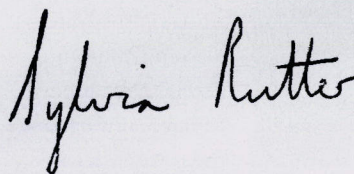


This has been a very busy boating season for EBA members who have travelled north, south, east and west to attend shows and festivals.

Electric boats on display at show grounds and on the water attracted a lot of interest among the general public, who were often amazed at the silence and fascinated by solar and fuel

cell technology. Our President's boat *Collinda*, the first to cross the Channel under solar power, wowed the crowds at Henley Royal Regatta when the Environment Agency gave permission for it to moor on the pontoons in the middle of the river.

As well as flying the flag for electric boating, members seem to have had a lot of fun on a variety of waterways and the cruising and social events have been well supported. As we wind down boating activities for the winter, invitations are already coming in for events next year – and the provisional programme on the left shows we have a lot to look forward to in 2007. But don't completely neglect electric boats over the winter. The EBA has a leaflet with advice on laying up and winter maintenance to ensure that they'll be well prepared for the start of the new season.



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GLAD TO BE TRAD

Over a gloriously sunny weekend in July, electric boats old and new joined skiffs, punts, steam launches and Dunkirk Little Ships at Henley in a celebration of traditional boatbuilding. Report by Sylvia Rutter with pictures by Ian Rutter.

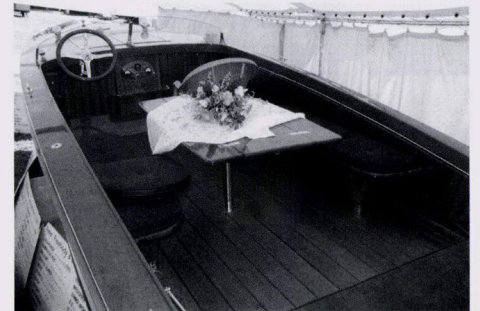
One of the oldest boats at this year's Thames Traditional Boat Rally was *Humble*, shown on our front cover with her owner, EBA member Victoria Fash, suitably attired in Edwardian costume. *Humble* was built as an electric boat in Kensington around 1902 and has carried many distinguished guests, including the Prince of Wales who commissioned her for a grand European tour in the early 1900s. *Humble* is 52 feet long, built of mahogany on oak, and powered by a Nelco 3kW motor with 24 batteries.

During World War II the boat served as 'Abel 1' in the London docks. Fitted with a diesel engine and a steam driven pump she produced high jets of water to put out warehouse fires as bombs fell during the Blitz. In 1950 the Golding Brothers of Windsor converted her to carry passengers and named her after their grandmother who was known as

'Humble by name, Humble by nature'.

The saloon was added by Peter Freebody in 1981, using a design from a boat in the National Maritime Museum, and in 1989 Rupert Latham converted the boat back to

electric propulsion. Subsequently *Humble* fell into a bad state of disrepair but was restored by Mark Stanley of Stanley & Thomas Boatbuilders in Windsor in 2002.



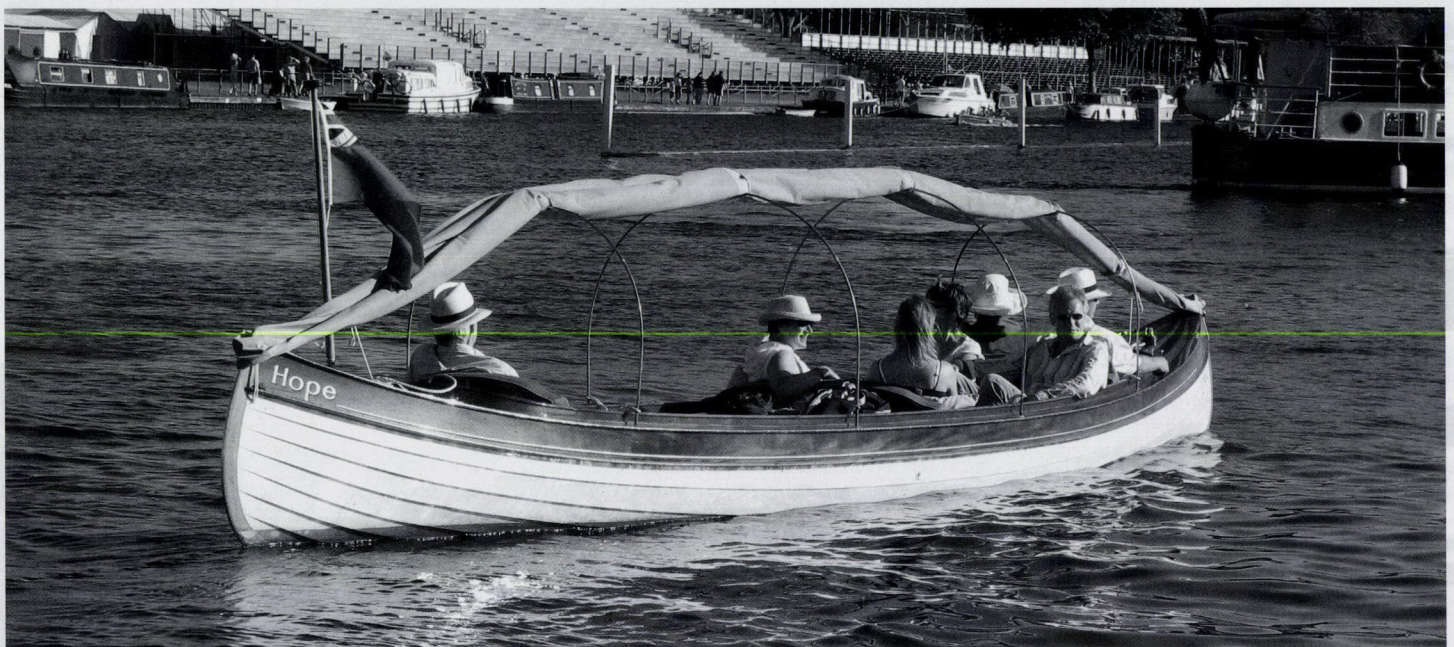
Selene

Another historic electric launch had travelled (by trailer) to the rally from her home on the Bridgewater Canal in Cheshire. The beaver stern saloon launch *Daphne* was built by Borwicks of Bowness in 1908 and was restored by her owner, Graham Mackereth, who found her in a barn in Yorkshire. *Daphne* originally had an early Gardner petrol engine but was converted to electric power by Rupert Latham with a Lynch motor and Whispagen Stirling engine which provides heating and recharging.

Among the EBA business members at the rally were Colin and Lucie Henwood, with their replica Mongolian yurt. Traditional boatbuilding skills are shown in the construction of its roof and walls of steam bent ash timbers and also in their 1924 Austin car with a wooden boat-shaped body made of mahogany planking steam bent on to ash frames. Gillian Nahum of Hambleton Sales & Charter, who was celebrating her 20th anniversary in the boating business, had an interesting boat called



Daphne



Hope



Drifting By



Shiel Water

Butterfly for sale. This was probably built originally as an electric launch by Andrews of Maidenhead in the 1920s and has been beautifully restored by its present owner.

On Peter Freebody's stand was a brand new boat built with traditional skills. *Selene* is based on the slipper launches designed and built in the 1930s by Meakes of Marlow but with the addition of several unique features, including a weather hood which disappears into the free space below the aft deck, and a champagne drawer under the aft seat. *Selene* is powered by a LEMCO 2.5 kW 24 volt electric motor and, with two battery banks, cruising time is around ten hours between charges.

Cutting a dash on the water was an electric canoe built by Peter Freebody in 1996. *Hope* is 28 ft long and modelled on a late 19th century canoe which Peter renovated in the early 1990s. She is powered by a 48 volt DC Nelco motor with eight 6 volt 200 Ah lead acid batteries. There are two steering and control positions, one at the stern and one on the port side amidships. Owners John and Liz Bland keep the boat at Hurley and use it mainly on the Thames between Wargrave and Maidenhead, although they plan one day to explore further.

Another electric boat at the rally based on an old design was *Drifting By*. Although it was built only two years ago, the hull is taken from the Saunders launch *Patricia*, a sister ship to *Victoria* whose hundredth birthday party was featured in the last issue of *Electric Boat News*. The original *Patricia* was built in 1902 and in 1972 her hull was sacrificed to make a plug for a GRP mould. Bossoms Boatyard of Oxford use the *Patricia* hull mould to make 30 ft launches in fibreglass, of which *Drifting By* is an elegant example. Powered by a 2.5 kW motor with 16 batteries the boat can

run for 14 hours on one charge. Owner Dave Sweeney, a new EBA member, is hoping to take it from its base at Harleyford on a trip to the top of the Thames at Lechlade.

The electric boats at the rally attracted a lot of interest from the public and EBA members Terence and Ann Casey reinforced the message with the EBA 'Go Electric' sign prominently displayed on their boat. *Shiel Water* is a 38 ft 6" electric launch built in traditional style in 1995 by David Graham. With a comfortable cabin it makes an excellent base for the weekend for the Caseys who travel each year to Henley by water from their home in Bourne End.

Although there were no solar powered boats at the rally, the Tomjo Marine stand had a variety of solar panels on display and Geoff Turton, originally from New South Wales, was getting a lot of enquiries about them. And to bring the electric boating story right up to date, the EBA stand was showing the Salters skiff powered by a hydrogen fuel cell (which was featured in the last issue of *Electric Boat News*). This blend of traditional skiff with what may be the technology of the future interested a lot of people. EBA Chairman John Hustwick and Secretary Barbara Penniall were kept very busy answering questions about it and about electric boats in general. They were pleased to meet a number of EBA members who called in over the weekend and to welcome three new members who joined the Association at the rally.

Next year the Traditional Boat Rally will be celebrating its 30th birthday and the organisers are looking forward to seeing even more people and traditional boats at Henley on 21st and 22nd July. The closing date for boat entries is 1st June 2007 and you can get information from the website www.tradboatrally.com.

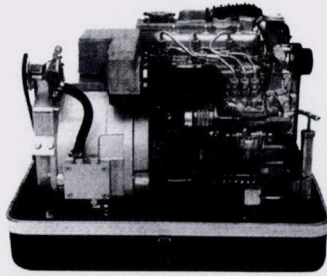


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SOLAR BOAT ON THE SERPENTINE

On one of the hottest and sunniest days of the summer the UK's biggest solar powered boat made its debut in the centre of London. The Serpentine Solarshuttle, launched on 18th July, has been proving a very popular attraction for visitors to Hyde Park.



Powered entirely by the sun, the Solarshuttle is totally silent with no carbon emissions and completely pollution-free. Its 27 curved solar modules create an output of more than 2 kW, enabling it to travel at 5 miles per hour with a maximum range of 82 miles. When not in use and docked, the boat becomes a floating generator, feeding surplus electricity back into the National Grid.

At 48 ft (14.5 m) the Solarshuttle can carry 42 passengers. It operates at half-hourly intervals between the Boat House on the northern side of the Serpentine and the South Serpentine Jetty, midway between the Lido Café and the Diana, Princess of Wales Memorial Fountain. A one-way trip costs £3 for an adult and £1.50 for a child.

The boat has two 10 kW asynchronous motors, with an operating voltage of 96 volts. The lead acid batteries have a capacity of 500 Ah. On a grey London day the solar cells still create more power than is needed to drive the boat, but as a back up the batteries allow it to travel 20 miles in complete darkness. Initial production costs were

around 15% higher than for a comparable conventional vessel but this should be recovered within three years in fuel savings.

The Solarshuttle was commissioned by Bluebird Boats, which has run boats on the Serpentine since 1998. The boat's designer Christoph Behling, who also designed the Broads Authority solar boat *Ra*, founded SolarLab, a London-based design consultancy for solar innovation, in 2006. The consultancy is currently working on a wide range of products from solar-hydrogen trains to a solar rickshaw to carry a driver and two passengers around Central London, which is due to be launched in 2008.

For more information on the Solarshuttle contact SolarLab Research and Design on 0208 962 9425, e-mail studio@solarlab.org or look at the website www.solarlab.org.

For information on the Serpentine and boating in Hyde Park contact Peter Scott or David Dakin at Bluebird Boats on 0207 298 2128

AWARDS FOR THAMES LOCKS



Work in progress at Godstow lock

Four projects to improve locks on the Thames have been given awards for engineering excellence by the Institution of Civil Engineers.

Godstow Lock in Oxford was highly commended for its £400,000 refurbishment in the Environmental and Historic category. Located on the site of a 12th century nunnery, now managed by English Heritage, the lock is one of the narrowest on the Thames at just 4.95 metres wide. The unusual site meant all construction work had to be carried out sensitively within a very restricted working area.

Three more lock projects at Boveney, Old Windsor and Penton Hook were highly commended for their economic value in the Small Projects category. Work at all three involved major bank protection and new mooring facilities. As they are within 20 miles of each other and of similar type, the work was carefully planned to save time and money in drawing up designs and moving construction equipment.

The projects given awards were four out of 17 lock projects completed during 2005/6. Another 19 locks on the Thames are to get a facelift worth £4.75 million over the winter.

NEW BROADS AUTHORITY MEMBERS WANTED

The Department for Environment, Food and Rural Affairs is looking for three people with a keen interest in the Broads to advise the Broads Authority on the future of this internationally important wetland and much loved boating area. The appointments will be for three years from May 2007, with the possibility of re-appointment

for up to ten years. Successful candidates will need to commit to a minimum of seven whole day meetings a year on weekdays. The positions are unsalaried although a small allowance and expenses will be paid.

Ministers will be looking for candidates who understand the practice of sustainable development and will ensure a balanced range of local, national and specialist interests. Applicants will be expected to provide a national voice on the Authority and take a particular interest in strategic issues covering conservation, recreation, planning access and resource management.

For application forms and a booklet contact Bella Mason at the Countryside Agency, John Dower House, Crescent Place, Cheltenham, Gloucester GL50 3RA, Tel. 01242 533273, e-mail: bella.mason@countryside.gov.uk

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River Canal Rescue provides its members with national breakdown and recovery assistance 24 hours a day, 365 days a year. The service is available to boaters on all UK inland waterways. Four levels of membership are offered, depending on the degree of cover required.

In the event of a breakdown RCR will send a qualified mechanic to undertake a thorough investigation of the problem and rectify it where possible. If the problem cannot be resolved in situ the boat will be towed to a local marina or safe haven at no additional cost.

The company can also offer boat inspection and servicing as well as boat handling and maintenance courses.

For more information telephone 0870 2008021, e-mail: enquiries@rivercanalrescue.co.uk or see the website: rivercanalrescue.co.uk





NATIONAL TRAIL BOAT FESTIVAL

The 2007 Inland Waterways National Trailboat Festival will be held on the four-mile Grantham to Woolsthorpe section of the Grantham Canal over the Spring Bank Holiday weekend 26th to 28th May. The festival will offer trailboaters from around the country the chance to explore the scenic Grantham Canal and aims to raise awareness of the benefits that restoration of the canal would bring.

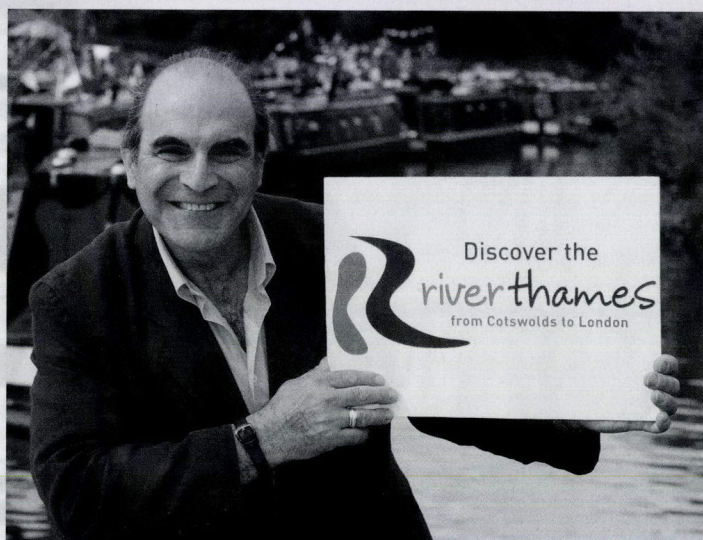
The festival will make use of the slipway at Denton Wharf, which the Grantham Canal Restoration Society has recently restored with financial help from Exxon Mobil and the Inland Waterways Association. The wharf can be reached from the A1 and A52, providing easy access for boaters from around the country.

More information from Jessica Letters, IWA Project Officer on 01923 711 114 ext. 24 or Peter Stone, Secretary of the Grantham Canal Partnership on 0115 923 2046.

NEW THAMES MARKETING PARTNERSHIP

The River Thames Alliance, of which the EBA is a member, has established a new Marketing Partnership. Companies from the Cotswolds to the outskirts of London are joining forces to promote days out, short breaks and holidays on or near the river. Members already on board include boating businesses, visitor attractions, local authorities, the Thames Path National Trail, the Environment Agency and train operator First Great Western. The partnership is developing a marketing campaign for 2007 with leaflets, posters, trade shows and a website.

Actor and boating enthusiast David Suchet, who is chairman of the River Thames Alliance, is pictured on the Thames launching the



new logo for the Marketing Partnership. The logo highlights the rural nature of the upper part of the Thames, distinguishing it from the better-known London stretch.

For more information about the new marketing partnership telephone Sarah Fleming on 0118 953 5771 or see www.riverthamesalliance.com/marketing.

SOLAR CRUISE TO OTTAWA



Denise and Deanna Gisborne with the new Loon

Canadian EBA member Monte Gisborne and his family spent six days on the historic Rideau Canal this summer, travelling from Kingston, Ontario to their nation's capital Ottawa in their new solar-assisted electric 'Loon'. This boat is a development of the prototype craft they used for their Trent-Severn Waterway trip last year (featured in the Spring 2006 issue of *Electric Boat News*). As well as sleeping accommodation and full weather protection for living on board, the new 'Loon' has a fridge, microwave oven and running water.

Averaging 34 kilometres per day at a speed of around 4 knots for the 204 kilometre trip, they normally ended each day's journey with about half the battery charge still left. So around half the energy used came from the overhead 720-watt solar array and the rest from shore power at the marinas and lock stations where they spent the night.

The Rideau Canal was built originally as a defence route to protect its British subjects from foreign invasion and will celebrate its 175th anniversary in 2007 by being designated a UNESCO World Heritage Site. The Gisbornes' solar boat is the first ever to travel the length of the waterway. Monte will send a full report on the trip for the next issue of the magazine.

NATIONAL WATERWAYS FESTIVAL

The biggest inland waterways show in Europe came to the Thames over the August Bank Holiday weekend. Beale Park near Pangbourne was the ideal location for the Inland Waterways Association to celebrate its Diamond Jubilee with the 2006 National Festival and Boat Show. Words by Sylvia Rutter with pictures by Ian Rutter.



The EBA stand

Nearly 600 boats made their way to the festival site, mooring on the Beale Park lake and five or six deep along the river banks. They joined more than 280 exhibitors showing the latest in boats and equipment, alongside traditional craft workshops, children's activities, live music and a variety of food and drink. Actor David Suchet arrived by boat to perform the grand opening ceremony watched by some of the 28,000 people who visited over the three days of the show.

To join the traditionally built narrow boats and Dutch barges the EBA had brought two 'concept boats of the future'. The 16 ft Salters skiff powered by a hydrogen fuel cell was of great interest to the more technically minded visitors. But the star attraction was Paul Lynn's 13 ft solar powered catamaran *Solar Flair II* which Tony Rymell had towed to the show from Somerset. Tony spent most of the weekend answering questions about the boat and said he could



Salters and Creative



The Phoenix 21 passing traditional canal boats on the lake



have sold it several times over had it been on offer. The EBA stand had a constant stream of visitors and EBA Chairman John Hustwick and Secretary Barbara Penniall were extremely busy on all three days answering questions and handing out information. Three new members joined the Association and many more people took application forms away with them. Barbara said she was delighted that so many EBA members she had not met before made a particular point of finding the stand just to introduce themselves and offer encouragement and support. The EBA team were also very grateful to members Bill and Veronica Selby who helped to man the stand on the Saturday.

EBA Business Member John Salter came to look at the hydrogen fuel cell Salters skiff, although the skiffs on display on his stand were powered by more conventional means. He had planned to have an electric Mystic on display but had sold it just before the show began. John said the Salters' electric hire fleet had been very popular over the summer and, thanks to the good weather earlier in the year, had had its best July ever. Linda Salter said afterwards that they thought they had talked to more people over the weekend than at any other show they had been to.

Next to Salters were Creative Marine with a Caprice on display which can be supplied in an electric or diesel version. Creative are hoping to build an electric Frolic 21 over the winter and possibly two electric Frolic 31s. They are continuing the experiments with the solar powered Frolic 21, which will finish in October after 120 hours of testing. Creative will then write a report on its performance for the Broads Authority Sustainable Development Fund which provided a grant of £7,000 for the tests.

Over by the Beale Park lake the Pb Batteries' stand seemed to have a permanent queue of visitors waiting to talk to EBA Business Members' Representative Dave Millin and his wife Jennifer. They did brisk business selling batteries for boats and Dave said that sorting out all the enquiries carried on for some time after the show.

Also alongside the lake was the Thames Electric Launch Company showing the Interboat 19, which can be supplied in a diesel or electric version, and a Dragonfly skiff. In the water

was *Electron*, an electric powered Interboat 16 and *Rivka II*, a Freeman cruiser in which TELCO has replaced the old petrol engine with a powerful electric motor and maintenance-free gel batteries. The company also had a range of electric outboards on display and sold one on the first day of the show.

A great attraction for visitors was the selection of vintage canal boats and Dutch barges moored on the lake, including *Le Coq* built in Holland in 1926 and owned by Bisham Abbey Sailing and Navigation School (where EBA award winner Matt Strange did his boat handling course, although on something rather smaller). Many visitors took the opportunity to try out different boats on both the lake and the river. An electric Phoenix 21 from Benson Waterfront took groups of people for tours around the lake, which proved very popular. Also afloat was EBA Webmaster Nick Goldring in his electric canoe *Silent Explorer*, expertly manoeuvring round the variety of craft on the water.

One of the most interesting boats at the show was the 68 ft long replica 1896 barge *Unity*, with her owners EBA members Adrian and Nicki Softley. *Unity* had travelled to Beale Park under solar power from her base on the Kennet and Avon Canal, joining the Thames at Reading. The Softleys, who live on board, were pleased to show off all the work that had been done on the boat since it featured in the Summer 2005 issue of *Electric Boat News*.

When the Inland Waterways Association was founded in 1946 it was run by a handful of enthusiasts, campaigning to keep the canals and navigable rivers open and used. In the sixty years since then its membership has grown to well over 17,000 and it has played a leading part in the restoration of over 500 miles of once-derelict waterways, with a further 500 miles now the subject of restoration plans. The IWA National Festival moves to a different location each year and next year's event will be held on another waterway which the EBA knows well: the River Great Ouse in Cambridgeshire. The organisers are looking forward to welcoming lots of boats and boating enthusiasts to Hemingford Meadows at St Ives on August 25th-27th 2007.

More information can be found on the IWA website www.waterways.org.uk.



Thames Electric Launch Company



Jennifer and David Millin on the Pb Batteries' stand



Unity

STEAM AND ELECTRIC ON THE STOUR

EBA Business Member Emrhys Barrell reports on the River Stour Steam and Electric Day on 9th July and on progress in opening up this attractive waterway.



Artist's impression of restored Stratford St Mary Lock Artist: Rob Ford



LINDA BARRELL

Emrhys and passengers on the Interboat 16



Stratford St Mary Lock around 1905 (Courtesy of Suffolk Record Office)

The River Stour Trust's annual Steam & Electric Day was another success this year. A small fleet of electric boats, including two of the Trust's trip boats, and an Interboat 16 from the Thames Electric Launch Co. took out over 500 people from the Granary at Sudbury, helping to raise £1100.

The Trust's plans for reopening through navigation on the whole of the Suffolk river are moving forward well, with work starting on restoration of the lock at Stratford St Mary, the fourth the Trust will have rebuilt.

Their new Visitor and Education Centre at Cornard has opened its doors for the first time, and will be helping to involve children and local people in the history and restoration of their beautiful river.

At present through navigation is only allowed for unpowered craft, which have to be portaged round eleven of the locks, but it is hoped the bye-laws will be modified by the Environment Agency, who are responsible for the river, to allow small electric craft to travel its whole length, giving a boost to plans to restore all the locks.

Even so, the three-mile section from Sudbury down to Henny can already be used by electric craft, with the excellent slipway and car park at the Granary providing the ideal base for exploration.

For more information, contact the Trust on 01787 313199.

ELECTRIC BOATING IN THE SOUTH WEST

The EBA's Press and Publicity Officer Tony Rymell has news of events in Somerset.

In the Summer edition of Electric Boat News I reported on the Somerset River Festival at Langport. That event was the first of a series of events and meetings to publicise the Big Lottery 'Living Landmarks' bid, which had been submitted by Somerset County Council on behalf of a partnership of fifteen organisations. Named 'Water Links', the bid is an attempt to generate benefits to the community from climate change and to prepare us to live successfully with the changes. For the low lying parts of Somerset that means, once again, using the water channels for transport and leisure. The bid (one of 52 for the £5million jackpot!) has been shortlisted to the final six. The winner will be decided by a viewer vote on ITV in about 12 months' time.

One of the probable implications of the proposal is that navigation on the sensitive Somerset Levels will only be allowed in non ICE (internal combustion engine) boats, so it is important that we show that electric boats are practical, economical and available now and are not just a dream for the future.

To develop the awareness of electric boats, and to have a lot of fun, I have been to as many of the events as possible with *Somerset Dream* and *Solar Flair II*. In early July the river Tone at Ham, a small hamlet with an attractive and accessible stretch of river, was the venue for a Fun Day promoting river usage. I was pleased to see other electric

boaters there, even if I had little opportunity to talk to them or check if they were members of the EBA. The day after the event a few boaters, including myself and friends, continued to cruise the river Tone further downstream on a part of the river which even I had not previously explored.

There have been similar events on the Bridgwater & Taunton canal at Bathpool and on the river Tone in the centre of Taunton, including a briefing and boat trip for local MEP Neil Parrish.

I now know that I am not the only electric boater in the South West and it has been suggested that a social/campaigning boating group could be informally constituted to promote and enjoy electric boating on our mainly secret West Country waterways. **If you are interested please contact me at the address inside the front cover.**



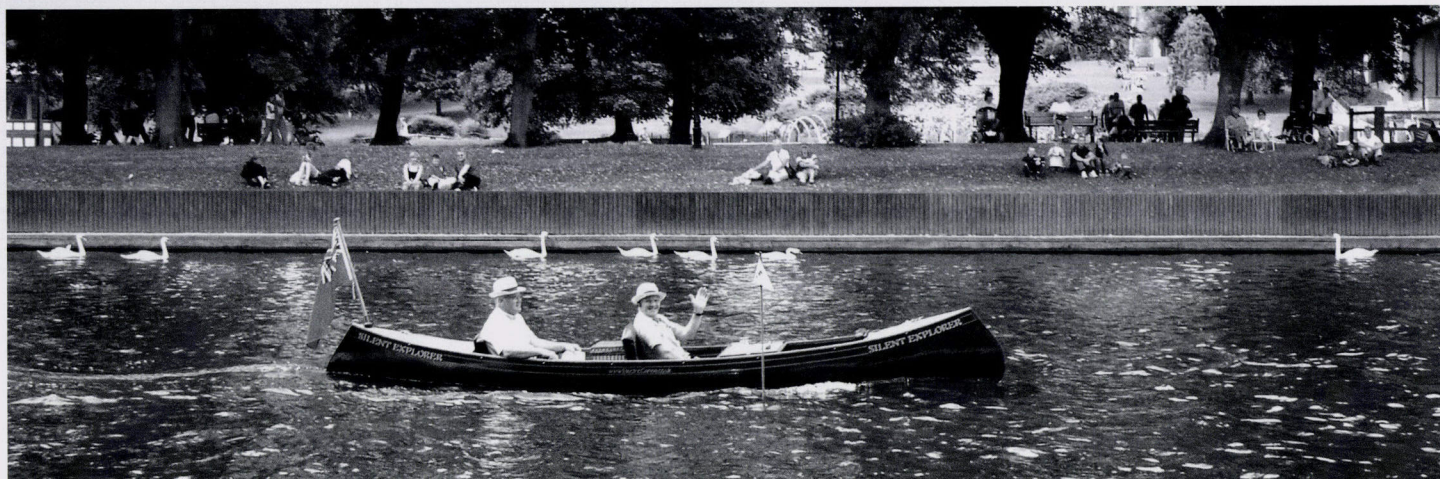
Tony in Somerset Dream meeting MEP Neil Parrish



Tony on the Tone in Solar Flair II

EVESHAM RIVER FESTIVAL

The Evesham River Festival is held every year to develop and improve tourism in Evesham. And the star of this year's show was EBA Webmaster Nick Goldring, as Barbara Penniall reports.



Nick and Barry in Silent Explorer

During 2006 the Electric Boat Association took its stand to various parts of the country, west to Bridgwater, north to Cumbria and east to Norfolk. An invitation to a boating festival in the Midlands?

Definitely a date to be included in the calendar.

July 2006 marked the 20th annual River Festival, so the event is well established and very popular in the area. Exhibitors were ranged along the banks of the Avon in the centre of the pretty and historic market town of Evesham. As EBA Chairman John Hustwick and I arrived to set up the stand, we were delighted to be given such a warm welcome by the organisers who offered the EBA every co-operation in selecting a prime site among the 60 or so exhibitors.

The Association owes a big debt of gratitude to our Webmaster, Nick Goldring, who arrived with his brother Barry to assist with the stand (erected and in place in record time) and became the visible face (or should we say hull) of electric boating for the day. *Silent Explorer*, Nick's electric canoe, paraded constantly up and down the very attractive stretch of water, often taking passengers and giving them the opportunity to experience electric boating for themselves.

We counted almost a hundred boats on the water – some having been trailed over some distance to the Festival – but the definite star of the show was *Silent Explorer* as she was the only electric boat. Time and again, we heard people commenting as they walked past: 'My favourite is that green boat' and 'Did you see that canoe? It must be electric'. 'If I could have any one of the boats here, I would definitely choose that one'.

There were organised activities throughout the day, including a boat handling course in which *Silent Explorer* took part and indeed won her class. (We won't mention how many electric boats took part – Nick did very well). The theme of the Festival was Science Fiction and many boats were imaginatively decorated on the lines of Star Wars, Ghostbusters – even one boat disguised as a Tardis floated quietly through the day

towards the evening, when there was an illuminated boat parade and firework display attended by an estimated 10,000 people.

The EBA was not demonstrating science fiction, but promoting realistic, affordable propulsion that is less harmful to the environment and more pleasant for users of our inland waterways. We were kept busy with a constant stream of visitors, either with specific enquiries or wanting to know more about electric boating generally. Nick Goldring's support was invaluable, as two minutes observing an electric craft silently and elegantly moving through the water is worth more than a thousand words we can provide on the stand.

We would ask EBA members for their support at events next year, particularly if you can bring a boat. The atmosphere is great, a good time guaranteed and it's fun! Thanks again, Nick and Barry Goldring – we couldn't have done it without you.



A close encounter with Dr. Who

JUBILATION AT JUBILEE JUNCTION

A brand new waterway was opened on 30th August when the Mayor of Abingdon cut the ribbon at the new 'Jubilee Junction' between the River Thames and the Wilts and Berks Canal. Report by Sylvia Rutter with pictures by Ian Rutter.



Peter Green cuts the ribbon

When it opened in 1810 the Wilts and Berks Canal ran for 52 miles from the Kennet & Avon near Melksham to the River Thames. With competition from the railways, traffic declined towards the end of the 19th Century and the canal was finally abandoned in 1914. Fortunately, however, most of the route still survives and restoration projects are under way in several sections. The original junction with the Thames at Abingdon has been built over, but now a new one has been created, funded by a Diamond Jubilee grant from the Inland Waterways Association. The Vale of White Horse District Council and Waste Recycling Environmental also provided funds and volunteers from the Wilts & Berks Canal Trust and the IWA's Waterway Recovery Group provided a lot of muscle power.

To perform the opening ceremony the Mayor, Peter Green, came up the new waterway on board the IWA's narrowboat *Jubilee* and cut the yellow ribbon to loud cheers from the crowds of spectators. He was followed by the Environment Agency's launch *Windrush* with Thames Waterway Manager Eileen McKeever on board. More canal boats then followed, including *Princess Rowena* with EBA members Paul and Pat Wagstaffe and John and Linda Salter. A lot of churning water, and shouts of 'watch your wash' accompanied the large heavy canal boats trying to turn round in the narrow canal.

Much more manoeuvrable were the traditional skiffs, with passengers in costume, and the Canadian electric cruiser *Lady of*

Lingen which followed.

On board *Lady of Lingen* were the owner's parents Doris and Bob Winter with yellow Labrador Sebastian – the first people (and first dog) to travel on the new waterway by electric boat. Close behind was the Oyster 14 *Spangle II* with EBA members

Aubrey and Jane Nockels from Abingdon. The Barrow Boat Pet 2 with electric outboard followed, with spectators on the bank commenting how quiet it was. Brian Humphris' electric launch *Lillie Langtry* also arrived, but, seeing the crowd of boats in the new cut, chose (probably wisely) to stay on the main river.

The Wilts & Berks Canal Trust are looking forward to the day when boats will once again be able to travel the full length of the canal. The restored waterway will then form an essential link between the Cotswold Canals, the Kennet & Avon Canal and the rivers Thames and Severn, creating two new southern cruising rings.



Lady of Lingen



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TECHNICAL REPORT

ELECTRIC CONTACT

In the seventh of a series of interviews with members, EBA Technical Officer Paul Lynn talks to Chris Tassell about *Sun Penny*.



EBA: Your lovely boat has appeared in several recent numbers of Electric Boat News, so it will be good to hear a bit about her origins and technical features.

CT: She was built as an electric version of the classic Thames slipper launch by the Steam & Electric Company in 1991 and has a grp hull embellished with mahogany, teak and spruce. Celia and I bought her in 1998, at which stage she had a 2.5kW motor with rather limited battery capacity and instrumentation making it hard to embark on a long cruise with confidence.

EBA: When you say "built as an electric version", what exactly do you mean?

CT: The design paid particular attention to hull efficiency, with an underwater profile rather superior to the traditional Thames slipper. I gather it was proved by a series of drag tests in a water tank. Also, the stern meets the water almost like a knife edge, whereas diesel or petrol driven slippers need a few inches of transom to accommodate the exhaust pipe.

EBA: What is the overall length, beam and displacement, and how many people can you carry?

CT: *Sun Penny* is 25ft 5inches (8.1m) by 6ft 7inches (2m) and displaces almost 2 tons, mainly because she now carries 16 batteries. We have two single seats at the bow and can take up to eight passengers.

EBA: That makes her quite a boat! Presumably the batteries give you plenty of cruising between recharges?

CT: Yes, we had her refitted by the Thames Electric Launch Company to give extended cruising with confidence. The batteries store a nominal 360Ah at 48V, powering a 5kW Sepp Ex motor via a new electronic controller, with both ammeter and voltmeter for assessing the state of charge of the batteries. Some careful speed measurements indicated 3.5 mph (5 kph) at 10A draw and 5.7 mph (9 kph) at 30A

draw. We can reach the Thames speed limit of 5 mph (8 kph) with a 23A draw corresponding to an input motor power of just over 1kW. The current can be increased towards 100A for manoeuvring or overtaking, although of course this is only for short periods.

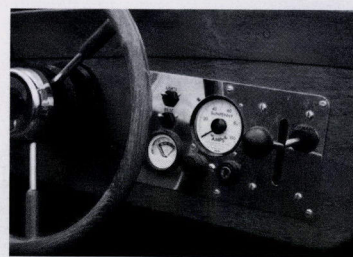
EBA: These are impressive figures. It seems that you can cruise at 5 mph for about 13 hours, covering 65 miles (104 km) on a single charge, assuming you don't run the batteries below about 20% of their nominal capacity.

CT: Yes, that's right. In fact we once went from Lechlade at the head of the navigable Thames right back to our mooring at Benson near Wallingford, a distance of 55 miles and 18 locks, without recharging. We could probably top 100 miles at a more leisurely 3.5 mph.

EBA: You say you have an ammeter and a voltmeter to assess battery charge levels. Can you explain how these are used?

CT: Basically, I have a table giving boat speed against current draw, so it's quite easy to estimate discharge as time (or distance) progresses, especially since I try to ensure full batteries at the start of each cruise. I feel every electric boat should have such a table – it is an excellent insurance against being caught unawares! This is backed up by keeping an eye on the voltmeter, although I admit that interpretation of battery voltage is a bit tricky until one has got to know the system well.

EBA: You certainly seem to have all this well under control. It must make cruising with *Sun Penny* a delight. Thank you very much for talking to us.



Throttle panel showing ammeter and battery meter

NOTICEBOARD

WELCOME TO NEW MEMBERS

Private Members	Location	Boat where notified
Bernard Timberlake	Altrincham, Cheshire	
Robert Laine	Uxbridge, Middx	
Adrian Gray	Evesham, Worcs	Amphicar
David Sweeney	Water End, Bucks	Drifting By, 32ft 'Patricia' cabin launch
Alan Berry	Maidenhead, Berks	
Jonathan Evans	Stourport-on-Severn, Worcs	
Dudley Brown	Isle of Wight	
John Sangster	Bray, Berks	Electra III – Frolic 21
Jon Evans	Cookham, Berks	Lyl
Julian Vincent	Purley-on-Thames, Berks	
Tony Koeller	Arborfield Cross, Berks	
John and Wendy Owen	Wokingham, Berks	Silver Dream
George Boucher (Welcome back George)	Norway	
David Smith (Welcome back David)	Henley on Thames, Oxon	Annie Rose Wilderness Trailboat and Seahopper with Minn Kota outboard
Rodney Reddin	Blackburn, Lancs.	White Lady (dinghy)
David Hawkey	Warsash, Hants	Short Circuit

LICENCE FEE INCREASES

The cost of boat licences for the Thames and other Environment Agency waterways is to rise by nearly 40% (12% a year for the next three years). Other inland waterways will also have large fee increases. The EBA committee is sending a letter of protest to the Waterways Minister. Committee members are also writing individually to their local MPs and would encourage EBA members to do the same.

NEW WEBSITE ADDRESS

The EBA has a new website address: www.electric-boats.org.uk. The old address www.electric-boat-association.org.uk will still get you to the website, but the new one may be easier to remember.

WARNING ABOUT WEBSITE ADVERTISING

A member advertising on the EBA website had a reply from Greece, with an offer to buy without seeing the boat for sale and sending a bankers draft which appeared to be a forgery. Please check carefully any offers you receive via the website to make sure they are genuine.

EBA SHOP

If you're looking for Christmas presents, you may get some good ideas from the EBA Shop advertisement on page 20. For pictures of the items for sale see the EBA website.

CHARITY PICNIC

Many congratulations to EBA members Rick and Sandi Gifford who raised an incredible £10,000 for cancer charities with a picnic held on 23rd July in their riverside garden at Marlow. One of the main attractions was a cruise on Rick and Sandi's new electric Duffy 21 *Mme. Bollinger*. Visitors also enjoyed electric boat trips in Chris Taylor's 31 ft Frolic *Estelle*, Celia and Keith Macey's cabin launch *My Salad Days* and solar powered *Collinda*, skippered by Ian Rutter.

LETTERS

From Graeme Hawksley, Sandown, Isle of Wight

Dear EBN

The progress of my marine hybrid development has been reported in previous issues of EBN. I thought I would provide a brief update on my progress.

This year has been busy chasing potential investors and providing information to potential customers. A good deal of interest in hybrid systems is developing in the off-shore leisure sector. I am working with a few marine journalists and hope to have some more publications in the near future.

The target craft (a 32 ft auxiliary sailing boat) was launched about a month ago and the hybrid installation is in progress. I hope to conduct sea trials over the summer and be able to provide a report in the autumn.

There is now a web site for the project and this includes an on-line survey. I am trying to gauge interest in hybrid systems

and it would be very useful if visitors to the site could provide some feedback. The web address is www.marine-hybrid.co.uk.

Happy boating
Graeme Hawksley

From Dave Suttle, Bath

I operate river tours from Pulteney weirsides in Bath in my 1950-built electric passenger launch *Viking Warrior* (see members' boats section). I meet all sorts of people from all over the world who are invariably very impressed with electric-powered cruising. The other day I was talking to some Dutch visitors who told me that, in Holland, electric boats are called 'Fluisterboot' which translates into 'whispering boat'. Spot on in my opinion!

Dave Suttle (via e-mail)

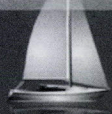
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2. **SOLAR PHOTOVOLTAICS** by Paul Lynn
3. **ELECTRIFYING YOUR BOAT** by Hawthorne & Wagstaffe
4. **HULL DESIGN FOR ELECTRIC BOATS**
by Andrew N Wolstenholme
5. **LEAD ACID BATTERIES – OPERATION & MAINTENANCE**
by CMP Batteries
6. **HIGH SPEED ELECTRIC BOATS** by Lorne Campbell
7. **HYBRID POWER** by John Hustwick
8. **TRAILERS AND TRAILING** by Paul Lynn
9. **FITTING OUT AND LAYING UP YOUR BOAT** by John Hustwick and Ian Rutter

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ANNUAL GENERAL MEETING

The EBA Annual General Meeting was held at Cookham Reach Sailing Club on 17th June. This is a summary of the day's proceedings.

On a hot and sunny day, the sailing club was an ideal venue for a meeting followed by picnic lunches and a cruise. After coffee the official proceedings began at 11 a.m.

EBA Chairman John Hustwick reported that between last year's BGM and the end of 2006, 27 days would be devoted to shows promoting electric boating on behalf of the business members with 7 days and 3 dinners for private members.

Already in 2006, the EBA had gone to the Lake District, Langport in Somerset and Beale Park and would shortly be attending events in Evesham, the Traditional Boat Rally in Henley, the IWA Festival, a Norfolk cruise weekend and the Green Boat Show in Norfolk at the end of September.

The Chairman advised members that the Association had recently taken possession of a hydrogen fuel cell boat, bought for the sum of £1 plus VAT. The boat had been displayed on the EBA stand at the Beale Park Thames Boat Show and had attracted a great deal of attention.

John Hustwick gave particular thanks to Nick Goldring as Webmaster and noted that the EBA site was attracting hits from all over the world. Nick was currently developing a web package for business members who might not have their own sites.

Tony Rymell had joined the Executive Committee as Press and Publicity Officer and would be seeking EBA exposure in magazines



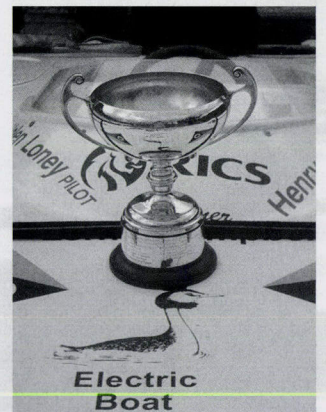
ROBERT FIELD

Steam and electric launch Irene

not solely aimed at the boating world. The Chairman gave particular thanks to Tony for towing his boat to the Lake District for the Trailboat Rally on the Lancaster Canal and for his help at the Somerset River Festival. *An Stradag* had been on display at the Trailboat Rally and had proved a major attraction. The Executive Committee had the support of the

business members, confirmed by the supporting letters that had been received. The social cruises also attracted attention as a promotion of electric boating and a letter was read from Nathan Arnold of East Anglia Environment Agency commending the Association. This had been a reaction to the cruise on the River Great Ouse in 2005.

Sylvia Rutter was thanked for continuing to improve the magazine. A colour cover was at present being considered and it was hoped that the entire magazine might be printed in colour at some time in the future.



The St David's Trophy on An Stradag



SYLVIA RUTTER

Brian and Margaret Pickess on Stima



John Hustwick thanked Ian Rutter for his support on the committee, Don Wright for volunteering to be the Association's Treasurer and Brian Pickess for auditing the accounts.

Barbara Penniall expressed her pleasure at meeting so many members at the various shows and that they had made an effort to attend in order to say hello. She confirmed that she enjoyed the work and was happy to continue.

Don Wright presented the accounts, noting that there was little change from the previous year, except that the accounts showed a debit rather than a surplus. This was accounted for by the production and distribution of a publicity leaflet which had been explained at last year's BGM.

The accounts showed £2,000 in the current account and £7,900 on deposit, which also held the bursary for the Julia Moss Trophy. The Treasurer was currently preparing budgets to ensure that the current's year's activities were within the budget.

Brian Pickess as Auditor, confirmed the accounts for the year ended 31st March 2006 were in order.

Malcolm Moss proposed and Tony Rymell seconded the adoption of the accounts.

The Chairman reminded members that at the last BGM, when it had been proposed to adopt revised Articles of Association, Phil Horsley and Emrhys Barrell had presented documents to the meeting with their own proposals for the Association's Articles. One of the major areas of disagreement had been that they required a much larger committee to be adopted with the reintroduction of regional representatives, whereas it had been



SYLVIA RUTTER

Phil Horsley driving Collinda

proposed that the Association had been running very smoothly with the smaller Executive Committee currently in operation.

The clauses left unresolved after the 2005 BGM had been discussed by the Executive Committee and their findings conveyed to the two dissenting members in January 2006. A response had only been received a few days earlier and once again their document had been brought to the meeting without prior submission to the Executive Committee.

A very lengthy and acrimonious discussion ensued and it became apparent that a decision could not be reached, even on the manner in which a vote could be held. It was proposed that John Hustwick, David Millin, Ian Rutter and Malcolm Moss should meet for a separate discussion, rather than trying to resolve the situation at the AGM. A show of hands on this proposal was called for and it was carried on the majority, with 3 abstentions and 2 against.

The existing committee members were all reappointed.

The St. David's Trophy for a significant advance in electric boating was awarded to Henry Engelen, the owner of *An Stradag*, for achieving the UIM Water Speed Record last November on Lake Coniston. Henry was unable to be present to accept the trophy personally, but had asked Ian and Sylvia Rutter to accept on his behalf. Ian Rutter acknowledged the team effort and gave particular recognition to Cedric Lynch, who invented the motor and the recharging system which enabled the record to be made.

The meeting closed at this point and members then enjoyed their picnic lunches followed by an afternoon cruise on the Thames, ending the day at Edward Hawthorne's house for refreshments.



SYLVIA RUTTER

Cedric Lynch in his solar powered canoe with Les Fidler

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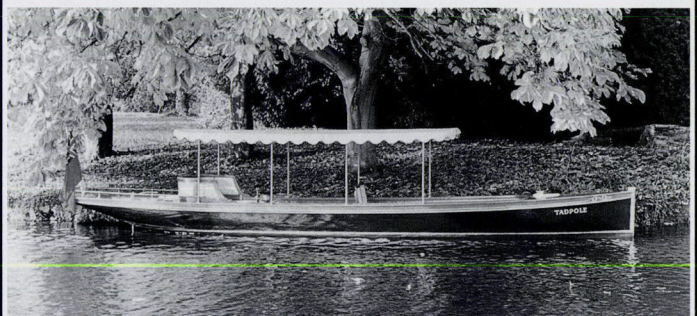
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Seeking previously-owned Frolic 21 or very similar electric dayboat. Please contact Nigel Cockburn 01628 621084 or vn@masoncockburn.plus.com

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Members wanting to buy or sell electric boats, motors, fittings or associated equipment are invited to submit a 50-word entry direct to the Editor (Note: No agents or brokers). The information contained in members' private advertisements is provided by the advertiser and the Editor is unable to vouch for their accuracy. It is the responsibility of prospective purchasers to satisfy themselves as to the accuracy of the information given and of the condition of goods advertised.



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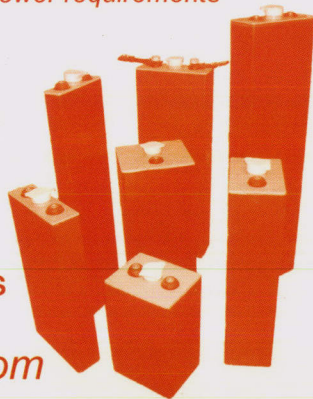


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