

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

[www.electric-boats.org.uk](http://www.electric-boats.org.uk)

Volume 20 Number 3 Autumn 2007

# Electric Boat **NEWS**

 Broads Authority



**Floods at Henley Trad • Great Ooze Festival  
TV Tug in Canada • Discovery in Dubai**





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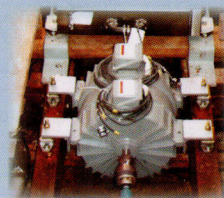
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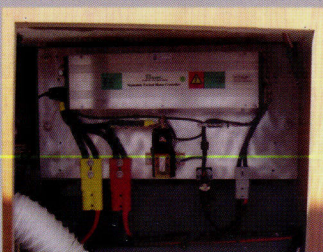
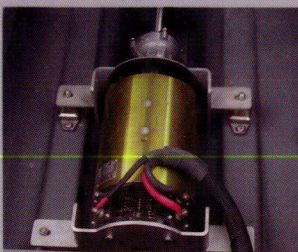
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Traditional boats Page 2



Arabian boats Page 13



and a new boat Page 19

# EBA Calendar

## October

|      |           |                                            |
|------|-----------|--------------------------------------------|
| 15th | EBA Event | Laying Up Supper<br>Maidenhead Rowing Club |
|------|-----------|--------------------------------------------|

## November

|            |              |                                         |
|------------|--------------|-----------------------------------------|
| 5th – 9th  | EBA interest | Speed Records Week<br>Coniston Water    |
| 9th – 11th | EBA interest | Classic Boat Show<br>Enkhuizen, Holland |

## December

|           |              |                                          |
|-----------|--------------|------------------------------------------|
| 1st – 9th | EBA interest | Whyte & Mackay Boat Show<br>Earl's Court |
|-----------|--------------|------------------------------------------|

## January 2008

|             |              |                                              |
|-------------|--------------|----------------------------------------------|
| 11th – 20th | EBA interest | Collins Stewart<br>London Boat Show<br>Excel |
|-------------|--------------|----------------------------------------------|

Please note that events and dates may change.  
For more details of the above, or notice of other events,  
contact the Secretary or check the websites.

Cover Picture: *Whisper at St Ives*  
Photo: Ian Rutter  
see report on page 8



# Contents & Editorial

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It was clearly a mistake, in my last Editorial, to wish for an improvement in the weather. Continuous heavy rain over much of the country caused problems far more serious than just disruption to boating events planned for sunny summer days. But EBA members stoically donned raincoats and wellingtons to promote electric boating at a variety of events over the summer and were at last rewarded with sunshine for the last two shows of the season in September.

Meanwhile, far away from the weather problems of the UK, EBA members have found electric boats proving very popular in the Middle East and a Canadian electric tug has had a starring role in a television programme celebrating a historic waterway.

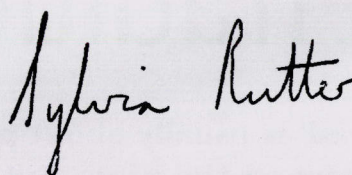
As activities wind down for the winter it's worth reminding boat owners – especially the many new members who have joined the EBA this year – not to neglect electric boats completely until the start of the new season. If you need advice, the EBA leaflet 'Fitting out and laying up your boat' is just one of the information sheets on offer free of charge to members.

### Secretary, Membership Secretary: Barbara Penniall

150 Wayside Green, Woodcote, Reading, Berks RG8 0QJ

Tel: 01491 681449 e-mail: [mail@eboat.org.uk](mailto:mail@eboat.org.uk)

Details of the other EBA Committee Members are on page 20.



## 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

### Editor

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Rodney Bewes in Maurice

# Henley Traditional Boat Rally

**The annual 'Henley Trad' is usually about parades of beautiful varnished boats, ladies in hats and picnics on the grass. But this year's event – celebrating its 30th anniversary – was rather different.**



Robin Witter with Heather and Edward on board Arabella



Gillian Nahum

IAN RUTTER

IAN RUTTER





After weeks of heavy rain the Thames was running very high and fast. A number of boats – including electric ones – didn't make it to the event and some which arrived by road stayed on their trailers near the river's edge with their owners reluctant to attempt a launching. Unfortunately some boats were damaged trying to moor on the pontoons, among them the 1902 electric launch *Humble* and one of the Dunkirk Little Ships. Exhibitors set up on very muddy ground on the Friday, but by Saturday some warm sunshine and efficient pumps had improved the site considerably.

In view of the state of the river most of the boats stayed at their moorings, including electric canoe *Hope*, built by Peter Freebody, and owned by EBA members John and Liz Bland. However, in a good test of an electric outboard, actor Rodney Bewes ploughed gamely upstream past the assembled fleet in his open launch *Maurice*, with a MinnKota on the back. And the Settemari, special visitors from Venice in their traditional open boats, braved the conditions in an impressive demonstration of their rowing skills. Having travelled down the Thames from Lechlade they continued their journey after the rally through to the tidal stretch of the river.

Beautiful electric launch *Arabella* collected an impressive number of prizes. She was awarded the Simonds Trophy as the best

electrically powered craft and was also runner up for the Bates Wheel (open to Bates craft), the Osland Trophy (for restoration) and the Thames Heritage Cup. *Arabella*, owned by EBA member Robin Witter, was built by Taylor & Bates in 1932 and was restored by Peter Freebody with electrics installed by Rupert Latham. Named after the Strauss opera, *Arabella* has a 6kW Sepp-Ex motor and 24 batteries and had travelled down the Thames from Wargrave in thunderstorms on the Friday. After the rally the plan was for her to go by road to Chester and her mooring on the River Dee. Robin explained that he was very much a fan of electric boats, having done 2,000 miles in his electric launch *Little Gypsy* which didn't let him down once.

EBA business members were busy at the rally meeting existing and potential customers. Colin and Lucie Henwood's traditional yurt was a popular place to shelter from sudden showers, in spite of these being rather rarer on the Mongolian steppes, while Gillian Nahum of Hambleden Sales & Charter was spending time putting covers on and off the boats she had on display. Gillian said that her new boat, the *Venturer*, was proving popular, with two of the electric version on order from Norfolk. Peter Freebody had his usual impressive display of boats but unfortunately no electric ones.

Chairman John Hustwick and Secretary Barbara Penniall were pleased to welcome

members to the EBA stand where they were dealing with a variety of enquiries. Barbara was interviewed by a 'roving reporter' from the commentary team and was able to do some valuable promotion for electric boats. An unexpected visitor was magician Paul Daniels who tried some (rather unnecessary) water divining with a couple of twigs. And John helped to rescue a damsel in distress who misjudged the distance from the bank on to a pontoon and ended up in the water.

On the Sunday the river was creeping up ever higher and by lunchtime everyone was advised to pack up as soon as they could as the site was about to flood – a disappointing end to what should have been a wonderful rally. A couple of days later it was reported that swans were sailing in and out of the marquees. Although all land based exhibitors got off the site safely, the boats had to be left in place as there was a total embargo on anything moving on the river. Most remained for two or three weeks, with regular checks being made, until the river level went down sufficiently for them to make their way home again.

Next year's rally is due to take place over the weekend of 19th and 20th July and the organisers are fervently hoping that they'll see a return of the fine weather which it usually attracts.

IAN RUTTER



Paul Daniels looks for water ...

BARBARA PENNIALL



... and John and Barbara find it

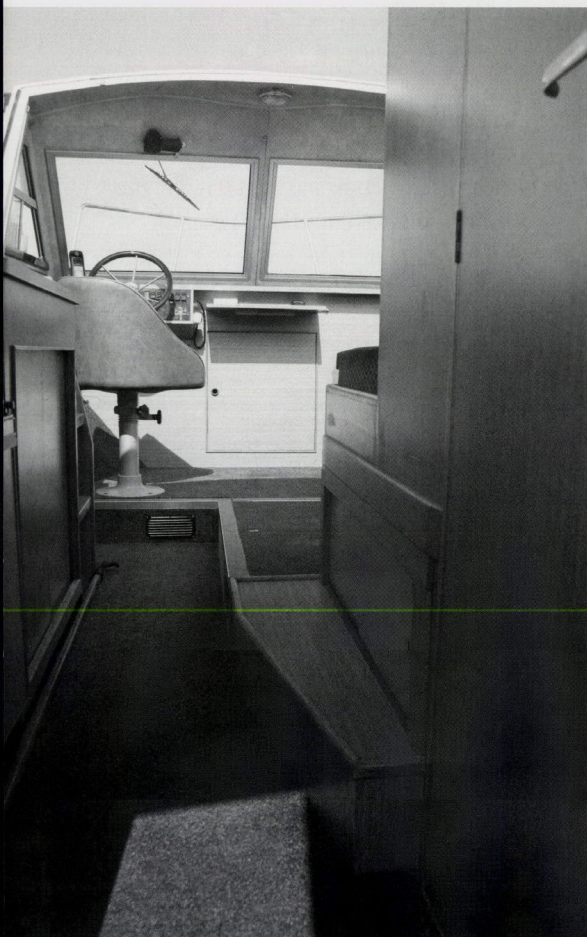
IAN RUTTER





# A Perfect Delight

**EBA member Martin Clayton describes the successful conversion of his Broads cruiser from diesel to electric.**



*Silverpoint interior*

My wife Julie and I have been spending holidays in hire boats on the Broads for many years. Only two hours drive away from our home in Essex, the beautiful rivers and backwaters, leisurely cruising pace of three to five miles an hour, wonderful wildlife and some excellent local ales are the perfect antidote to the stresses of work and travel in the south east.

After several years we decided to buy a small cruiser, capable of reaching all the navigable parts of the Broads, so we could spend more time exploring the area. In November 2002 we had a long weekend visiting boatyards to see what was available and in Wroxham, we found *Moorben*, a three berth, forward steer, ex-hire cruiser from Moore & Co, hence the name. We fell in love with the boat and decided to buy her there and then. In the re-named *Silverpoint*, we spent the next three years visiting all the areas of the Northern Broads, through long weekends and full weeks, averaging over a hundred hours' cruising per year.

The one thing we were not truly happy with was the diesel engine. Sited in the middle of the boat, it was noisy and the faint smell of diesel pervaded the whole boat and everything we stored on her. I consequently started to investigate

converting to electric propulsion.

I researched many web sites – the EBA site was especially useful – and contacted Tony Fogarty of Go Electric for advice and information. We discussed the proposal with Moores, who originally built the Sheerline 740 as a hire cruiser, and the consensus was that *Silverpoint* seemed ideal for such a conversion. Julie was very keen on the conversion from an environmental point of view but was slightly concerned that we might lose some of the flexibility in cruising we value so much. With this concern in mind I wanted a minimum twelve hours cruising range, enough for a typical long weekend without the need to recharge. We were also encouraged by the additional charging points being installed by the Broads Authority.

In 2006 Tony Fogarty came up to Wroxham to conduct the drag tests, required to get some indication of the motor power requirements. Armed with Tony's data we visited a number of boatyards to discuss the conversion and were particularly impressed with Robert Paul of Ludham Bridge Services, who has a lot of experience in electric boats and gave us some excellent advice. After a couple more meetings with Robert we



agreed the outline specification: a motor supplied by Cedric Lynch of Agni Motors, a 24V system using 2 volt cells to give 800Ah capacity, and the schedule of work.

In November we left *Silverpoint* at LBS for the first stage of stripping out the diesel engine, old calorifier, batteries and ancillary equipment. In early December we returned to discuss the battery options with David Millin of Pb Batteries. David's advice was to have two 500Ah battery sets, to get the cruising range we wanted but also to keep the battery charger down to a manageable 60A, requiring only a standard 16A shore supply; we also chose an automatic battery filling system for convenience. Robert Paul then set to work trying to accommodate the 24 2V cells. The final solution was very neat, with a slightly extended raised floor level and all the batteries under the floor in the main saloon and in the front storage locker.

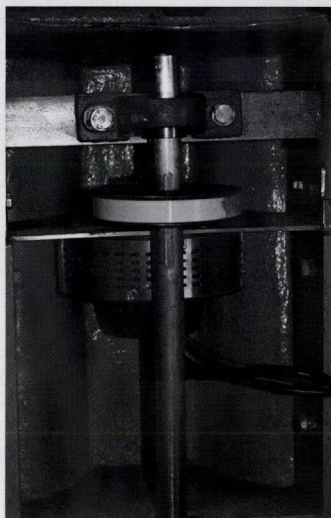
With the Lynch motor and batteries installed, the initial tests gave a slightly disappointing top speed. Robert contacted Cedric Lynch, who had advised on the motor and gearing ratios, and it was agreed to fit a new prop with a larger 500mm (20 inch) diameter and slightly greater pitch. This did the trick, with the top speed a very acceptable 5.5 mph.

In March this year Julie and I returned to LBS to discuss the final fitting out, carpets, new storage cupboard where the engine used to be etc. Then just after Easter we moved *Silverpoint* to JPC in Wroxham who fitted a new calorifier and Webasto hot water and heating system, replacing the old Webasto hot air heater.

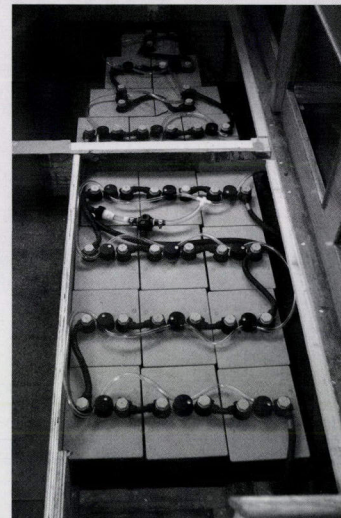
The May Bank Holiday marked the start of our first full week under electric power. What a perfect delight, cruising along our favourite parts of the Broads with only the slight whirring of the motor and the water lapping against the bow; the complete absence of any diesel smell and no fears of polluting the rivers with fuel oil when the bilge

pumps out. The performance far exceeded our expectations. At river speed limits of three to five mph we were getting seven hours per battery set, with plenty in reserve. Each battery set charged easily in about six hours and used a single £1 electric card per charge.

This was without doubt a major undertaking for us. It was a leap of faith to convert our pride and joy into a more environmentally friendly cruiser. However, with the receipt of a grant towards the conversion costs from the Broads Authority and the help and advice we received from Tony Fogarty at Go Electric, Robert Paul at LBS, David Millin at Pb Batteries, Cedric Lynch and the people at JPC it has been a resounding success.



New electric motor



Batteries installed

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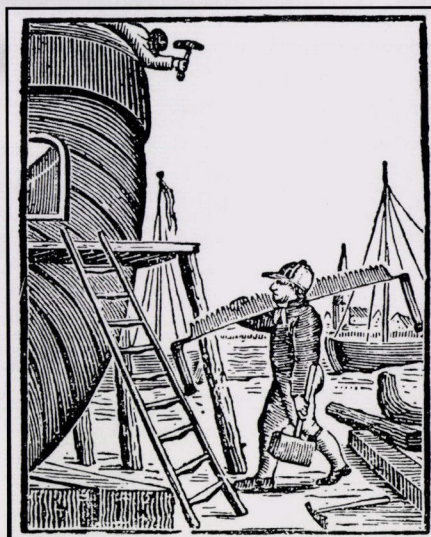
• **Over twelve years experience of electric boating design and manufacture**  
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**5m and 6m 8 person day cruisers.**



## Classic Boats in Holland

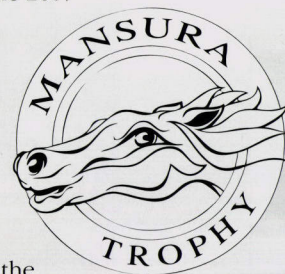
An international Classic Boat Show to be held in the old Dutch port of Enkhuizen from 9th to 11th November is the only one of its kind in Europe, covering the construction, management, maintenance and preservation of traditional wooden and steel craft. Around 160 exhibitors and over 100 boats are expected from the UK, Belgium, France, Germany and Scandinavia as well as from Holland. Accommodation is available on board charter vessels on the quayside and in hotels close to the boat show.

**For more information see the website [www.klassieke-schepen.nl](http://www.klassieke-schepen.nl)**



## The Mansura Trophy

The new trophy for hybrid boats was a principal topic at a seminar hosted by Sarah Black, Project Manager of The Green Blue, at the Southampton International Boat Show on 22nd September. "The Mansura Trophy is a great competition," Sarah said, "allowing new technologies to be showcased and tested against existing hybrid units. The Green Blue is right behind innovation and this is a great way to start". EBA business member Graeme Hawksley, one of the entrants in the 2007 competition, outlined the various options for effective hybrid propulsion systems and the technical, economic and marketing issues to be resolved in gaining wider acceptance of the technology.

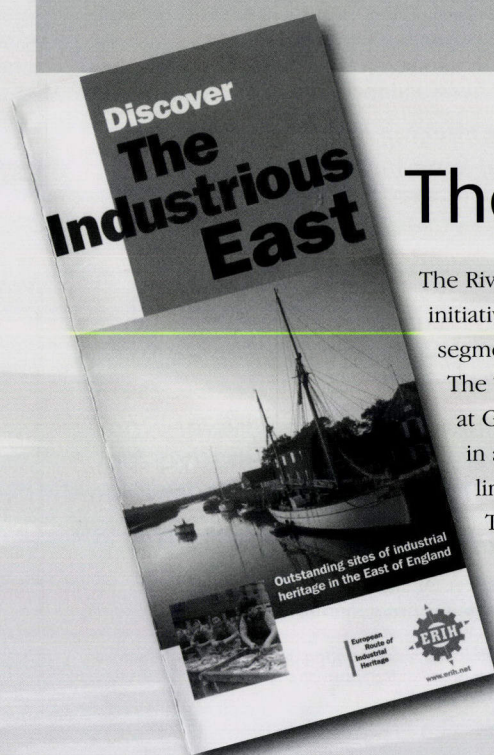


The competition is open to private or commercial vessels of any nationality with an overall length not exceeding 122m (400 ft) powered by a hybrid or all-electric propulsion system deriving energy from more than one source.

**For more information see the website [www.mansuratrophy.royalthames.co.uk](http://www.mansuratrophy.royalthames.co.uk). Completed entry forms must be returned by 19th November.**

## Reporting Waterways Faults

The Inland Waterways Association has launched a 'Lengthsman Initiative' to encourage all waterways users to report problems they encounter on canals and rivers such as faults with locks, abandoned supermarket trolleys and other maintenance issues. The IWA website, [www.waterways.org.uk](http://www.waterways.org.uk), has a series of simple report forms which are set up to self-direct to staff at the Association's Head Office. Staff will pass them on to the relevant navigation authority for action and check a few days later to see what has been done.



## The Industrious East

The River Stour Trust is one of 30 members of a new tourist initiative 'The Industrious East', the East of England segment of the European Route of Industrial Heritage.

The Trust's Georgian Granary at Sudbury, visitor centre at Great Cornard and boat trips on the river are featured in a leaflet and also on the website [www.erih.net](http://www.erih.net) which links with members' own websites. At the launch of The Industrious East at Waltham Abbey in July the Trust was able to showcase its work over the past 39 years and promote the current project to restore Stratford St Mary Lock.





## Stream Dancer

A new hands-free electric powered boat has been launched in the USA. Aimed primarily at fisherman and wildlife photographers, the Stream Dancer has two electric motors connected to 18 inch screw drives recessed in tunnels, which allow the craft to operate in as little as 6 inches of water. Sliding foot switches are connected to each screw drive and a deep-cycle marine battery is concealed in a compartment behind the seat. Pushing forward in the heel pockets sets the boat moving at a maximum speed of 5 knots. With a flip-up 'casting seat' the boat is very stable and at under 70 lbs in weight without the battery, it can be carried on the top of a car.

**For more information see the website [www.streamdancer.com](http://www.streamdancer.com).**

## Green Tourism in the Broads

Nine businesses are the first in the Broads to win Green Tourism Business Scheme Awards. The scheme, which rewards businesses for being environmentally friendly, is the largest of its kind in the world. Winners include eco friendly hotel, bed and breakfast and self-catering accommodation, a cycle hire company, a woodland and water garden and the Nancy Oldfield Trust which provides water activity holidays for people with disabilities.

Members of the scheme are visited by environmental auditors once every two years and graded against a set of 120 social, environmental and economic criteria including energy, waste, water, transport and wildlife.

**For more information contact  
Bruce Hanson, Broads Authority  
Head of Tourism, on 01603 756030**

## Dinnie's Riverside

A plaque which commemorates a much-missed founder member of the EBA has been unveiled beside the Thames. Dinnie Hawthorne, who died in 2005, campaigned long and hard to save a piece of riverside land from development so that it could be enjoyed as a public open space. "A little piece of England is now Dinnie's" said Chairman of the Parish Council Mike Appleyard as EBA Vice-President Edward Hawthorne, accompanied by sons Malcolm and David, unveiled the plaque in memory of his late wife. The photograph shows Dinnie in 2003 on the piece of land which overlooks a picturesque stretch of the Thames and which from now on will be officially known as 'Dinnie's Riverside'.





# Inland Waterways Festival



JULIA BRIARS-FILBY

*Sunflower*

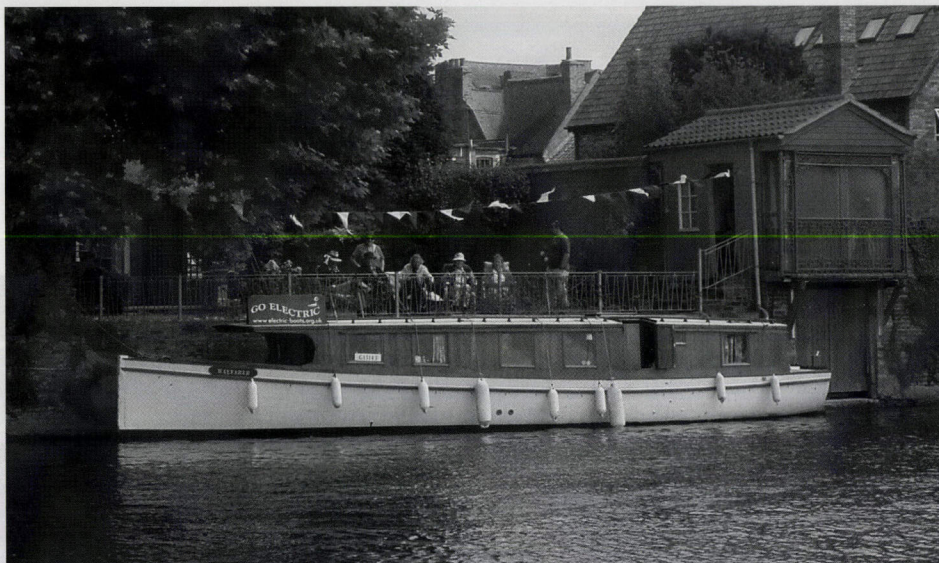
**It was the great ooze, as well as the Great Ouse, which welcomed early visitors to the annual Inland Waterways Association Festival and Boat Show, held this year at St Ives. In spite of glorious sunshine at the start of the August Bank Holiday, wet weather during the proceeding week had left the site a sea of mud.**

As Hemingford Meadow has special wildlife status to protect its rare grasses and flowers, the festival organisers were restricted in what they could do to improve conditions underfoot. John Fletcher, Inland Waterways Association National Chairman, admitted that they had come close to cancelling the event, run by hundreds of volunteers from all over the country.

Fortunately, with sun and wind, the site improved and many visitors who had abandoned the event on the Saturday returned later in the weekend. Over 25,000 people attended the festival and the illuminated boat procession on the Sunday evening was watched by thousands of local residents from the St Ives waterfront and the historic bridge.

Exhibitors, including EBA business members, had struggled to set up on the Friday and get cars on and off the site. Dave Millin and his wife Jennifer needed their wellingtons on the Pb Batteries stand but were able to do some business and felt the weekend had been worthwhile. Not so far from home was Bill Caldwell, promoting the facilities at Hartford Marina which has been a good base for EBA cruises and shows on the Great Ouse. The Broads Authority was represented by Chief Executive John Packman and Navigation Manager Trudi Wakelin, Trudi sporting an impressive brooch in the form of the authority's dragonfly logo. John and Barbara were kept very busy on the EBA stand and were pleased to welcome three new private members and one new business member: Kernowrat from Looe in Cornwall. Kernowrat were showing a variety of electric propellers and outboards on their stand, including the new German Torqeedo outboard with built in battery.

EBA members' boats on the water were the Interboat *Pilgrim Minor*, owned by Harry and Julia Briars-Filby, Alec Khot's



JULIA BRIARS-FILBY

*Wayfarer*





Les and Elaine Fidler on board Annie

IAN RUTTER

1905 teak cruiser *Wayfarer*, prominently displaying the Go Electric sign, and Pam and Trevor Thorn's solar powered canal boat *Sunflower*.

A very popular attraction at the show was the St Ives Electric Riverboat Company whose boats *Meander* and *Whisper* (pictured on the front cover) were taking visitors for half hour trips on the River Great Ouse to Hemingford Grey Lock. EBA member Chris Morgan started the company in 2004 with 21 ft *Whisper*, built by Phoenix of Potter Heigham, and now runs a scheduled service from St Ives Quay from April to September with his two boats and three skippers. The boats can also be hired for private parties including Early Bird Trips at dawn, Bat Watching Trips at dusk and – especially popular with children – Pirate Parties to find buried treasure.

Electric launch *Annie*, owned by EBA members Les and Elaine Fidler, had a starring role at the start of the weekend. With an escort of steamboats, noisily

blowing their whistles, *Annie* carried Baroness Barbara Young, Chief Executive of the Environment Agency, from Jones' Boatyard to the festival site to perform the opening ceremony. Also on board were Mayoress Debbie Reynolds and her husband with Councillor Philip Swales and his wife.

Next year's National Festival and Boat Show will be held at Autherley Junction, where the Shropshire Union Canal joins the Staffordshire and Worcestershire Canal on the outskirts of Wolverhampton. It will again take place over the August Bank Holiday weekend, 23rd to 25th August. The organisers hope that the central

location at the heart of the inland waterways system will encourage a lot of visitors and that the show will help to promote some important restoration campaigns in the area.



John at the EBA stand

IAN RUTTER



# Greenhorn's Great TV Adventure

Canadian EBA member John Hayes describes a week's cruise on the Rideau Canal in his tug *Greenhorn I* accompanied by a television crew.



*Greenhorn with CBC crew on board*

Boats have always held a fascination for me and over the years I've collected many good boat-related memories. From time to time I wandered through a boat show, but never saw the 'right' boat.

Then fate, or more correctly my wife, stepped in. She suggested I finish my father's boat, which had been under construction for many years and seemed destined never to be completed. And so *Greenhorn I* was finally launched in 2004, designed and built for extended cruising on two local Ontario canal systems, the Rideau and the Trent-Severn.

Her construction is fibreglass over plywood. The original plans were for a 25' boat but because my father's garage was only 18'2" long, he scaled it down to 18'. The resulting lines are somewhat reminiscent of a toy tugboat, and undeniably 'cute'.

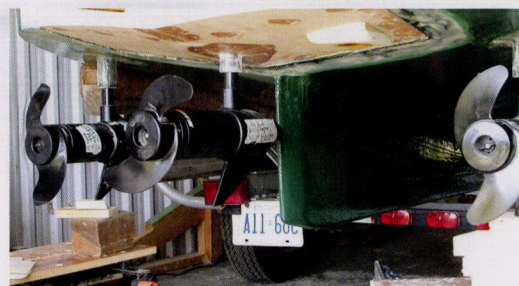
Although small in size, *Greenhorn* sports many comforts: a double berth, two iceboxes, heads, galley with running water, stereo, VHF radio, and a GPS chartplotter/sounder (along with my laptop and Blackberry when cruising).

*Greenhorn* was originally launched with an outboard petrol engine. However, as I am not especially functional in the morning, making coffee with highly flammable liquids or gases

on a wooden boat before I'd had my caffeine fix seemed fraught with danger. The solution? *Greenhorn* now has a 24 volt kettle that will boil water for coffee quickly and safely. Additionally, she ended up with a complete electric drive system consisting of six 12 volt 200Ah AGM batteries, four battery chargers, and three heavily modified 50 lb thrust Minn Kota trolling motors.

I normally cruise between 3 ½ and 4 mph (top speed: 4 ½ mph) but I can cruise 45 miles between charging the batteries. *Greenhorn* was designed to allow for all day cruising and to have the ability to fully charge the batteries overnight.

Electric boats are very rare in Canada. Really cute ones are even scarcer. For this reason *Greenhorn* came to the attention of a presenter at CBC (our version of BBC) wanting to re-enact the 125 mile trip made by Colonel By to open the Rideau Canal in 1832. Normand Latour, who works for the French language CBC TV channel in Ottawa, was planning a series of programmes to celebrate the canal's 175th anniversary and its designation this year as a UNESCO World Heritage site. In recreating that first trip he wanted to explore interesting historical places and interview people along the way.



*The 3 Minn Kota drive motors*



*Greenhorn and Voyageur in Jones Falls lock*

Normand explained that the ideal 'casting' for the boat was one that was a) unusual, b) photogenic, c) environmentally low impact and d) suitable for extended travelling. *Greenhorn I* was perfect!

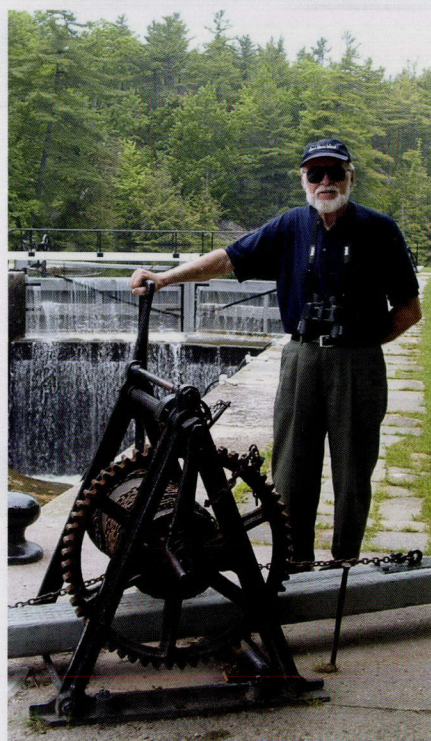
*Greenhorn's* CBC adventure was a great success. CBC was very pleased with the material it collected during our trip; I had another great trip through the Rideau and my Dad got to participate and was thrilled with the opportunities the project gave him. And besides all that, everyone had great fun. The CBC producer declared that this was the most enjoyable project she had ever worked on. Quite something from a producer with decades of experience.

In addition to a crew of five from the CBC, Parks Canada (who are responsible for the canal nowadays) provided the *Rideau Voyageur* (a 33' aluminium trawler) and her crew to support the adventure.

We took seven days to complete the shoot. Besides covering the 125 miles from Lake Ontario to the Ottawa river, we also transited 47 locks (8 of them twice). The locks took us up 165 feet from Lake Ontario, and then back down 273 ½ feet to the Ottawa river.

I ran *Greenhorn* by myself for part of the





Greenhorn builder Bill at the lock gates



Approaching Ottawa

trip while the crew was filming shore-based interviews or having breakfast. I enjoy being underway early and to make the 125 mile trip in six days you can't stay tied to the dock for too long. The CBC presenter Normand skippered a lot, and my Dad had his first chance to run the boat for an extended period too.

On a 'rain day' in Ottawa when filming was cancelled, my sailing buddies came out to meet me for breakfast bearing croissants and homemade jam. One even brought a thermos of warm milk and a handheld milk frother for making lattes! It didn't actually rain much and somehow the breakfast cruise lasted until mid afternoon lunch at Dows Lake.

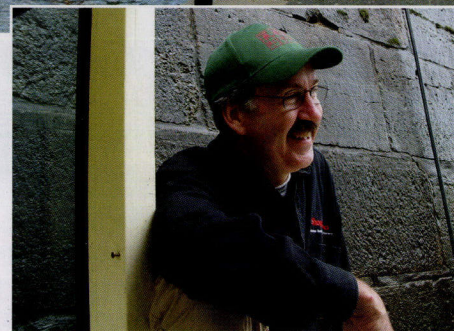
I got quite used to having a skipper aboard. *Greenborn* is quite easy to handle and I enjoy travelling alone, but it was even more relaxing not having to worry about the helm.

Besides being a great cruise for me, this trip was special as I got to share the experience of electric cruising with others. I find electric cruising to be a unique experience, but I hadn't found an effective way to describe it. You can't just take someone for a 20 minute ride and have them understand it. But after a week on board I think Normand described it well when he said "You have to be

aboard long enough to let your mind slow down to the speed of *Greenborn* and the pace of the river. And then something goes 'click' and you understand the appeal of electric cruising. It is just so relaxing and peaceful."

Although I still consider *Greenborn I* to be an 'experimental' boat, it performed wonderfully. I had done a steering modification which was a big improvement and made the boat much easier and more intuitive to handle. The new props (3 bladed Kipawa units recommended by the EBA's own Nick Goldring) provide some semblance of reverse thrust (versus almost none with the old ones) and a 20% improvement in energy efficiency!

The only equipment failure we had during the week was on the final day when we ran into a thick bed of weed while trying to hold our course for yet another 'beauty shot' of *Greenborn* and balled up a ton of weed on both outboard motors. The fuses didn't blow but the port one should have. Fortunately the fuse holder did 'blow' (melt actually) to protect the motor. We stopped to clear the weed and proceeded with just two motors. While underway I built a fuse holder from kitchen scraps, and then hot swapped it in while we went along, being filmed all the way.



Captain John

Within 20 minutes of hitting the weed we had all three motors back up and running.

We made the longest run between charges ever on this trip, covering 30 miles with almost 50% power left. Based on this, I should easily be able to do 45 miles and still have 20% reserve in the batteries.

From this trip, the CBC produced eight short segments for a weekly news programme. These ran throughout the summer. In September, it ran a one hour documentary covering the entire journey. It was very well done and not only showed off the Rideau Canal, a lovely and historically important waterway in Canada, but I hope also introduced a few more people to the possibilities and wonders of electric boating.

**You can see pictures of the trip and of the building of *Greenhorn* on the website <http://picasaweb.google.ca/jhayes57>**





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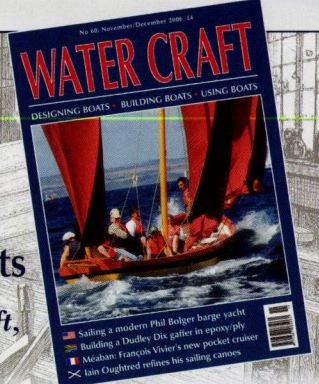
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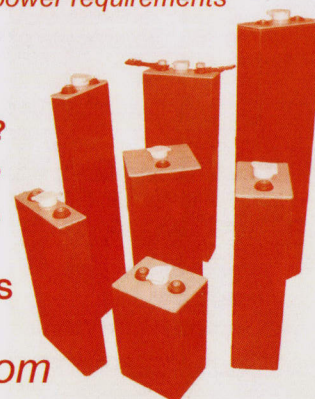
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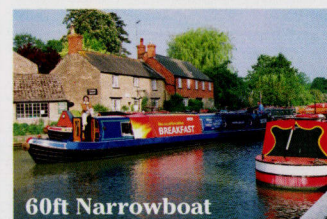
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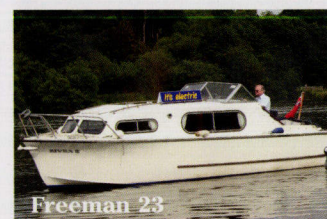
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# Discovery in Dubai

**EBA members Georgina and Jeff Waterson report on an interesting find in the Middle East.**



Despite the unusually fine and warm weather of April, we were still drawn to finer climates to celebrate our 20th wedding anniversary. With less than a week available, we agreed a six hour flight to Dubai would nicely meet our needs and timetable.

As we were in the unusual situation of holidaying on our own without the children, we travelled overnight and occupied our room whilst it was dark. At first light we drew our balcony curtains to the full view of our resort the Madinat Jumeirah, the Arabian Sea and the Berj al Arab. To our amazement and excitement, below us was an internal clear waterway complex supporting a network of tributaries, and, more interestingly, a number of taxi boats. Upon further scrutiny it was apparent that these floating taxis were quaint launches making no noise and exhausting no fumes.

After breakfast we lost no time in venturing outside to investigate the taxi launches. We had certainly chosen the right destination. We found ourselves amongst the most pleasant multi-cultural English speaking nation we have visited, which is why the following information was given so freely and enthusiastically.

The launches, known as Abras, are indeed electric, powered by an Austrian 4.3Kw Kräutler motor, on board Zapi NG3 charger, and 24 x 2 volt cells giving the required 48 volts. The 3.5 kilometre run of waterway serves three hotels and some 40 restaurants, all quietly accessed by a fleet of 40 Abras, authentically furnished in traditional fabrics.

The salt water complex has a pumped flow and return filter system, thus keeping it clean and clear. As a direct result of this, the waterway



is now a home and sanctuary for turtles.

On 2nd May, our actual anniversary, we had dinner in the top floor wing of the Berj Al Arab, highly recommended! A people buggy picked us up at our hotel reception and took us to the Berj – yes, another pollution free journey in an all electric buggy!

We returned home fully refreshed and set off the following weekend to the Cambridgeshire cruise: good company but a sharp reminder we live in England.

Special thanks to Paolo Sannella, Concierge Manager Madinat Jumeirah Resort Dubai, for his technical input.





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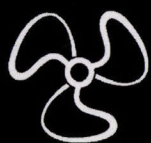
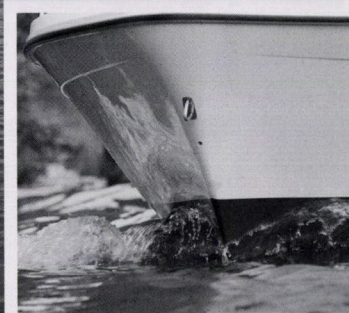
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# Technical Report

## ELECTRIC CONTACT

**In the tenth of a series of interviews with members, EBA Technical Officer Paul Lynn talks to Tony Rymell about the 'solarisation' of *Somerset Dream*.**

**EBA:** It's good to visit the West Country. Could you tell us something about *Somerset Dream*'s origins and history?

**TR:** Yes, she's quite an elderly lady, born in the years immediately after World War II when the British government was trying to find uses for a lot of scrap aircraft aluminium and at the same time stimulate new peacetime industries. My boat is one of just a handful of survivors from that programme.

**EBA:** That's fascinating. So the hull is lightweight aluminium and presumably needs little maintenance. What is the boat's overall length and beam, and how long have you owned her?

**TR:** She is 12ft 3ins long by 5ft 2ins built by Windboats of Wroxham. I acquired her as scrap about 18 years ago and for many years I used her to explore derelict waterways in the West Country whilst assessing their potential as future leisure waterways – hence *Somerset Dream*.

**EBA:** We know you are very active in promoting electric boating in the West Country and elsewhere. Where is the boat normally based, and where have you trailed her for EBA events?

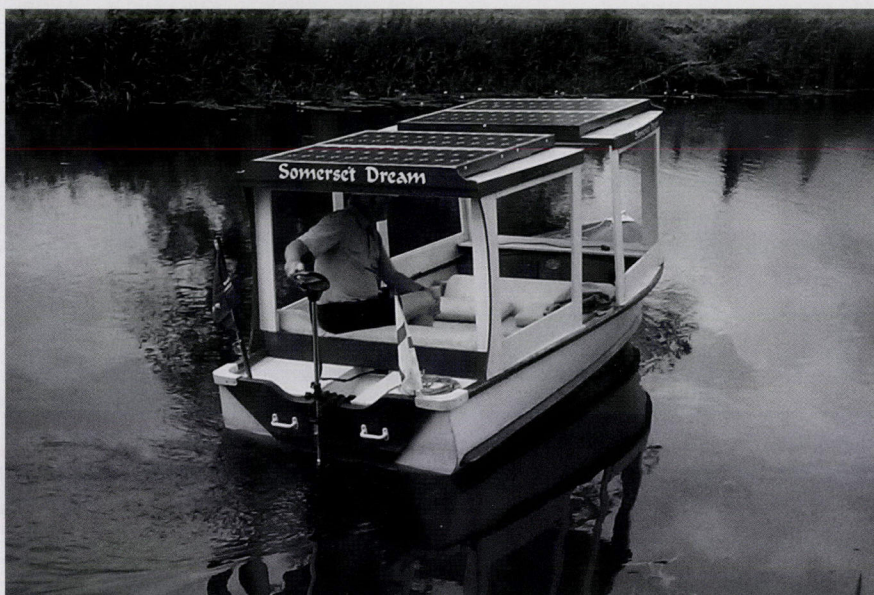
**TR:** I keep the boat at home in Crewkerne and have taken her as far north as Crooklands in Cumbria, to Sudbury in the east, to Bude in the west and to the river Rother in East Sussex. She has also been seen at several places on the Mon & Brec Canal in South Wales, notably at two festivals at Newport and silently cruising the isolated part of the Crumlin Arm. Most recently as a solar boat she featured at the launch of Somerset Waterlinks, a Big Lottery bid for £50M to regenerate the waterways of Somerset; on the Grantham Canal at the IWA National Trailboat Festival; and at the Royal Bath & West Show.

**EBA:** When did you decide to convert from a conventional electric boat to solar power, and why?

**TR:** Like many people I have become increasingly interested in solar in recent years and more aware of its potential. For me electric

boating is essentially a gentle activity with great environmental benefits so the chance of 'running on sunshine' became too good to ignore. There's a lot of current interest from local authorities in the possibility of opening up some of Somerset's hidden waterways to leisure craft, with electric and especially solar craft very much in the frame. Also, I recently visited EBA business member Monte Gisborne in Canada and was most impressed by his Loon solar boats. My 'solarisation' of *Somerset Dream* was completed in May.

**EBA:** You've made a nice job of the solar canopy that looks very much part of the boat. How much PV do you have up there and how is it controlled?



**TR:** I've fitted four 75W monocrystalline silicon PV modules from Helios Technology giving a nominal peak 300W. These feed two 110Ah batteries via a Steca 30A solar controller, which has a comprehensive display including battery voltage and state-of-charge, solar current, and motor current. It can work at either 12V or 24V, allowing me a wide choice of outboard motors.

**EBA:** The shape and size of *Somerset Dream*'s hull suggests you need around 300W of motor power to achieve the canal speed limit of 4 mph. This would give a Solar Boat Index (SBI) value of about 3 on the canals, implying an average 3 hours per day cruising at 4 mph in English summer conditions. Alternatively, if the boat is left on 'solar charge' during the week, we could normally expect the batteries to be fully charged by the weekend, with enough storage to cover around 25 miles at 4mph?

**TR:** Yes, it sounds about right. I have been delighted with initial performance including a cruise of 16 miles on the Bridgwater & Taunton Canal. Indeed, gentle canal cruising punctuated by an occasional picnic or pub stop seems very unlikely to exhaust *Somerset Dream*'s PV system given reasonably bright weather.

**EBA:** Thank you very much for talking to us.



# Noticeboard



## Welcome to New Members

| Private Members                  | Location                  | Boat where notified                |
|----------------------------------|---------------------------|------------------------------------|
| Roger Pearce                     | Grantham, Lincs           |                                    |
| Ian Manser                       | Perth, Australia          |                                    |
| Chris Brown                      | Cookham, Berks            | Streamer, Frolic 21                |
| Jeff Burroughs                   | Sudbury, Suffolk          |                                    |
| Pam Page                         | London                    | Constance II 1895 cabin launch     |
| Rosemary & Walter Goldsmith      | Northwood, Middx          | Starlight, Andrews day launch      |
| Jennifer Millest                 | Caversham, Berks          |                                    |
| Richard Smith                    | c/o Ringwood, Hants       |                                    |
| Alastair Trickett                | Wallingford, Oxon         |                                    |
| Philip Edwards                   | Connah's Quay, Flintshire | 15.5 Canadian canoe                |
| Peter Szczesiak                  | Rotherham                 | Ashley, 60ft narrowboat            |
| Mark Rainer, Hilary Goldsmith    | Oakington, Cambs          | Curmudgeon                         |
| Frank White                      | San Diego, USA            | Watt Knots, Duffy 21ft Classic     |
| Graham Newby                     | Blandford Forum, Dorset   |                                    |
| Timothy Keane                    | Hemingford Grey, Cambs    | Rosemary, 21 ft punt               |
| Trevor Forman                    | Northallerton, N Yorks    |                                    |
| David & Carol Taggart            | Dilham, Norfolk           | Snowgoose Seamaster 25             |
| Vince Brett                      | Beccles, Suffolk          | Inflatable with elec o/b           |
| Ian Sinclair (Welcome back, Ian) | Beccles, Suffolk          | Watermark Sports Cruiser           |
| Trevor Pallett                   | Salhouse                  | Eel, George Holmes 1893 canoe yawl |
| Geoff Milne                      | Yeovil, Somerset          | 16 ft 8 aluminium workboat         |
| James Ross                       | Chichester, W. Sussex     | Curlew                             |
| Douglas Jones                    | Honiton, Devon            |                                    |



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## President's Pimm's Party



NICK GOLDRING

Wellingtons were part of the dress code at this year's Henley Royal Regatta but EBA members had shelter from the wind and occasional showers while enjoying delicious food and drink courtesy of President Malcolm Moss. And the sun shone for our afternoon cruise alongside the regatta course in *Collinda, Stima and Silent Explorer*. Our thanks for a lovely day to Malcolm, James, Simon and Yvers.



## Broads Slipways

EBA Webmaster Nick Goldring has added information about slipways on the Broads to the Slipways and Charging section of the EBA website and included a link to the Broads Authority's list of charging points. If you have any amendments or updates for this section, which already includes detailed information on the Thames slipways and charging points, please get in touch with Nick.



## Message from Barbara

This has been the busiest summer in the 25 year history of the EBA, with more shows, events and rallies to organise and attend than ever before. However, it has been made more enjoyable by the thoughtfulness of so many members who have come to the stand to say hello, or offer to help in some way – even if it

was just a cheery word or offer to get a cup of coffee as we stood wellie-deep in mud!

This year would not have been possible without the help of those members who gave their time to source potential slipways, marinas and restaurants and provide invaluable local knowledge when it was most needed. If you see we are planning to attend

an event near you, there are many ways you could help – even just the name of a pleasant but inexpensive local B & B is so useful.

Most important though – do come and say hello. The Association is yours and we want to provide you with the service you require, so we are always open to ideas and suggestions from EBA members.



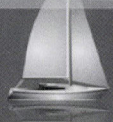
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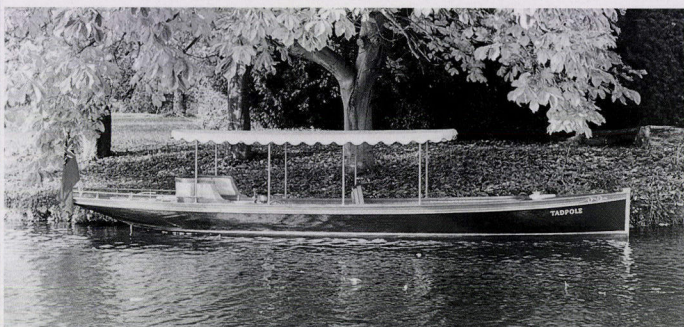
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5. **LEAD ACID BATTERIES – OPERATION & MAINTENANCE**  
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# Annual General Meeting

**The EBA Annual General Meeting was held at the Upper Thames Sailing Club at Bourne End on Saturday 30th June. This is a summary of the day's proceedings.**



*The Treasurer, President, Chairman and Secretary*

President Malcolm Moss welcomed everyone, commenting how impressed he had been by the hard work of the EBA committee, particularly John Hustwick and Barbara Penniall in what was a very busy year.

The minutes of the AGM held on 17th June 2006 were accepted as a true record of proceedings.

Chairman John Hustwick reported on the year since the last AGM covering Henley Traditional Boat Rally, the IWA Festival and the Green Boat Show. Already this year the EBA had attended the IWA Trailboat Rally at Grantham, the Beale Park Thames Boat Show and the Royal Bath and West Show as part of the Sustainable Transport Exhibit in the Eco Section. Malcolm Moss won overall champion of that section and all the electric boats received prizes and rosettes. The EBA had also exhibited at the Beale Park Thames Boat Show and it was noted that questions at the shows were proving more in depth and searching. John added that having *Solar Flair II* on the stand was proving a great asset.

The Secretary and President had attended appropriate Parliamentary Waterways Group meetings and the EBA had had correspondence with the Waterways Minister about experiencing electric boating. The Association was also in communication with the Olympic Committee regarding the provision of electric boats for the 2012 Olympic Games.

With the end of derogation on red diesel

at the end of 2008, a press campaign would be launched later this year to raise awareness of electric boating.

The Chairman also reported that the Association had been approached by Watercraft magazine to have an electric boating column in every issue and that membership had been increasing steadily and was not very far short of 400.

John thanked Nick Goldring for the excellent website which had attracted new members and enquiries. Free membership was also being given by Business Members and the EB News had gone from strength to strength with the inclusion of colour. The Chairman asked members to think of potential sponsors for EB News as it was the intention eventually to produce the magazine in full colour.

Sylvia Rutter commented that it was good when members contributed articles and reports and the Chairman thanked Sylvia, Nick, Barbara and in particular Tony Rymell who had towed *Somerset Dream* and *Solar Flair II* to many of the shows. He also commended Don Wright as Treasurer as well as Ian Rutter and Dave Millin as Vice-Chairmen – Private and Business Members.

John also took the opportunity to thank members who had come to shows to help, such as Bill and Veronica Selby, Brian and Diane Cook and Roger and Julia Woodhouse.

As the EBA grew, the workload on the Secretary had increased and this year three shows had been concurrent, which involved not just attendance and coverage but all the administration that precedes each event and generates extra work afterwards. Any support would be very helpful and he expressed his gratitude to Janet Dunning for taking over the advertising and her husband Tony for his help at the IWA events.

Treasurer Don Wright presented the accounts, and drew attention to the accumulated reserves, which matched one year's income. For the year 2006/07 we had

had a surplus of £1,000 but were budgeting this year for a deficit of £2,000 as money would be spent on advertising and shows – attendance at shows would always be costly.

A proposal from Bruce Roberts-Goodson that EB News should be produced in A5 format and on less costly paper invoked a lively discussion, but it was agreed that the magazine was used as a promotional tool and not just a club magazine. The Treasurer pointed out that it was easier to attract advertisers with a better magazine and for the majority of members it was all they received for their subscription.

Nick Goldring queried the website expenses and the Treasurer confirmed they were IT and website expenses. The Secretary offered to provide a breakdown of costs for the Webmaster. It was agreed to change the heading to reflect IT expenditure in addition to website costs.

Malcolm Moss suggested setting a target that within 5 years the EBN would be self-financing. The Treasurer agreed and suggested approaching companies committed to reducing the carbon footprint. The President urged all members to lobby for sponsorship with appropriate companies and thanked the Treasurer for his attendance and providing figures. Don credited the Secretary with providing figures – he only prepared the accounts.

Brian Pickess as Auditor, confirmed that the accounts for the year ended 31st March 2007 were in order and proposed their adoption which was seconded by Ian Rutter.



*Solar Flair II*

PAUL LYNN





### Regional Representatives

The Chairman reported that the EBA used to have representatives in various parts of the country but almost no feedback had been received and the appointments had been dropped. However, pro-active private members were in place in various areas who might be called on to represent the EBA when it was felt the time was appropriate. The Secretary confirmed how useful it was to have local knowledge when organising events, advising where it would be important to attend and possibly supporting the EBA at such an event.

The Chairman said that it had been suggested that regional representatives should attend committee meetings, but it was agreed it would not be practical or necessary to expect

volunteers to travel long distances for a meeting unless it concerned an event in their area. It was hoped they might attend the AGM. It was agreed that the situation would be reviewed and appointments made when appropriate.

### Articles of Association:

Malcolm Moss reminded members that the objective of the EBA was to promote electric boating and it must operate within the structure of the Association. After much discussion and a great deal of time spent over the last two years on the issue, the Committee had finally reached a solution to which all interested parties had agreed. He therefore proposed that a vote be taken that the changes to the Articles of Association should be adopted in full, as suggested in the paper circulated to all members.

The Secretary interrupted with an amendment that had been received from Paul Bennett within the time scale for response, that the word 'vote' should be inserted in the appropriate places in Clause 14 after 'Band' i.e. Band 1 = 1 'vote', Band 2 = 2 'votes' etc. With that addition, the President asked for the adoption of the new Articles. Ian Rutter proposed and Brian Pickess seconded and it was carried unanimously.

John Hustwick confirmed that it was everyone's wish that Malcolm Moss should continue as President and thanked him for his support and being so pro-active with the Royal Bath and West and the President's Pimm's Party. Malcolm and all the existing committee members were reappointed.

### Any Other Business

The Secretary had received a suggestion that a monthly newsletter should be produced to keep members advised of developments between issues of the quarterly magazine. Barbara pointed out that we did this anyway via the website and mailshots, should anything urgent occur.

Tony Rymell asked for members to advise him of events before they took place so he could cover them as Press and Publicity Officer. The President urged members to contact any paper that had run something of environmental interest, as if enough comments were received, the paper might then run a further article. The Royal Bath and West had generated great interest in electric boating in the West Country press and the show had proved extremely valuable in bringing electric boating to the attention of people who had not previously known it existed.

Bruce Roberts-Goodson asked whether the EBA had made themselves known to boating clubs around the UK and Barbara explained that the EBA was a member of the Association of Waterways Cruising Clubs (AWCC) which meant it was included in the AWCC Directory which might, at some future date, be useful as another source of charging points. It was also the Executive Committee's plan to spend money at the end of the season promoting the EBA in boat society magazines, at a time when people might have more time to read publications over the winter months.

Tony Rymell reported his attendance on behalf of the EBA at a British Waterways meeting supporting the proposal that the discount for electric boat licences should be maintained at 25%, but he discovered that only 95 electric boats were registered on the entire BW network. Barbara undertook to try to establish figures for the UK.

Veronica Selby asked for clarification on the functions of the various EBA officers, in particular the Vice-Chairman – Private Members and the Press and Publicity Officer. Barbara read out the specifications that had been drawn up when the roles were introduced and said she would compile a list for possible inclusion in a future EB News.

The President brought the meeting to a close, saying how pleased he was to hear the members referring to 'our Association' and he thanked them for being such a supportive team.

Members then enjoyed picnic lunches, which were taken inside the clubhouse in view of the rain outside, but fortunately the weather brightened up in time for an afternoon cruise. *Eglantine* and *Irene* were accompanied by our Treasurer in his new boat, which had travelled down from Cheshire on top of his car, and performed very well on its first outing on the Thames.

**Copies of the AGM Minutes, Accounts and Articles of Association are available to members on request from EBA Secretary Barbara Penniall.**



Cruising on board Irene



Eglantine



Don Wright in his new Water Beetle

PICTURES BY IAN RUTTER



# Electric Boat Association



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Malcolm Moss

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Edward Hawthorne

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## Founder Editor

Kevin Desmond

# Classified Advertisements



## For Sale

**Edwardian style** 23ft closed electric trailable launch (just completed) with seating converting to large double berth, small galley and electric toilet. Fully upholstered with lined curtains. Fibre glass hull, roof and interior with hardwood window frames and curved rear windows. Powered with electric Azi-Prop drive by Fischer Panda giving excellent manoeuvrability. Guide price £35,000. See pictures opposite. For further details contact Les Fidler on 01487 841627

**Wooden skiff** complete with oars, trailer, electric outboard and batteries. Perfect for those days on the lake or river. Built to an extremely high standard with high quality varnish finish. Hardly used. Can easily be converted for sail. LOA 13' 2". Beam 4' 2". Weight approx. 100lbs. £2,500. Tel: 01993 200312.

**1989 Frolic 21** in excellent condition with inset solid mahogany fore and aft decks. 2.5kW motor with variable speed controller, 16 x 6 volt batteries in 2 banks delivering 48V. Complete with battery charger and battery state indicator. Price includes canopy, side curtains, seat cushions, folding mahogany table, chrome deck fittings including navigation lights, 12V horn and bilge pump, ensign, fenders, mooring ropes and round anchors. See picture opposite. Offers in the region of £12,500. Contact James Hogg on 07771 810625 or e-mail james.d.hogg@gsk.com

**Electric Skiff:** 16'3 x 4'2 black grp simulated clinker hull (moulded from original Yare rowing skiff). Pine/Jarrah planked decks and cockpit sole, mahogany inset transom. All woodwork epoxy treated both sides, high gloss varnish finish. Fitted Briggs and Stratton electric motor, 4QD controller, 4 x 12v (38 ah) batteries giving 24 volts. Side wheel steering, many brass original parts used. Complete with fully galvanised custom built trailer. £4,200. See picture opposite. Contact Paul Morton 01603 721343 Mobile 07860 731767.

## Wanted

'Vintage' **Electric motor** suitable for a 30ft river launch, power in the region of 4HP but anything considered, or if anyone has any information on vintage electric motors, or a steam launch called WILLIAMETTE, I would very much like to hear from them. Frank Kitching. Evenings, Tel 01642 723848.

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.



# BOATS FOR SALE

– see Classified opposite



Edwardian style launch

Les Fidler



Frolic 21

James Hogg



Skiff

Paul Morton

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