

Electric Boat **NEWS**



***Cruising on the Broads • Solar Challenge in Holland
Boat Shows in London, Norfolk and the Midlands***



Salter's Steamers Ltd

Boatbuilders since 1858



Comfortable, Durable Electric Day Boats suitable for private use but produced with the hire operator in mind.

Overnight Charging, will run for up to a day on a full charge.

The boats are custom-built to your specifications and can be fitted with a range of extras including covers, navigation lights, grab rails and more.



Mystic 4.49m



Deltic Weekender 6.4m

Built in High Quality Glass Fibre with Stainless Steel fittings, they are attractive yet durable and are eminently suitable for all varieties of Inland Waterway.

For information on these and other boats in our range, call us at Salter's Steamers Ltd, Folly Bridge, Oxford OX1 4LA

Tel: (01865) 243421 Fax: (01865) 248185

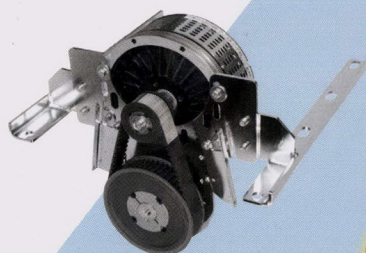
Email: info@salterssteamers.co.uk

Website: www.salterssteamers.co.uk

ENVIROBOAT

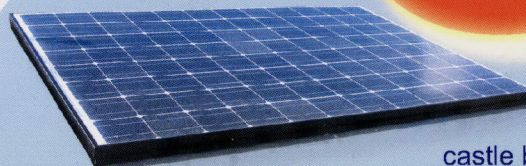
DEVELOPMENTS LTD

Selection of electric motors...solar panels...consultancy...conversions...all size of craft



**solar-electric
motive kits**
from £4,693

**Convert to
electric**



castle buildings
near sawrey
ambleside
cumbria
LA22 0LF

www.enviroboat.com
info@enviroboat.com
015394 36900

TRADITIONAL BOATBUILDER

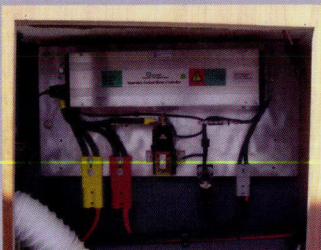
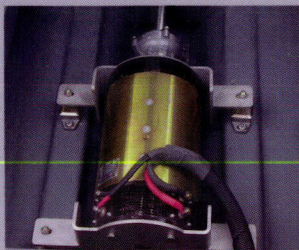
Rupert Latham

ELECTRIC PROPULSION A SPECIALITY

ELECTRIC PROPULSION SYSTEMS & CONVERSIONS
REPAIRS TO ALL WOODEN CRAFT - UNDER COVER STORAGE
BESPOKE RESTORATIONS, PAINTING & VARNISHING



"WHITE MOTH" fitted with 8 kW SEM electric propulsion



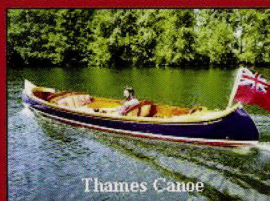
"WHITE ADMIRAL" fitted with 6 kW SEM propulsion system

FERRY ROAD, WOODBASTWICK, NORWICH, NR13 6HN
Tel : 01603 722117 Mobile: 07711 734271

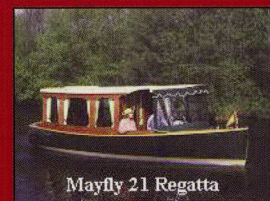
Creative Marine Ltd

Tel: 01263 570100

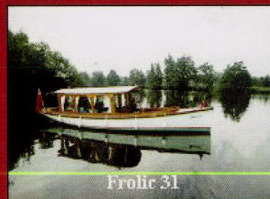
Builders of the Finest Range of Launches



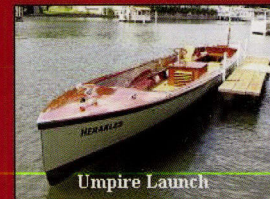
Thames Canoe



Mayfly 21 Regatta



Frolic 31



Umpire Launch



For Sale
£26,995

Frolic 21 Traditional

New

www.creativemarine.co.uk



Electric boats... Page 2



...of all shapes Page 8



...and sizes Page 10

EBA Calendar

May

2nd – 4th	EBA represented	Lakes Green Boat Gathering Coniston Water
16th	EBA Event	AGM Buckden Marina, Cambridgeshire
16th – 17th	EBA Event	Cambridgeshire Cruising Weekend
23rd – 25th	EBA represented	IWA Trailboat Festival Ashby Canal
23rd – 25th	EBA interest	IWA Campaign Festival Chesterfield Canal
27th – 30th	EBA represented	Royal Bath and West Show Shepton Mallet, Somerset

June

5th – 7th	EBA represented	Beale Park Thames Boat Show Lower Basildon, Berkshire
-----------	-----------------	--

July

4th	EBA interest	Steam and Electric Boat Rally Bures, Suffolk
12th	EBA interest	Steam and Electric Boating Festival Sudbury, Suffolk
18th – 19th	EBA represented	Thames Traditional Boat Rally Henley

August

23rd - 25th	EBA interest	IWA Festival Ratcliffe-on-Soar
-------------	--------------	-----------------------------------

September

12th – 13th	EBA event	Norfolk Cruising Weekend
13th	EBA represented	Green Boat Show, Norfolk

October

tba	EBA Event	Laying Up Supper
-----	-----------	------------------

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: *Elektra* at ExCel
Photo: Ian Rutter
see report on page 10

Contents & Editorial

Contents

- 2 A Weekend on the Broads
- 4 Solar Challenge in Holland
- 6 News
- 8 The Sail, Power and Watersports Show
- 10 The London International Boat Show
- 12 Inland Waterways Festival
- 15 Technical Report
- Electric Contact
- 16 Noticeboard and Letters
- 18 Update on the Ross Barlow
- 19 Memories of Derek Chamberlain
and Tony Ellis



Over the past few months electric boats have had a high profile at events and shows in London, Norfolk and the Midlands. This spring the new Green Boat Gathering in the Lake District will mark the start of a busy programme all over the country for the EBA. After two rather miserable summers, and a distinctly chilly winter, we are hoping for a change to good boating weather for the months to come.

Our Press and Publicity Officer, Tony Rymell, would like to thank all members who joined the 'Vote for the Boat' campaign in November. He's delighted to report that the Somerset Waterways Development Trust has been granted lottery funding of £48,950. Work is already underway on the River Tone Community Boat which will take the public on solar-powered trips on the River Tone and the Bridgwater & Taunton Canal.

The EBA committee members – and in particular our Secretary Barbara Penniall – have been working hard on preparations for our charitable status application. If you have expertise in this area, Barbara would be very pleased to hear from you. We are very grateful to members who have already offered advice and support and we will have more to report at the EBA Annual General Meeting on 16th May at Buckden Marina in Cambridgeshire.

Secretary: Barbara Penniall

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

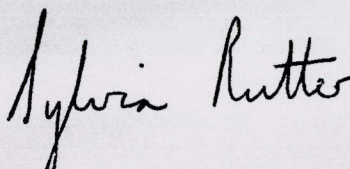
Tel: 01491 681449 e-mail: secretary@eboat.org.uk

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:

Summer 1st June



Editor

Riverwood Heights, Gibraltar Lane, Cookham Dean, Berkshire, SL6 9TR

Tel: 01628 476158 Email: editor@eboat.org.uk

Website: www.electric-boats.org.uk

ISSN 0969-031X

Electric Boat News is published quarterly by the Electric Boat Association

No material from it may be reproduced or reprinted without permission. Whilst we take every care to ensure the accuracy of the contents, the EBA cannot be held responsible for any errors which may occur, or for any actions that might be taken as a result of this material. Also, views expressed in the magazine are not necessarily those of the EBA. Electric Boat News welcomes contributions from readers and members. Bear in mind however that due to circumstances sometimes beyond our control we cannot be held responsible for any damage or loss which may occur to this material. Items of interest include letters, reports on rallies or events, reports of particular cruises or trips, articles or advice on building or running electric boats, and reports on items of equipment. We also welcome manufacturers' reports on new items of equipment or boats.

Printed by: Ethedo Press Ethedo House, Spearmast Industrial Park, Lane End Road, High Wycombe, Buckinghamshire HP12 4JG

A Weekend on the Broads

Report and pictures
by Barbara Penniall.



Paul Morton's electric skiff alongside George Thetford

The 2008 Green Boat Show was scheduled for a Sunday in late September, leaving Saturday free. Could we combine it with an EBA cruise and dinner, encouraging members to attend the show as well as providing the opportunity for at least one long cruise? It was a tall order to organise with no knowledge of local facilities but being able to call on Norfolk members for advice, and their generous offers of boat mooring and charging – well it somehow came together and, judging by the laughter and companionable atmosphere that flowed through the whole weekend, everyone had a great time.

We set off at Saturday lunchtime from John Williams' Boatyard at Stalham with *Cheetab*, Andrew and Heather Ball's Canadian canoe with an electric outboard, Cedric Lynch in his solar powered canoe with Les Fidler on board, *Silent Explorer* belonging to Nick and Yvonne Goldring with Elaine Fidler, the cruiser *Winsome* with Rod and Judy Birks offering a lift to

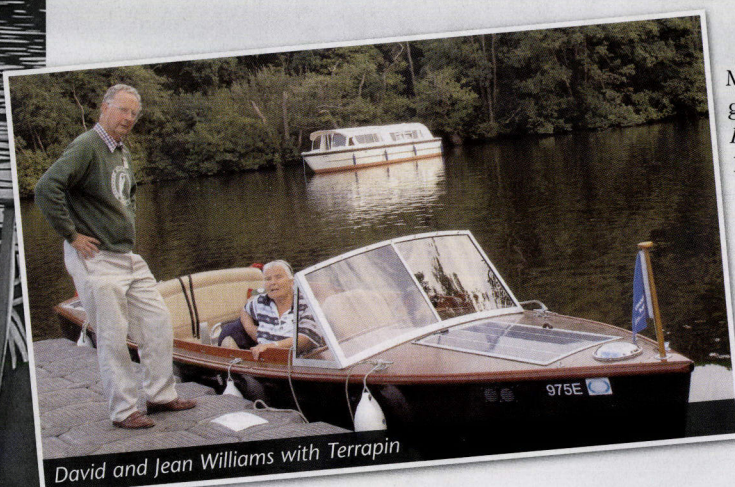
Mark Rainer and Hilary Goldsmith and *Rhapsody*, our Chairman John Hustwick's launch with Julia Briars-Filby, her friend Diana and myself. The sun shone and laughter flowed (plus the odd glass of wine) as we cruised down the River Ant and across Barton Broad to How Hill, where we were joined by Roger and Julia Woodhouse in *5 Amp*, their Seahopper with Torqeedo outboard. It was a perfect afternoon with very little river traffic and we attracted the usual amazed double-takes as we slid through the quiet waters – the boats were silent but the same could not be said for some of the crews!

A comfort stop was made at Ludham Bridge, ice creams taken on board and we set off again, having been joined by EBA member Rob McNaughton with some friends in their Dutch boat *Harmony of Deil*. Richard Cox was also waiting with his very unusual boat *Tumult*, a Salters Skipper 15 with Minn Kota outboards mounted both bow and stern and a wind turbine. Cruising further towards Horning, along

the Bure, we completed the 12 mile trip to David Williams' riverside house, where David and Jean met us and offered overnight mooring and charging facilities for those who needed it.

It had been a logistical nightmare to organise cars and trailers at various points so that everyone could manage to get back to their accommodation after the dinner, but again, mostly thanks to the Williams' generosity with parking spaces, we managed it to everyone's satisfaction and the Ferry Inn at Horning welcomed 31 hungry EBA members with an excellent hot meal.

The weather held for the Green Boat Show on Sunday – the third show held at Salhouse Broad. This was the only UK boat show this year concentrating solely on environmentally friendly craft and there were plenty of electric and solar boats on display alongside canoes, rowing and sailing boats. Forgive me if I missed any that were out cruising as I made a note of those moored on the shore, but I spotted



David and Jean Williams with Terrapin

Monday morning was a gentle finale as we collected *Rhapsody* from Jean and David Williams' beautiful riverside home and said our goodbyes and grateful thanks. Joined by Tony and Janet Dunning, Cedric in his canoe and Alan with *Jase*, we cruised back to Stalham, thankful that the weather held right to the end of a successful and busy weekend.

answering questions and taking orders for new or replacement battery installations. Inside the marquee, Robert Paul from Ludham Bridge Services was displaying a variety of products and Agni Motors' stand had their motors to demonstrate and for sale. Also in the marquee Professor Rex Harris from Birmingham University, EBA business members with their hydrogen hybrid boat the *Ross Barlow*, had set up an extremely interesting display demonstrating how a hydrogen fuel cell works.

The show was very successful and well attended with a great deal of interest about electric boating. It was really good to meet several EBA members who had just come for the day, but introduced themselves so we could put faces to familiar names. New members signed up, pennants were sold and more EB News handed out than on any other single day of a show in 2008.



Tumult

Cedric's solar canoe, *Silent Explorer* (Nick Goldring), *Silverpoint* (Martin and Julie Clayton), *Winsome* (Rod and Judy Birks), *Lucy* (David Sanford and Di Cornell), *Terrapin* and *Mock Turtle* (David Williams), *George Thetford* (Peter Howe), Paul Morton's electric skiff, *Tumult* (James Cox) and *Jase* about to be renamed *Dearest* (Alan Nightingale). The Nancy Oldfield Trust was also there with *White Admiral* and the Imperial College team with *Solar Spirit* (which is featured in the following article). Rob Thomas from Safari Boats was displaying his pontoon boats and the Broads Authority's hybrid inspection launch *Charles Collier* was moored alongside Kingline Cruises' electric hire boat with wheelchair access.

The EBA stand was kept busy all day with technical enquiries, promoting electric boating generally and helping business members unable to attend by handing out their literature where appropriate. David and Jennifer Millin from Pb Batteries were working hard alongside the EBA stand



Mock Turtle and Tumult

Solar Challenge in Holland

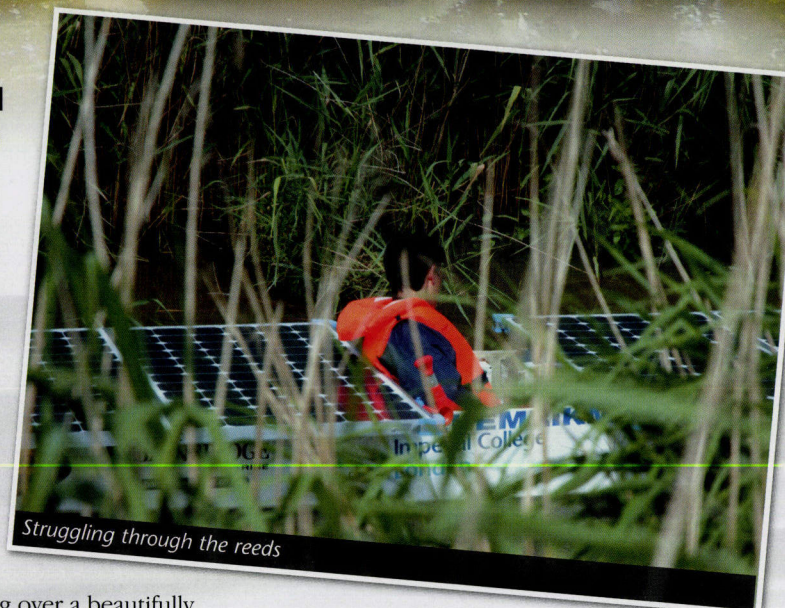


A solar powered boat designed and built by students at Imperial College in London was the only British competitor in a 6-day race held in the Netherlands in June. Two members of the team, Oliver Fairbairn and Chris Hampshire tell the story.

Plans for our boat *Solar Spirit* began in 2006 as part of our course to design, build and test a project of our choosing. We also had to find sponsorship, sort out the technical regulations and promote the project within the College. *Solar Spirit* was built using slices of foam laid on a mould and then coated on both sides with a thin layer of fibreglass. It has an 800W Torqeedo Basetravel motor powered by 2 x 12V 33Ah sealed lead acid batteries (in series giving 24V). The storage capacity is limited by weight – in this case 25kg for lead acid. We used five Sharp 175 watt panels and a Morningstar Tristar-60 to regulate the battery charging. The panels were connected in parallel with the battery

and motor.

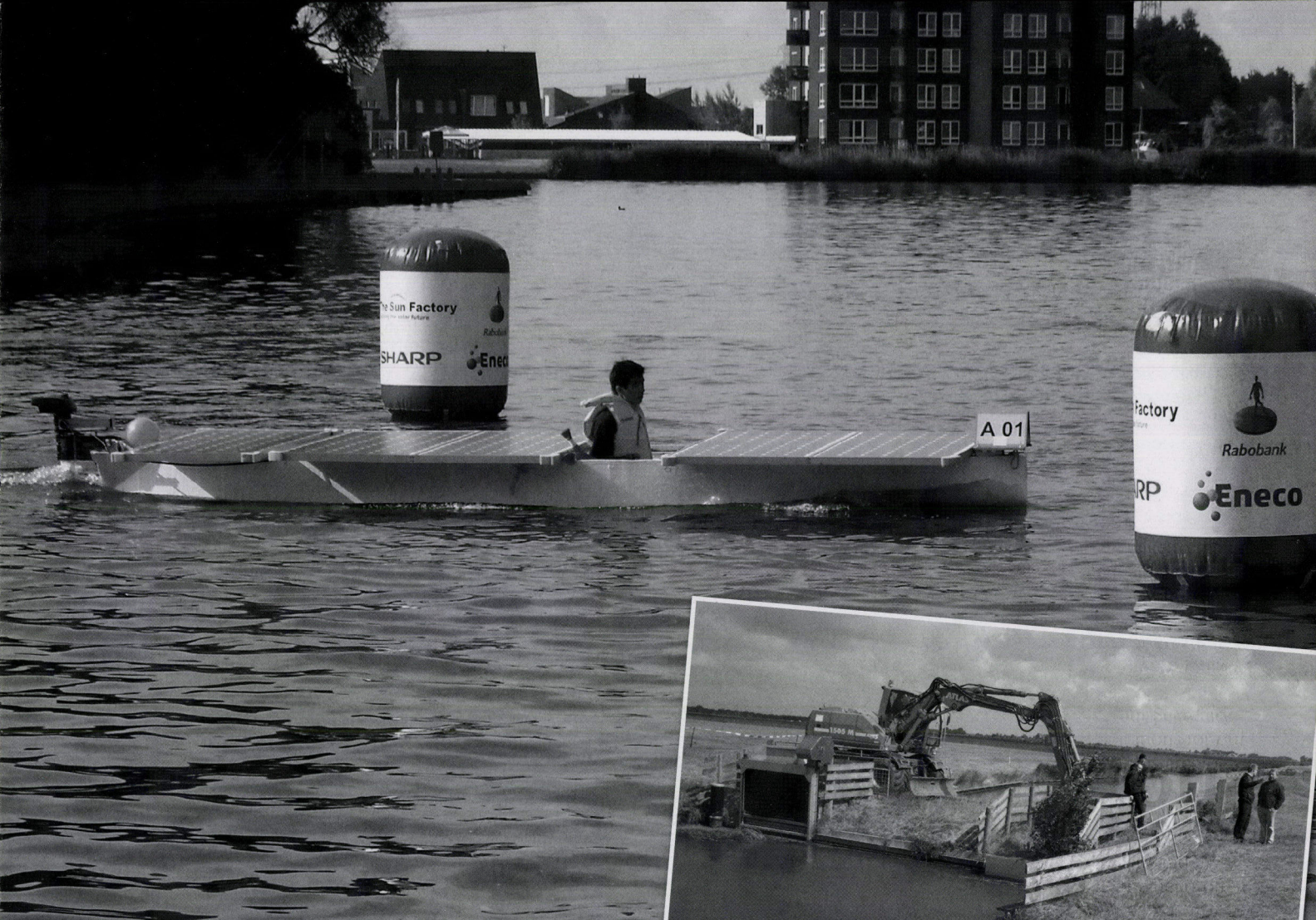
Once the systems were in place we took the boat to the Beale Park Boat Show (see picture in last summer's EB News) to undertake some extensive testing over a beautifully sunny weekend. Then it was off to Holland for the first hurdle of qualifying for the Frisian Solar Challenge. While a number of competitors dropped out because of burnt-out motors, capsizing and general electrical failures, *Solar Spirit* successfully qualified 12th out of 21 remaining



Struggling through the reeds

competitors in the 'A' Class, maintaining an average speed of 10.2 km/h.

The race was definitely a 'one of a kind' experience for all of us. Computational modelling allowed us to use weather data to predict how fast we could run the boat at the different times of the day, while still



Qualifying

ending the day with enough power to be able to recharge back to full capacity for the next day's racing. Usually we would get around 400W solar power which would get us to 9kph. Our top speed was 10.6kph on calm water, drawing about 700W. We would start each race with a full battery and run it down to about 15% by the end.

On the first day we did 25 km, coming 15th, on Day 2 we did 43 km, coming 11th; on Day 3, after 30 km we were 8th and on Day 4 after 32 km we were in 6th place. However, we were struck with a bout of extremely bad luck on the 5th and 6th days following the portage process across dry land, or 'kluning' as the local Frisians call it (which was definitely the biggest challenge we faced in the race). Water flooded our electronic systems, depleting our previously very high reliability, but our performance was maintained until the boat was stopped by reeds getting caught in the propeller and shredding our motor's slip-clutch, handing us a repair job that needed on-shore attention and rendering our boat unable to continue the race that day. This landed us with a hefty time penalty.

The motor damage was repaired to make the boat race-worthy for the final day, and once again we were doing well until the

boat was accidentally dropped in the water on its end. The electronics had been designed to be splash proof rather than immersion proof but they continued working until, with only 500 metres to the finishing line, they finally gave out on us, leaving our boat dead in the water. All in all, a very unlucky final two days for us which left us frustrated, although at least knowing that our boat could run with the best of those in our class. However, we gained a spot on the podium as the recipients of the 'Bad Luck' prize for our efforts, which was a nice consolation.

Our final time (including penalties) was 24 hours 50 seconds, putting us 14th out of 21. Despite what happened, we are still happy with this result as our budget was only about £4,000 and we still beat (and until the 5th day were racing ahead of) other teams that had spent in excess of £20,000. We had the lowest budget of any competing team by some way.

With all that we have learned throughout the project, and through competing in the race alongside other entrants, we aim to come back to contend strongly for much higher prizes. Where up to now we have had two teams over two years working to design and build the boat, we are now



planning to have multiple teams (currently five are planned) both repairing the 2008 hull for a different competition in 2009 and designing and building a new hull.

In preparation for June 2009, we plan to make a few modifications. We have found a battery capable of storing 50Ah – essentially giving us a 50% storage increase. Morningstar are going to release a controller capable of using peak power trackers to improve solar panel efficiency and we will design a new propeller to make the best use of available power. The as yet unnamed replacement (currently designated SS2) for the 2010 Frisian Solar Challenge will benefit from the knowledge and sponsorship we have gained from the first boat. The main improvement will be in hull design that will allow planing for a higher top speed.

For more information on Solar Spirit and the Frisian Solar Challenge see the website www.solarpirit.co.uk.

Lake District Events

The Lakes Green Boat Gathering is a brand new event to promote the environmentally friendly use of our lakes, rivers and canals. Based at Coniston Boating Centre over the early May Bank Holiday Weekend 2nd – 4th May, it will include a regatta of 'green boats', special talks and demonstrations, lake cruises and opportunities to hire electric boats, rowing boats and canoes.

For more information see the website www.lakesgreenboatfestival.org or telephone the Coniston Tourist Information Centre on 015394 41533

An international conference on the economic, environmental and social benefits of lakes and their surroundings will be held from 18th – 21st May at the Low Wood Hotel on the shores of Windermere. Speakers will include Lord Chris Smith, Chairman of the Environment Agency, and Eric Robson, Chair of Cumbria Tourism.

For more information visit the conference website www.lakesforliving.com

New World Speed Record

Emrhys Barrell reports that the World Electric Boat Speed Record was smashed last autumn in the USA, when Mike Bontoft, an Englishman living in America, set a two-way speed for the kilometre of 98.80mph. This beat the previous fastest electric speed of 70.5mph set by Dave Mischke in his boat *Cloud Electric* by nearly 30mph.

The new record was achieved on 12th October at Lincoln City Oregon, when Lancashire-born Bontoft posted two runs of 98.413mph and 99.199mph to give the 98.806mph average. His boat *Watt Knot* was a stock Ron Jones hydroplane, designed for petrol outboard power, but modified to take an electric unit. Power came from a Prestolite motor, running from a 144V bank of lithium-polymer batteries. The two runs were achieved without recharging to comply with UIM (Union International Motonautique) regulations, and the whole attempt was made under the jurisdiction of the UIM as well as American Powerboat Association rules.



Mike Bontoft on his record breaking run

Consultation on Plans for Water

The Environment Agency wants to hear the public's views on plans to improve waterways across England and Wales. The draft River Basin Management Plans set out ways in which inland and coastal waters can be protected and improved by balancing the needs of users and industry with those of boaters and wildlife. Detailed case studies include the Lower Lee Valley 2012 Olympics site and the restoration project on the River Thames downstream of Aylesbury.

For more information on the consultation, which runs until 22nd June, see the website www.environment-agency.gov.uk/wfd or telephone the EA press office on 0207 863 8741

Trailboat Festival

The EBA stand will be at the Inland Waterways Association annual Trailboat Festival which will be held from 23rd to 25th May at Moira on the northern end of the Ashby Canal in Leicestershire. The festival site includes the only lock (so far) on the partially restored canal and is adjacent to the impressive Moira Furnace, a Grade 2 listed building in the heart of the National Forest. There is good parking at the site and water and toilet facilities are available.

For more information contact Geoff Pursglove of the Ashby Canal Trust on 01530 273956 or see www.Ashbycanaltrust.co.uk

Fuel Cell Passenger Boat in Hamburg

A boat which can take up to 100 passengers at a time without producing any emissions has been launched in Hamburg. The *FCS Alsterwasser* runs on a hybrid unit integrating two 48kW fuel cell systems, designed by Proton Motor, and a lead gel battery. An energy management system balances the load between fuel cells and battery. Up to 50 kg of gaseous hydrogen is stored on board the boat in 350-bar pressurised tanks to provide fuel for around three days of use.

The European Union is funding the ship's operations on the Alster Lake until 2010 and will be testing the zero emission drive in operation with a view to possible improvements and developments. Linde AG has built a hydrogen fuelling station in a side channel of the Alster where the ship can refuel.

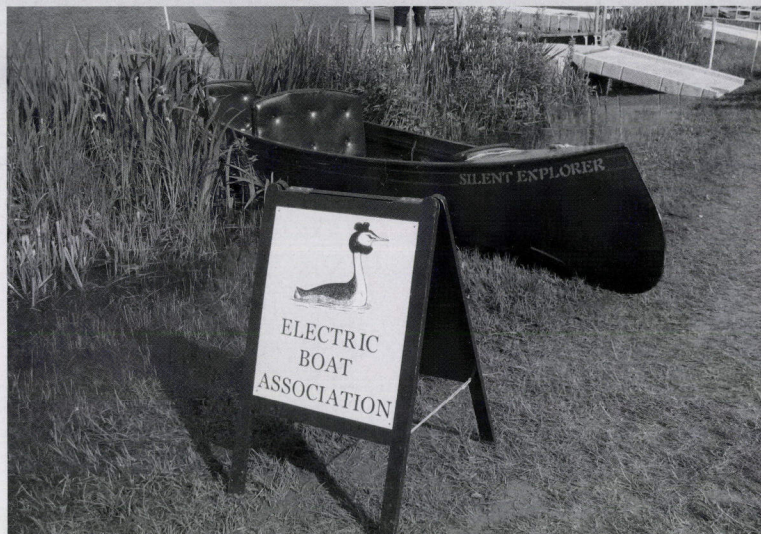


Beale Park Show

This year's Beale Park Thames Boat Show from 5th to 7th June at Lower Basildon in Berkshire will have all sorts of boats, including electric ones, on display as well as craft stalls, cookery workshops, children's activities, food and drink and live music. There will be talks and demonstrations by exhibitors and boating enthusiasts and visitors will be able to try out boats and watch boating demonstrations on the showground's beautiful seven acre lake.

Tickets, which include reduced entry to the wildlife park, cost £6 for adults and £2 for children from 2 to 15 years if bought in advance or £7 and £2 on the gate, with children under 2 admitted free.

For bookings and more information see
www.bealeparkboatshow.co.uk or telephone 0118 976 7498.
A limited number of mooring spaces are available but must be booked in advance by e-mailing
gillie.jackson@bealepark.co.uk



2008 Beale Park Show

Steam and Electric on the Stour

EBA members are invited to two events on the River Stour in July. The first, on Saturday July 4th at Bures in Suffolk, is part of the international Europa Bures event when villages with names approximating to Bures from all over Europe get together. Steam and electric boats will have special permission to cruise the long pound between Bures and Lamarsh, a beautiful waterway in the heart of East Anglia's Constable Country, which is normally restricted to manually propelled craft.

The organisers need prior notice of boats attending the event. If you are interested contact the co-ordinator Hugh Turner on 07910 558465 or email hughturner@uk2.net

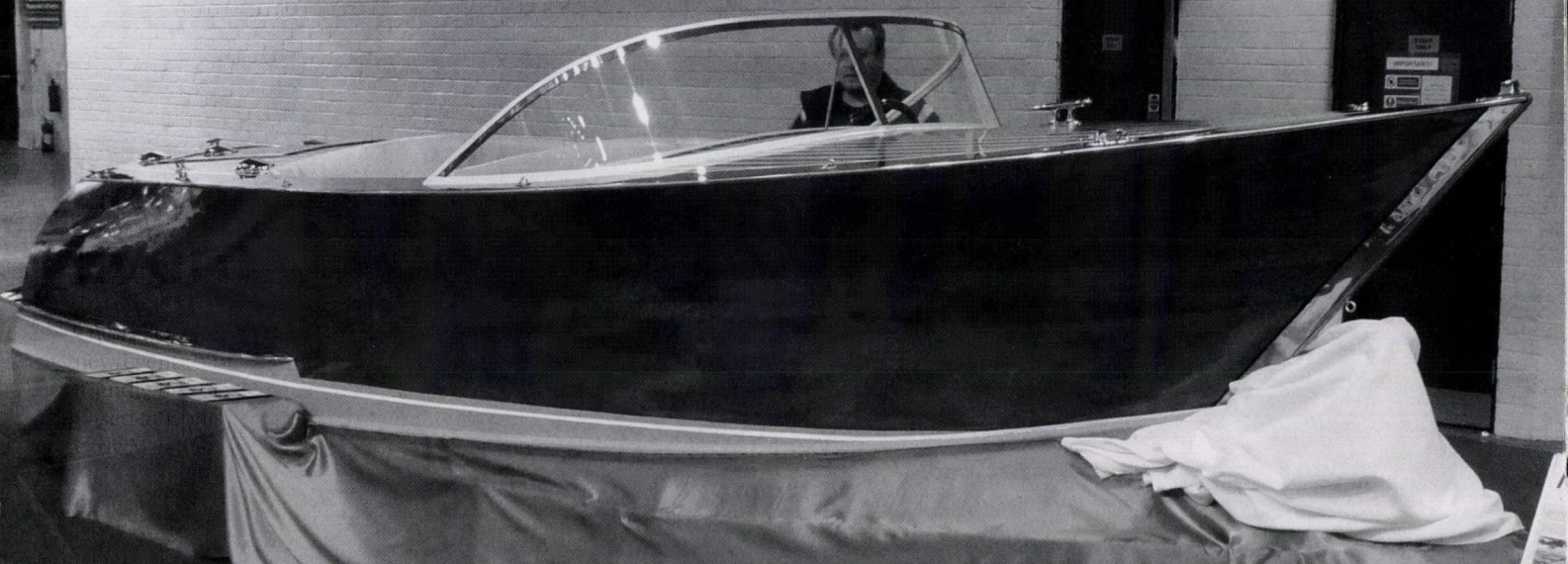
On Sunday 12th July the River Stour Trust is holding its annual Steam and Electric Boating Festival, based at The Granary at Sudbury. As well as a variety of boats, railway models, traction engines and road rollers will be on display. The 2008 event, featured in last autumn's EB News, was voted a great success and the organisers are hoping for equally good weather, and even more visitors, for this year. **For more details telephone Catherine on 01787 313199 or see the website www.riverstourtrust.org**

New Solar Boat in Canada



Canadian EBA business member Monte Gisborne has sent pictures of a new boat under construction at his Tamarack Lake Electric Boat Company which will be the biggest solar powered boat in North America.

Complementary to the company's mainstay recreational boat, the 'Loon', which has featured in previous issues of EB News, the 'Osprey' is the first of a new class of solar boats 32 ft long and 11 ft wide with two EPIC Whisper XT electric outboard motors. Due for launch in May, the first boat will be used by the Toronto and Area Conservation Authority for its Lake St. George Field Centre as part of a programme dealing with the care and conservation of natural resources. The boat will take groups of up to 26 people (mainly schoolchildren) on to the lake to study the aquaculture and learn about the life forms that live at various depths of water. Solar watercraft of this type can also be used as water taxis, tour boats and for special occasion hire.



The Sail, Power and Watersports Show

The first of the two winter boat shows in London was held at Earl's Court at the end of November with over 300 exhibitors offering boats of all types, marine accessories, clothing and boating holidays. Report by Sylvia Rutter with pictures from Ian Rutter.

A boat which would be at home in a James Bond film made its world debut at the show. The Scubacraft, pictured on the inside front cover, is the first fully working prototype of a jet-powered speedboat which transforms into a submersible. On the surface it is powered by a rather noisy inboard petrol engine but when it dives under water the petrol engine is sealed off and the boat glides along in silence, propelled by electric thrusters and sealed lead acid batteries. The Scubacraft is aimed at the private leisure market and could also be used for undersea inspection and marine conservation work.

Visitors who prefer a more traditional boat were attracted to the stand of EBA members Marine Classics who hand build classic boats of mahogany and other fine hardwoods, combined with high tech modern materials. Their mahogany barrelback launch on display at Earl's Court is available in electric or diesel versions. On the second day of the show, manager John Coates took an order for an electric speedboat which will be based on an Austrian lake where internal combustion engines are banned. This is now under construction and John has promised more information for EB News as the work progresses.

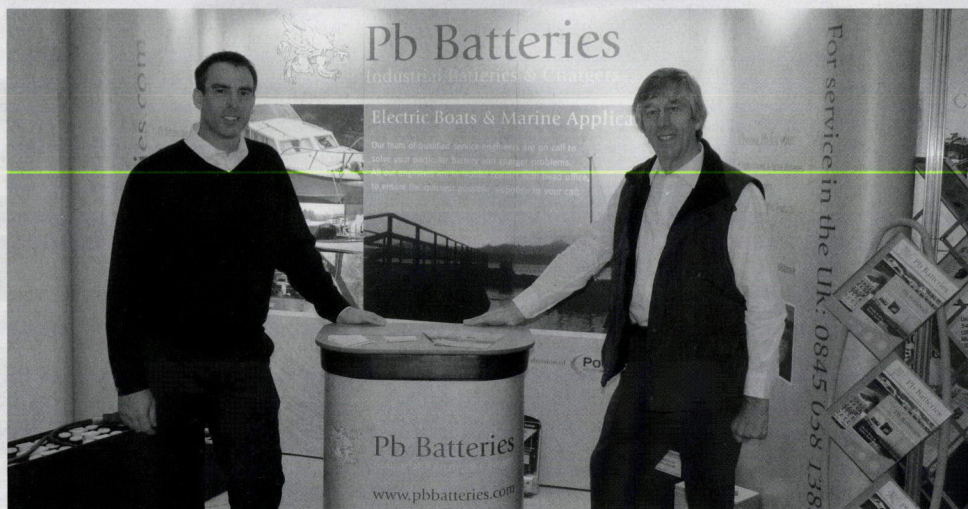
Thames-based Bushnell Marine Services

were showing the fibreglass Electric Explorer 13, built by Antaris in Holland. Bushnells also import the electric Velence 25 from Hungary which is powered by twin electric motors.

EBA members Pb Batteries unveiled their new stand at the show with pictures of some of the many boats which use their batteries, including the solar powered boat on the Serpentine which was featured in EB News in Autumn 2006. Dave Millin, who represents the business members on the EBA committee, and Derek Anderson,

Managing Director of PowerCell, Pb's parent company, were kept very busy offering advice to visitors and to other exhibitors at the show.

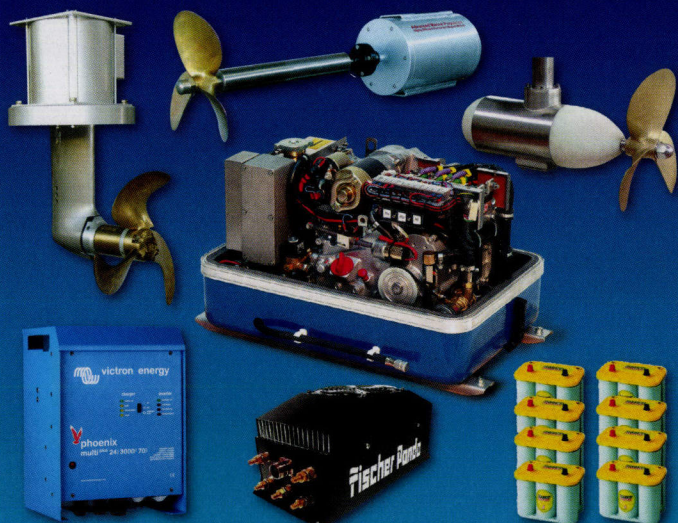
This was the second year of the new boat show held in the traditional venue of Earl's Court and the organisers were very pleased – especially in the face of an economic downturn – to record an 18% increase in visitor numbers. Preparations are already being made for the next show which will be held from 25th to 29th November this year.



Derek Anderson and Dave Millin of Pb Batteries



Fischer Panda



For a complete range of marine diesel generators in GRP or stainless steel soundproof capsules and matching electric drive systems.

- AC Generators from 3.8 kW to 200 kW
- DC Generators from 4.0 kW to 150 kW
- DC and AC Propulsion Systems

Fischer Panda UK Ltd

17 Blackmoor Road, Ebblake Estate, Verwood, Dorset, BH31 6AX
Tel: +44 (0)1202 820840 Fax: +44 (0)1202 828688 www.fischerpanda.co.uk

River Dart Electric 4.0



*Jim Sawers Electric Boating
Over a decade in Electric Boating*

Individual specifications

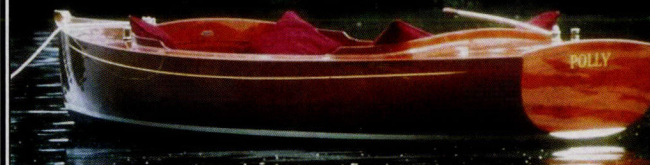
www.waterroo.co.uk
Ph 01 364 642 073
Mob. 07766 152277
elecboat@waterroo.co.uk

Henwood and Dean

Specialists in the building, restoration & care of fine wooden boats on the River Thames

Henwood and Dean Boatbuilders Ltd

Greenlands Farm, Dairy Lane, Hambleden, Oxon RG9 3AS,
Tel: 01491 571692 Email: info@henwoodanddean.co.uk,
www.henwoodanddean.co.uk



Setting new standards in LiFePO4 technology

LiFeBATT Lithium Iron Phosphate battery modules are equipped with advanced management systems to monitor and balance each cell to ensure optimum performance. LiFeBATT batteries are a safe, powerful and reliable energy solution. Offering a low maintenance, cost effective and environmentally friendly solutions.



The LiFeBATT modular battery system is a truly complete energy source for your vessels propulsion and onboard power requirements. Whether you need to supply an inverter, or 500kW's of power for your propulsion system, LiFeBATT have an off the shelf solution.

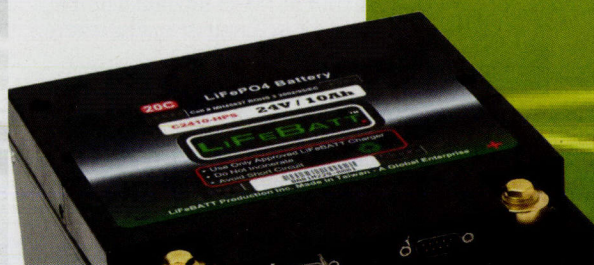
For those using the popular Lynch PM motor, we offer 48V, 72V and 144V modules that can be connected in parallel to create any capacity required. For AC drive systems we use series parallel configurations of up to 700V.

Why use LiFeBATT?

- One third the weight of Lead Acid
- 8 times the cycle life of Lead Acid
- Proven, Dependable Technology
- Integrated Battery Management
- Simple Installation
- 3 year, 3,000 Cycle Warranty

European Sales & Technical Support

Tel : +44 (0) 1702 527 883
Fax : +44 (0) 1702 520 178
Email : info@lifebatt.co.uk
Web : www.lifebatt.co.uk

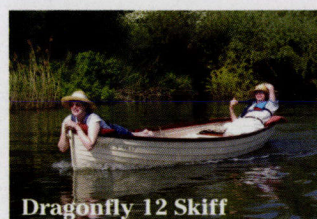


The Thames Electric Launch Company

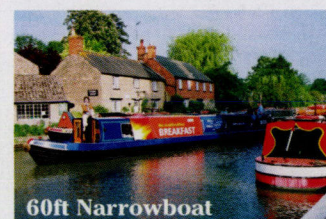
Now is the time to **GO ELECTRIC!**

Come to the experts, enjoy silent, convenient, non-polluting boating. We can power every size of boat. Pure electric or hybrid diesel/electric

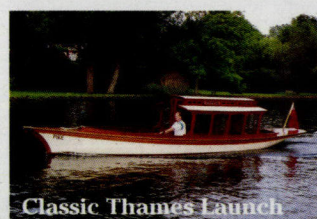
Suppliers to the Environment Agency, British Waterways and the Broads Authority



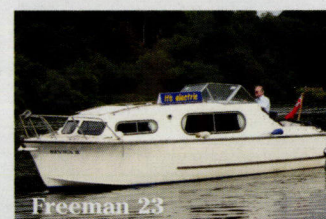
Dragonfly 12 Skiff



60ft Narrowboat



Classic Thames Launch



Freeman 23

PO Box 3, Goring-on-Thames, Berks RG8 0HQ
Tel: 01491 873126 Fax: 01491 872217
email: thameselectric@goring.co.uk
www.thameselectric.com

The London International Boat Show

Regatta 23 Electric

Visitors to the London Boat Show at ExCel in January were serenaded by Only Men Aloud, the winners of the BBC's Last Choir Standing, on board a 38 metre superyacht. Nearby was HMS Westminster, pictured on the inside front cover, which includes two GEC electric motors in its combined diesel-electric and gas propulsion system. But the Royal Navy vessel wasn't the only interesting electric boat at the show. Report by Sylvia Rutter with pictures from Ian Rutter.

Salters Regatta 23

Two brand new electric boats were on display at ExCel as well as a newly restored 1920s launch. EBA member Simon Patterson said they 'turned a few heads' with their newly built *Elektra*, built for a customer on Windermere and pictured on the front cover. Designed by Nigel Irens, the Fast Electric 23 has a foam carbon hull and semi traditional topsides in English oak, cherry and Douglas fir. Powered by a 23kW lithium ion battery pack from new

EBA members LiFeBATT the boat is designed to cruise at 7 knots all day but can maintain a top speed of 15 knots for an hour to get her owner back home quickly if a Lake District storm begins to brew.

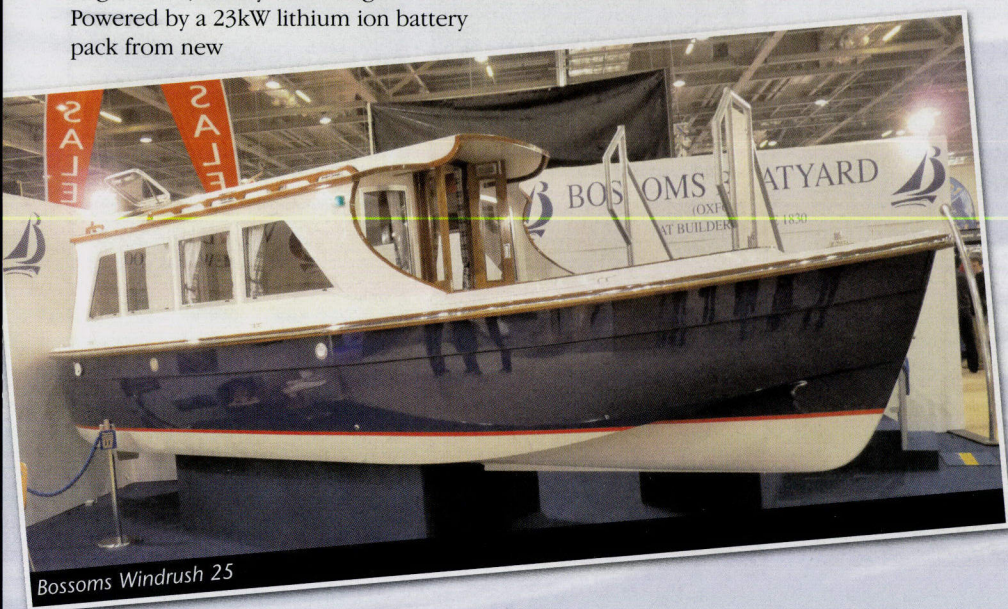
Also launched at the show was a new boat from EBA members Bossoms, the Windrush 25, designed as a traditional Thames river launch using 21st century materials. With a Vetus 2.2kW

electric propulsion system and low wash hull the boat can be built to the customer's specifications as an open launch, with a forward cabin or a classic mid-cabin. The cabins are equipped with sleeping berths, head and galley and are fitted out with a large amount of ingenious locker space.

EBA member Gillian Nahum of Hambleden Sales and Charter was showing an elegant 26 ft open boat, described in The Times as 'a sleek Thames launch'. *Seven Springs*, named after the source of the Thames, was built by Salter Bros in the 1920s as a River Inspector's launch and has been beautifully restored by EBA member Rupert Latham, who replaced all the planking below the waterline and fitted a new 48V propulsion system.

On their own stand, EBA members Salters were showing the Regatta 23 which made its debut at ExCel in 2008 when it was voted No. 3 in a poll of the best boats in the show. Also on display were their Skipper 15 electric open boat with simulated clinker design and the electric Mystic day cabin launch, along with an 18 ft punt and the traditional Salters skiffs which can be operated with electric outboards.

For those interested in outboards, EBA members Torquedo were showing their



Bossoms Windrush 25



Only Men Aboard

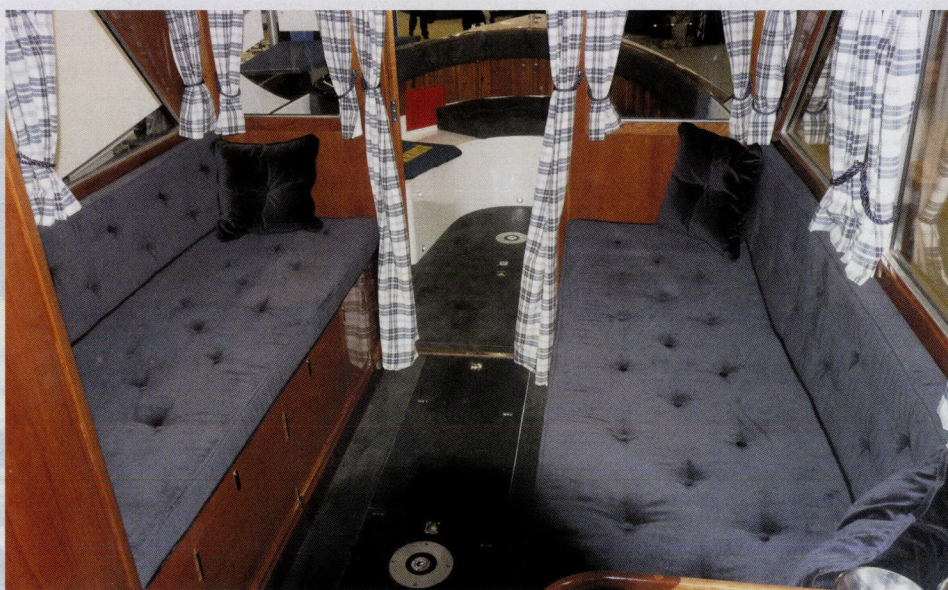


Gillian Nahum (with Rupert Latham in background) and Seven Springs

new ultra light electric kayak motor with integrated lithium-manganese battery and also the new Cruise R (pictured in the advertisement on page 17) which includes GPS and a display showing how much power is left in the batteries. The demonstration motor on the stand produced a spectacular amount of foam one morning after someone had sneaked some washing up liquid into its tank, but at least this meant that the tank remained sparkling clean for the remainder of the show!

A totally different type of motor on display was the hybrid electric drive system from Hybrid Marine. EBA member Graeme Hawksley, who spent five years designing and developing it, is now collaborating with E.P. Barrus in the final development and marketing of the production version.

Most exhibitors, including EBA members Fischer Panda with two new generators on display and Navigators & General, who operate the EBA insurance scheme, said they were very pleased with the number of serious enquiries they were getting at the show and are looking forward to a busy year ahead.



Windrush 25 cabin

Inland Waterways Festival

Barbara Penniall reports on a rather muddy weekend in the Midlands.



It was August Bank Holiday and the sun did make an effort to shine, but it was a losing battle at the end of the wettest August on record. The Inland Waterways Association had chosen Autherley Junction in the Midlands for their annual Festival and the EBA happily accepted the invitation to promote electric boating in an area where we knew there was potential for a more efficient and environmentally friendly form of propulsion, particularly amongst the canal fraternity.

Wolverhampton is the gateway between the Black Country and the beautiful countryside of Shropshire and Staffordshire, with most of the buildings at Autherley Junction itself listed as being of historic interest. The Festival site was on the Shropshire Union Canal, close to the junction with the Staffs and Worcs Canal, stretching to the famous Wolverhampton 21 lock flight so it was an ideal venue at the heart of the canal system.

Sadly, for Black Country read Brown Country. Weeks of almost non-stop rain had left conditions underfoot decidedly muddy and quite correctly, the Festival organisers had taken the decision not to let traders'

vehicles on site. It was hoped this would prevent a repetition of the previous year's Festival at St Ives when the ground was already a quagmire before the visitors arrived. Although this resulted in anything up to a five hour wait to get to the site to set up (either with the help of Waterway Recovery Group volunteers with trolleys, or in our case, just manhandling everything for the stand over many trips to our allotted place) the majority of traders and exhibitors saw the sense in the arrangements and were quite pragmatic about the situation.

Fortunately there was very little rain over the weekend so visitors poured in, and during the show the IWA volunteers were busily improving areas with bark chippings and adding stretches of metal walkways to the worst areas. The EBA stand had a steady flow of serious enquiries about new-build or converting canal boats to electric propulsion and we were kept busy giving advice and handing out literature on behalf of our business members.

John Hustwick and I sent a steady stream of visitors from our stand to Beta Marine's where EBA business member Graeme

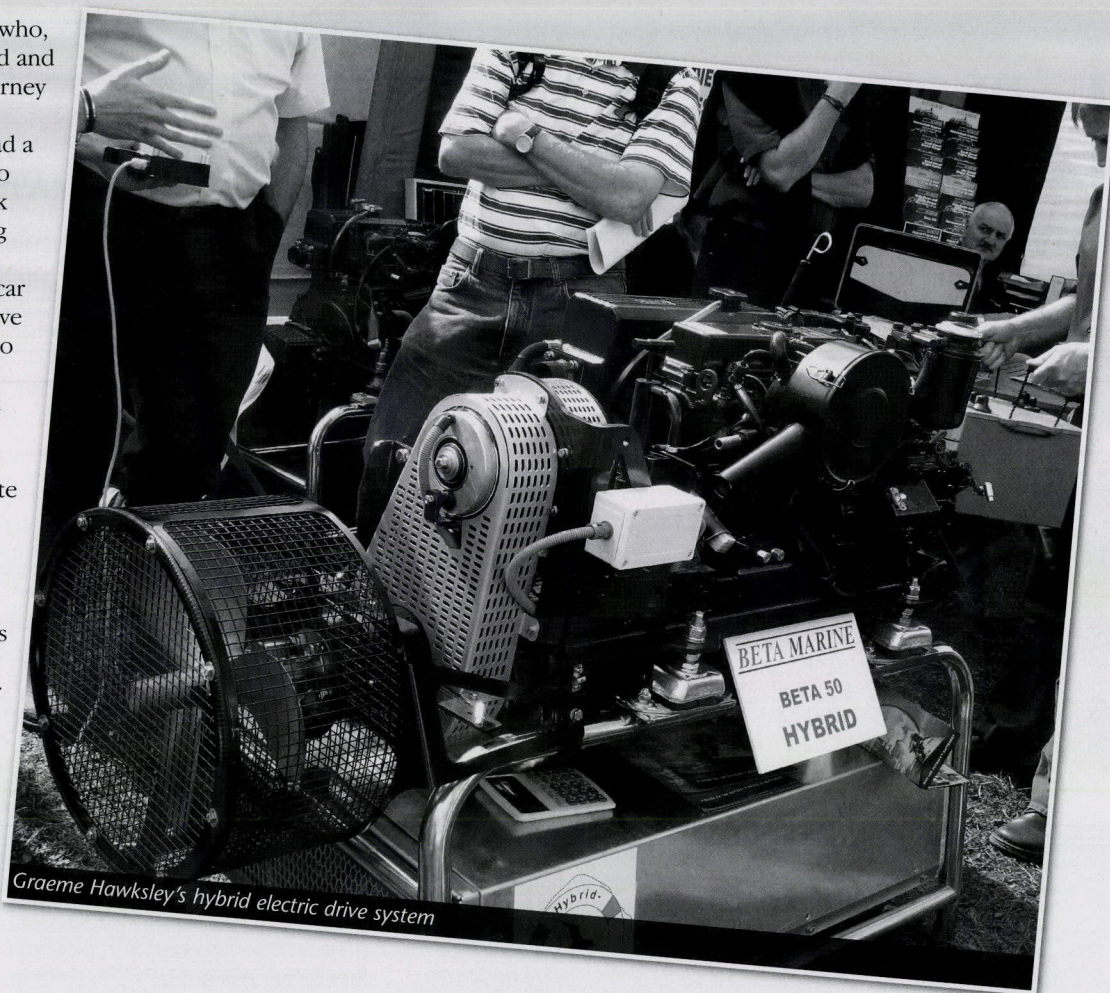
Hawksley was demonstrating a working model of his Parallel Hybrid Electric drive system. This new system provides the opportunity to run under either diesel or electric motor or to use the system as a generator to charge a battery bank to provide further power for electric propulsion. Close by was Pb Batteries' stand manned by Dave and Jennifer Millin, who were delighted with the number of enquiries they received.

Tony Rymell drove from Somerset to help us man the stand on the Monday, and with him came *Solar Flair III* en route to the Monty 08 Show the following weekend. She got as far as Wolverhampton Racecourse car park, which was being used for Festival parking, and even there became the centre of attention. Tony told us that as he queued during various stages of the journey to the site, people in adjoining lanes would wind down their windows to ask questions about the boat and solar boating.

We must thank Tony for his energetic and welcome support and also Janet and Tony Dunning for their help on the stand over the weekend. And a very big thank

you to Dave and Jennifer Millin who, having already cleared Pb's stand and ready to face their own long journey home, realised we would have several hours' wait before we had a chance to get a vehicle on site to load our materials, so came back and – over several back-breaking trips – helped us to manhandle everything off site and into the car park, hours before we would have been able to drive to our pitch to load up.

It was a good show for us and we felt we had successfully promoted electric boating in an area ripe for 'conversion'. In spite of a second summer of wet and muddy boat shows, we are finding more and more people are sincerely interested in electric propulsion. Whether it is an outboard on the back of a dinghy, a converted river cruiser or a custom build narrowboat, the interest and enthusiasm is there. We need to keep providing the information, the literature, the encouragement and support. As we already know - and more and more people are realising - electric boating *is* the way forward.



Electric Boating ...Less Pollution Clean, Quiet Power ...Total Solution

Chloride Motive Power batteries and chargers. The ultimate in clean, quiet power for dependable performance in electric boats. Traditional skills, unrivalled service support and leadership in technological innovation make Chloride Motive Power the perfect choice.

CHLORIDE
MOTIVE POWER
POWERFUL SOLUTIONS

CMP Batteries Ltd., Customer Services, P.O. Box 1, Salford Road, Over Hulton,
Bolton BL5 1DD, United Kingdom.

Sales - Tel: 01204 661460 Fax: 01204 661413 E-mail: sales@cmpbatteries.co.uk

Service - Tel: 01204 661444 Fax: 01204 661481 or 661491 E-mail: service@cmpbatteries.co.uk


**NAVIGATORS
& GENERAL**
A member of the Zurich Group

Insurers of the Electric Boat Association Scheme

Benefits of the scheme

- **10% Discount** – on normal rates for Association members
- **Specialist Cover** – Provides tailored benefits
- **Security** – Global strength and world class security of Zurich group
- **Claims Service** – Efficient response from staff with practical sailing experience
- **Surveys** – Not normally required on craft up to 20 years of age.

For more information or a quote please call:

01273 863420

NG832.01 (11/05)

Conditions apply. Full policy details available on request. Navigators and General Insurance Company Ltd, PO Box 848, Brighton BN1 3GQ is authorised and regulated by the Financial Services Authority. A limited company registered in England and Wales (number 00173444), registered office at the Zurich Centre, 3000 Parkway, Whiteley, Fareham, Hampshire, PO15 7JZ. A member of the Zurich Financial Services Group.

Phoenix Fleet Ltd

Potter Heigham, Norfolk
01692 670460

*Builders of the Phoenix 21
12 seater river launch*

Electric day boats for hire or sale
New and replacement electric installations



ELECTRIC BOAT ASSOCIATION

EBA Tie – navy blue with narrow green/white diagonal stripe £9.50

EBA Pennant – good quality cotton, royal blue with 'Electric Boat Association' and grebe in white £10.00

EBA Brooch – delicate blue and white grebe edged with silver Safety pin clasp, 25mm high £5.50

EBA Sweatshirts and Polo Shirts

Good quality, both in pale blue with royal blue logo or bottle green with gold logo

Please state colour and Small, Medium, Large or Extra Large

– sweatshirts £20.00

– polo shirts £16.00

Why not add the name of your boat for an extra £2.50

Binder for EB News – Attractive navy blue binder with gold lettering Will conveniently hold five years' issues of magazine £10.00

All prices include post and packing (UK only)

Please send cheque for made payable to the Electric Boat Association to:

Barbara Penniall, 150 Wayside Green, Woodcote, Reading, RG8 0QJ
Tel: 01491 681449 email: secretary@eboat.org.uk

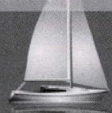
Tie ☐ Pennant ☐ Brooch ☐ Sweatshirt ☐ Polo Shirt ☐ Binder ☐

(Please indicate quantity and size required plus additional boat name as appropriate)

Name _____ Tel No: _____

Address _____

THE
NORFOLK
BROADS



SCHOOL
OF
SAILING



The NORFOLK BROADS SCHOOL of SAILING

In Association with EASTWOOD WHELPTON Ltd
RYA Training Centre and Yacht Charter

Learn to sail on the

NORFOLK BROADS

in one of our cabin yachts with an

ELECTRIC AUXILIARY

Phone: 01603 783096

email: info@norfolksailingschool.co.uk

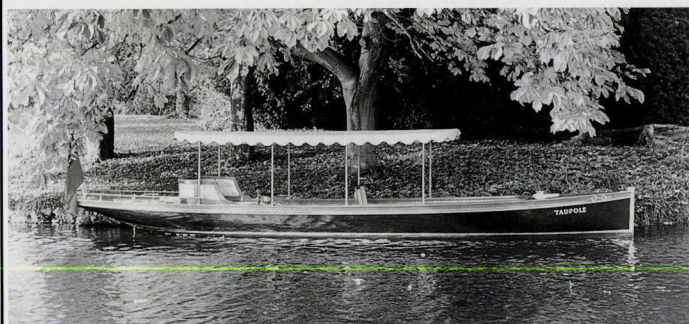
www.norfolksailingschool.co.uk

Peter Freebody & Co.

OF HURLEY-ON THAMES
TRADITION WITH TECHNOLOGY

The boat and launch builders of the Thames with a wide range of river craft – electric, petrol and steam.

Dinghies, punts, skiffs, powered Canoes,
Slipper and Saloon Launches,
Restorations & Electric Conversions.



"Tadpole" – 27ft electric launch built by ourselves in 1994. Based on a design from 1884 and powered by original 72 volt DC Electric Motor dating from that time, with high efficiency, state of the art control system, she is currently for sale and is available for demonstrations at Hurley. Please call us for further details.

PETER FREEBODY & CO., BOATBUILDERS,
Mill Lane, Hurley-on Thames, Nr. Maidenhead, Berkshire. SL6 5ND.

Tel: 01628 824382 Fax: 01628 820238

Visit our website at: www.boatbuilder.co.uk

**Electric Boats,
Innovative Boats,
Craftsman-built Boats**

*You'll find them in Water Craft,
the beautiful magazine from
better newsagents or £4 from:*

Water Craft, Bridge Shop, Gweek, Helston, Cornwall TR12 6UD
Tel: +44 (0)1326 221424 www.watercraft-magazine.com

Go Green And Drive Electric.

Get Plugged In. Join the BVS today.
www.batteryvehiclesociety.org.uk

Technical Report

ELECTRIC CONTACT

In the eleventh of a series of interviews with members, EBA Technical Officer Paul Lynn talks to William Selby about *Serena*.



Veronica and Bill Selby on board *Serena*

EBA: Perhaps we could start with a little of *Serena's* history?

WS: I acquired the bare hull, with no internal woodwork whatsoever, in 1979. She was in a very bad way and I had to make a wooden cradle to get her home. She was hog-backed and had a 3-inch twist in the length of the hull but fortunately there was no rot. The 18ft x 5ft 6in teak hull was in good condition but I had to replace 17 ribs and 2400 copper nails. I made new seats and decking and added a steam plant. Restoration lasted about two years, taking every spare minute of every day.

EBA: That really does sound like the proverbial labour of love! Do you know when she was built?

WS: I was told by the previous owner that the boat was built in 1897 and used by a sea captain to be lifted aboard any boat he was in charge of at the time. She still had the necessary lifting rings in place.

EBA: And when did you convert her from steam to electric?

WS: She remained in steam for 25 years

but due to continuous back problems I was beginning to wonder if my boating days were over. My wife suggested that perhaps we should convert to electric which I did in 2005.

Being no electrician, this was a daunting task initially as I wanted to do the work myself. I have known Rupert Latham for more than 30 years and on seeing him at Beale Park I asked him for advice. After some discussion he agreed to sell me a 'package' which he assured me would be a simple installation, which indeed it was.

In place of the Merryweather boiler, I built a mahogany battery box, making my own 9 inch bronze hinges as these were unobtainable. It houses 8 x 6volt Chloride batteries (to keep my wife happy, it can be converted to a table). The motor is a Best (Italian), rated 1.5kW at 48V and directly coupled to the 12in x 7in propeller. The motor controller is a SEM-2 48/200. I use a Curtis battery charger and the battery capacity is 200Ah. The motor draws 15 amps at 4 mph, and we have travelled with eight on board at 6 mph which I consider top speed.

EBA: So to avoid running the batteries down below 20% or so of their capacity, you have about 160Ah to play with – say 10.7 hours at 15 amps, giving a range of about 43 miles at 4 mph. Does this agree with your experience?

WS: Yes, that sounds about right. We once covered 24 miles at this speed and still had over half the battery capacity left.

EBA: It must have been a big change to convert from steam to electric. How does the new power source suit you?

WS: I am more than pleased with the installation. *Serena* is used regularly during spring and summer, and we take her for a two week annual holiday on the Broads. Our local waters are the Hamble river and the Basingstoke canal. We have also attended several EBA events in Norfolk and the Fens and last year she was at Beale Park on the lake in front of the EBA stand.

EBA: To judge by the photograph she must have attracted plenty of interest and admiring looks! Thank you very much for talking to us.

Noticeboard



Welcome to New Members

Private Members	Location	Boat where notified
Chris Barnes	Modbury, Devon	Quest of Salcombe
Philippe Boegner	Bois Guillaume, France	Wharram Cat with Lynch Motor
Bob Jarvey	Diss, Norfolk	Warrior 23 ft auxiliary sailing yacht
Jacques Lenoir	Namur, Belgium	
Claire Makarewicz	Liskeard, Cornwall	Canadian canoe
Delia Neale	St Neots, Beds	

Business Members

Joe Whitby Boat Safety Scheme Examiner LiFeBATT Suppliers of lithium ion phosphate battery modules	Lower Shiplake, Henley-on-Thames Southend-on Sea, Essex
---	--

Letters

Dear Mrs Penniall,

I am the Waterways Engineer for the River Medway in Kent and wanted to inform you and your members of the huge number of improvements we have made to the River over the last 2-3 years.

The most notable improvement is our new site at Allington Lock, where we have recently spent around £0.75million. At this location we now have approximately 10 electrical hook-ups (230v 16A), moorings, toilets, showers, a five metre wide slipway (IWA design) and plenty of car parking for cars and trailers. Good photos of the site and further details can be seen at www.allingtonlock.co.uk. Further up river, we have new overnight mooring locations planned for completion this summer, and some new facilities being planned for our Yalding site.

We would very much like your members to visit us here and explore the delights of the Kent countryside, so please accept this as an official invitation. If you or your members have any queries in the meantime, please do not hesitate to contact me on Philip.Munslow@environment-agency.gov.uk or on 01732 223185. We hope to see you soon.

Kind Regards

Philip Munslow
Regional Waterways Engineer

Dear Sylvia,

I was interested to read Paul Lynn's article on Hull Speed in the latest EB News and pleased to see the reference to my Information Sheet on the same subject.

Hull speed is a difficult principle to get across but Paul's article does so effectively. He misses one vital point though. Whilst maximum theoretical hull speed occurs at $V/\text{sq. rt } L = 1.34$, wave making resistance starts to increase rapidly above $V/\text{sq. rt } L = 1.0$, doubling by 1.2, and trebling by the time 1.34 is reached. So for a boat with a 25ft waterline the resistance doubles between 5 knots and 6 knots, or put the other way, reducing speed from 6 knots to 5 knots will double the boat's range.

Regards,

Andrew Wolstenholme, Coltishall, Norwich



New Australian Association

A group of Australian electric boat enthusiasts, including EBA member Charles Fitzhardinge, have set up the Electric Boat Association of Australia to promote the development of environmentally friendly boating and provide a forum for exchanging ideas and information. If you would like to know more, contact Steven Mullie on info@electricboats.com.au or see the website www.electricboats.com.au



Royal Bath and West Show

The EBA is looking for volunteers to help in manning the stand at this year's show at Shepton Mallett in Somerset from 27th to 30th May. You will get free entry to the show and have a chance to look around at the other exhibits. If you are interested please contact EBA Secretary Barbara Penniall. Press and Publicity Officer Tony Rymell is organising boats to travel to the show from Exeter as part of the Sola Rola event and if you would like to join them please get in touch with Tony.



Association of Waterways Cruising Clubs

Barbara would like to remind members that as the EBA is a member of the Association of Waterways Cruising Clubs, EBA members can use AWCC facilities for mooring and charging if they wish.

Dear Barbara,

More charging points on the inland waterways would greatly encourage the use of electric boats and provide a significant impact on reducing pollution. But who pays for them?

Here is the answer – encourage an electrician to set up the following business model:

Drive round all the canal and waterways pubs and encourage the landlord to pay for the installation of a pay-for-use charging point. The electrician then installs these. The electrician makes his money from performing the installation. The pub is now entered into the waterways guides as 'environmentally and electric boat friendly'. The landlord recoups his investment through increased trade from electric boat visitors and from the payments for charging. If the landlord commits to purchasing his electricity from green suppliers then you have a zero emissions pathway for boating. Once there are plenty of charging points then electric boating (or hybrid boating) becomes more attractive and the number of vessels increases. Convince the pub chains that it is a good idea, then you have multiple installations.

This is an initiative where everyone wins and it does not need any major level of financing.

Best regards

Graeme Hawksley
Sandown, Isle of Wight

*What do EBA members think of this suggestion?
Comments please to editor@eboat.org.uk*

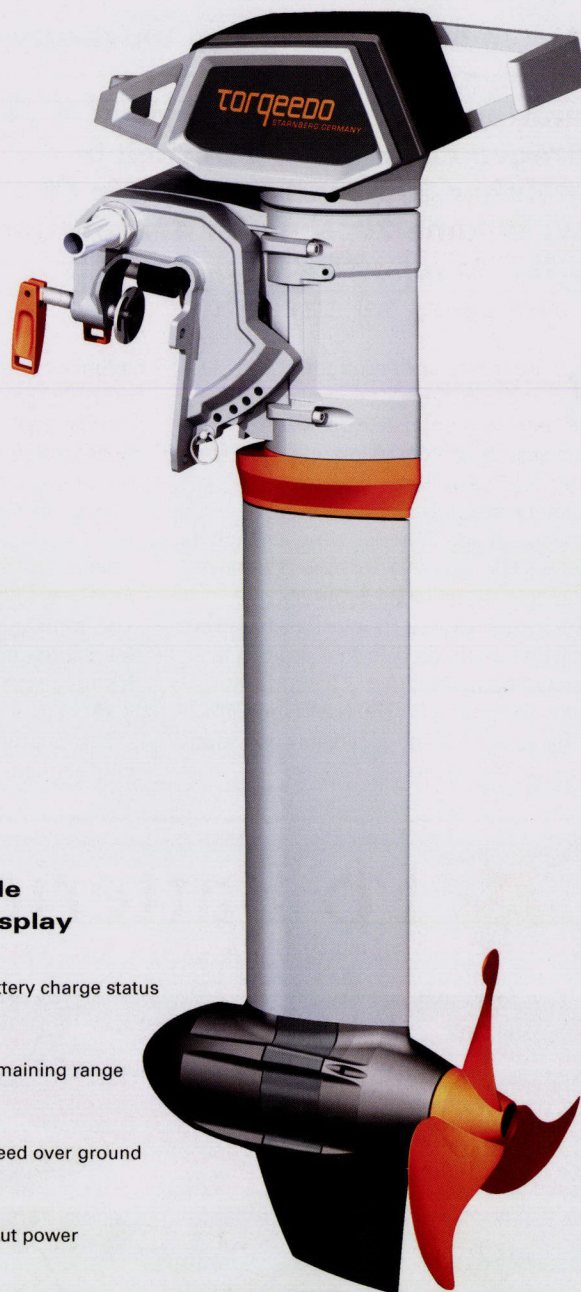
Cruise 2.0 R/4.0 R NEW

The new standard of powerful electric outboards

We developed our new Cruise R series for boats, which are controlled with remote steering and remote throttle, as well as for sailboats steered with a rudder. Our Cruise R models come with substantial improvements: The fact that we already supplied the best overall efficiency on the market didn't stop us from going even further. Our new models achieve efficiency rates of 51%, which means over half of the energy supplied by the batteries is transformed into propulsive power (measured after all losses, including propeller losses). As far as we know, that sets a new world record for outboards!

In addition, we have made the motor even more robust. The Cruise R models can stand even a temporary complete submersion under water without taking any harm. Also, we have integrated a GPS receiver and an information system, so you always know how much battery power and remaining range you have. Finally, we made the motor even more powerful. The Cruise 4.0 has the propulsive power of an 8 horsepower combustion engine in displacement drive and the thrust power of a 9.9 hp outboard motor.

TORQUEEDO
STARNBERG.GERMANY



Remote throttle control



Remote throttle information display



Battery charge status

Remaining range

Speed over ground

Input power

Details

Battery supply: The Cruise 2.0 R requires a battery voltage of 24 V, the Cruise 4.0 R requires 48 V. We recommend a battery supply of batteries with at least 180 Ah capacity each. Lead-based batteries are not resistant to high current, i.e. the capacities indicated on the casing are not available when the batteries are to be fully discharged in a short time (e.g. 1 or 2 hours). For this reason, you should allow for sufficient reserves. Alternatively, the Cruise 2.0 R can also be run with at least one lithium-manganese battery from the Torqeedo Power series. The Cruise 4.0 R can be run with two batteries from the Torqeedo Power series.

Connection to remote throttle/steering: The motor is designed for connection with a standard remote steering system (e.g. Teleflex). Included in the delivery are a guide tube which runs through the transom bracket as well as a link arm. Also, included is a remote throttle control with integrated on-board information display. **Tiller control:** Not available for this model. See details on our tiller

version of the Cruise 2.0 above. **On-board information system:** The computer integrated in the remote throttle control analyses and combines information received from the motor, batteries and GPS. While the motor and GPS data are very accurate, the battery information is based on estimates which can vary according to the connected battery type, age and capacity in each case. The indications of battery charge status and remaining range are therefore estimates. **Licence friendly:** The Cruise 4.0 R has a shaft performance of 3.5 kW or 4.7 hp. This puts it under the regulation threshold for many inland lakes (e.g. 5 hp). Yet, due to the super-efficient propeller it has the propulsive power of an 8 hp petrol outboard (relating to boats in displacement drive). Its static thrust is as strong as a 9.9 hp internal combustion engine.

For further details contact Torqeedo UK on 01502 516224, john.arnold@torqeedo.com www.torqeedo.com

Update on the Ross Barlow

EBA members Birmingham University have been collecting valuable operational data on their hybrid hydrogen canal boat, launched in September 2007 and featured in EB News Volume 20, Number 4. Professor Rex Harris reports on experience so far and plans for the future.

Building and operating the *Ross Barlow* is a practical, environmentally friendly demonstration of our two main research and development interests, namely rare earth high performance permanent magnets and solid state hydrogen storage materials. These magnets in the electric motor propel the boat and also actuate the tiller via a joystick. Electricity is provided by a lead acid battery stack which is charged from a proton exchange membrane fuel cell and from silicon solar panels on the roof. The ultra-pure hydrogen for the fuel cell is provided by a metal hydride store.

Since the launch in 2007 we have gained valuable operational experience and the extensive publicity has raised the profile of hydrogen hybrid technology for water-based transport. As part of Birmingham's Climate Change Festival last summer Dame Ellen MacArthur travelled on the *Ross Barlow* to Icknield Port and was interviewed by ITV during the trip. This journey features in our future plans for a zero-emission water bus service from Icknield Port to Birmingham city centre and back.

Last September we took delivery of another boat, *The Roman*, which has been

leased to us by British Waterways. This will be converted to a hybrid battery/fuel cell system similar to that on the *Ross Barlow* but incorporating newer battery technologies such as nickel hydride and lithium-ion cells and possibly supercapacitors. At 25 ft long and with a launching trailer this boat can be transported to other locations for demonstration purposes.

Editor's note: An article about The Roman is in EB News Vol. 14, No. 3, Autumn 2001



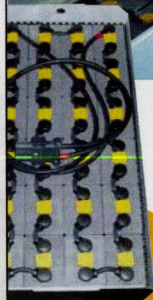
Ellen MacArthur watches Alex Bevan demonstrate the joystick steering

JOHN JAMES



Pb Batteries

Industrial Batteries & Chargers



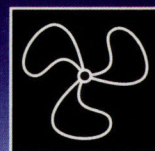
Leading the industry with energy packages and support service for all projects from manufacturing to conversions.

A division of **POWERCELL**
INDUSTRIAL BATTERY ENGINEERS LTD

Call our Help & Support Line
0845 0581388
www.pbbatteries.com

Joe Whitby

Examiner – Boat Safety Scheme



23 Crowsley Road, Lower Shiplake,
Henley-on-Thames,
Oxfordshire RG9 3JU

Telephone: 0118 940 2838
Mobile: 07721 921391
bssjoewhitby@aol.com

Marine Classics

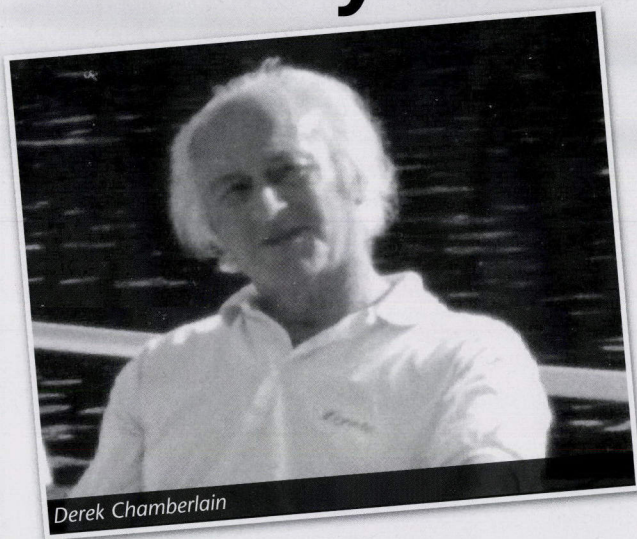
Slipper Launches, classic launches and custom designs in wood or fibreglass



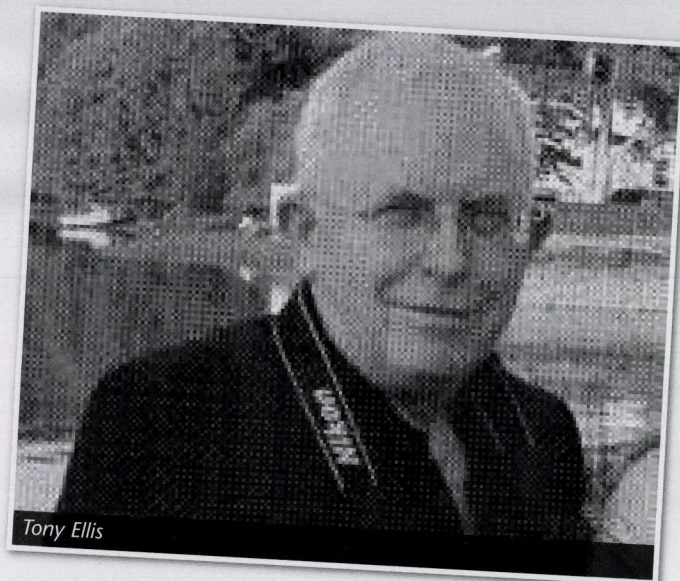
0870 350 2636

www.marineclassics.co.uk

Memories of Derek Chamberlain and Tony Ellis



Derek Chamberlain



Tony Ellis

The EBA was saddened to learn of the deaths of two former committee members. Brian Pickess shares his memories of Derek Chamberlain, and Barbara Penniall remembers Tony Ellis.

It was Derek Chamberlain who introduced my wife Margaret and me to the EBA with an invitation to a very enjoyable garden party at the riverside home of the EBA Treasurer in Bourne End. Derek and Hilary, with their elegant electric Frolic *Legato*, were helping to run the event with Derek as honorary harbour master organising the mooring of the dozen electric craft attending.

I believe that Derek owned various boats on the river for about thirty years. One thing he missed when he had his Frolic was his annual trip to the Upper Thames. However, in 1996 Derek and Hilary, in the company of Paul and Pauline Jackson in their electric boat *Whispa*, set off in *Legato* to Oxford. Careful planning was required to obtain overnight moorings with charging facilities for two boats and with accommodation close by. The cruise went well in good weather in spite of a less than full overnight charge caused by a suspected power failure at Moulsoford and a rather overcrowded mooring at Abingdon. Derek wrote an article, published in *Electric Boat News*, recounting the highlights of this trip and, with the Jacksons, he was jointly awarded the Emsworth Trophy for the longest cruise by an EBA member in an electric boat that year.

Derek was a frequent contributor to *EB News*, particularly in commenting on items of interest in the United States' electric boat scene. He was also the EBA User Group Coordinator for the Middle Thames area for a number of years.

The yearning to make longer trips on the river and in particular, the annual Upper

Thames cruise, led Derek to sell his Frolic and buy a boat they could sleep on. He bought his last *Legato*, a diesel powered Seamaster which he owned until shortly before he and Hilary left for New Zealand. It was often seen moored up river, in particular on the islands above Shiplake or down river at Cliveden, their favourite overnight moorings.

Derek still retained an interest in electric boating by continuing membership of the EBA and attended rallies, often in our company on board our boat *Stima*. He also helped to man the EBA stand at boat shows, enthusiastically promoting electric boating as well as acting as honorary auditor.

Derek will be fondly remembered as an enthusiastic boater, particularly as a keen electric boater. Our sympathies go to Hilary and their family.

Tony Ellis became Editor of *Electric Boat News* for the Winter 1997 edition and confessed that, up to that time, electric boating had been a relatively new field for him. He had followed its growth with interest having met our founding President, the late Admiral Percy Gick, during the 1970s when Tony was working with the Water Space Amenity Commission.

Tony remained editor through 1998 and the Spring of 1999 but, with the increasing commitment of a growing association conflicting with his work and family commitments, he felt he should hand over to Bruce James who then steered the EBN in a more modern format for a year, but

owing to ill health handed the tiller back to Tony for his second term as editor in the Autumn of 2000. Tony had a great sense of humour and, referring to his comeback, he said '*Ken Livingstone has done it, Crossroads is about to do it – and Status Quo do it all the time*'.

Tony edited *EB News* through the next two and a half years but again pressures of work and other boating commitments meant he could not afford the amount of time required and we had to say goodbye as he handed over to Sylvia Rutter.

However, it was not really goodbye, as Tony was still a familiar figure at all the major boating events, covering them for other magazines including the *Thames Guardian*, for which he later became editor. He always stopped at the EBA stand to catch up with old friends and find out what was going on in electric boating.

Tony had been involved in the boating world for many years, and worked for the Inland Waterways Amenities Advisory Council (as IWAC was then known) and later The Royal Yachting Association. However, his passion was with the *Cambria*, a Thames barge with which he was closely involved, being very instrumental in its restoration and the successful award of lottery funding.

Tony was only 63 and his sudden and unexpected death following a stroke in November 2008 came as a terrible shock to all who knew him. His cheerful presence will be greatly missed in boating circles and our sympathies go out to Tony's wife, Anna and children, Jonathan and Francesca.

Electric Boat Association



Honorary President
Malcolm Moss

Honorary Vice Presidents
Fiona, Dowager Countess of Arran
Edward Hawthorne

Chairman
John Hustwick
33 The Street, Latchingdon, Essex CM3 6JP
Tel/Fax: 01621 742367
e-mail: chairman@eboat.org.uk

Secretary,
Barbara Penniall
150 Wayside Green, Woodcote, Reading,
Berks RG8 0QJ
Tel: 01491 681449
e-mail: secretary@eboat.org.uk

Membership Secretary,
Tom Moore
The Smithy, Honing Road
Dilham, Norfolk NR28 9PR
Tel: 01692 535268
e-mail: drtom@freenetname.co.uk

Treasurer
Don Wright
3 Yeoford Drive, Altrincham,
Cheshire WA14 4UP
Tel: 0161 2330879
e-mail: treasurer@eboat.org.uk

Editor, Electric Boat News
Sylvia Rutter
Riverwood Heights, Gibraltar Lane,
Cookham Dean, Berks SL6 9TR
Tel: 01628 476158
e-mail: editor@eboat.org.uk

Advertising Manager, Electric Boat News
Janet Dunning
27 Bridge End, Egremont,
Cumbria CA22 2RE
Tel: 01946 820875
e-mail: advertising@eboat.org.uk

Press and Publicity Officer
Tony Rymell
Lyewater Farmhouse, 2 Lyewater,
Crewkerne, Somerset TA18 8BB
Tel: 01460 78295
e-mail: publicity@eboat.org.uk

Technical Officer
Paul Lynn
Sages Mead, Butcombe,
North Somerset BS40 7XF
e-mail: technical@eboat.org.uk

Vice Chairman – Business Members
Dave Millin
Pb Batteries
Unit 7 Concord Farm, School Road,
Rayne, Essex CM77 6SP
Tel: 0845 0581388
e-mail: businessmembers@eboat.org.uk

Vice Chairman – Private Members
Ian Rutter
Riverwood Heights, Gibraltar Lane,
Cookham Dean, Berks SL6 9TR
Tel: 01628 476158
e-mail: privatemembers@eboat.org.uk

Webmaster
Nick Goldring
8 Ambleside Close, Woodley, Reading,
Berks. RG5 4JJ
Tel: 0118 9694657
e-mail: webmaster@eboat.org.uk

Founder Editor
Kevin Desmond

Classified Advertisements



For Sale

Victoria R Classic 1880's Gentleman's Launch. See details opposite

Optimist a pretty 11'6 x 4'6 electric launch, professionally converted from a Vagabond dinghy, beautifully varnished and painted. Approx 50 years old, with a history. National Small Boats Register no. 1012. Recent Snipe trailer, outboard, 2 pr. batteries in good condition, plus all equipment. Ideal for inland waterways. £1800. Details from Stephen Appleby 01539 725449

Waterloo River Electric Dart 4m, less than one year old. Located Horning, Norfolk. Nice hull but electric 24v drive system persistently unreliable. Cover included. Needs enthusiast to strip down and start again from scratch or break for almost unused spares! Hence price of £200 for quick sale. Phone Jeremy Stattersfield 01304 206989 (daytime) for details or email Jeremy@burnhamhouseboats.com

Merlin Brooke 1926 20 foot standard Gentleman's Launch. Very elegant Edwardian launch that has been extensively rebuilt, 1990 by Sandersons of Reedham, 2005 by the Swallowtail boatyard (Colin Buttifant, Ludham). Almost concours condition. Vetus electric engine 2005. New Jeckells cover in 2006. Custom four wheeled road trailer. £25K ovno. Contact Tom Moore (Norfolk) Tel: 01692 535268 E-mail drtom@freenetname.co.uk

La Petite Souris. 30' x 9' x 2'6". Built by James Taylor of Chertsey 1953 of mahogany. 4 berths. Centre enclosed wheelhouse. Very spacious galley and stern cockpit. Two bunks forward. Porta potti toilet with washbasin, hanging locker opposite. Dinette/berth and couch in wheelhouse. Laid teak deck. 6 kW electric propulsion provides clean quiet cruising for two days plus, on one charge. Extensive restoration carried out over past four years. Excellent condition. Reason for sale: upgrading. Asking price £25K. Lying at Taplow. To view phone Chris Evans mobile, 07926 362938

Sparks 13 ft electric clinker launch. Built 1999 Devon by Adrian Noyes. Douglas fir on oak. 1.5 kW 48 volt 3 phase inboard by Stelco. 4 x Trojan 130 ah new batteries. Dipping lugsail, oars, cover and road trailer. Superb condition throughout. £6,495. Telephone Richard Frost 07789 157220 or 01328 730858 North Norfolk.

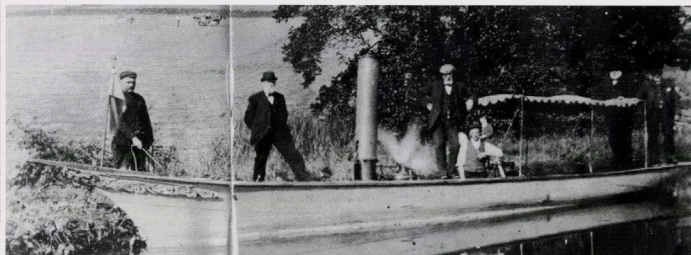
Members wanting to buy or sell electric boats, motors, fittings or associated equipment are invited to submit a 50-word entry direct to the Editor (Note: No agents or brokers). The information contained in members' private advertisements is provided by the advertiser and the Editor is unable to vouch 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.

Victoria R, classic 1880's "gentleman's launch" for sale



Notable history. Owned by the Commissioners of the Leeds & Liverpool Canal in Victorian times who prepared her for ceremonial use for Queen Victoria, after whom she was named, but it is not known if Her Majesty actually used the vessel.

Traditional iron hull on steel frame with varnished mahogany above and all fittings in high-quality brass.



Originally steam. Converted to electric about 1910, back to steam in 1980 (as *Glen Rosa*) and to battery-power again in 1987. Extensively re-plated hull (£4,000+), replacement batteries (£2,500) and recently-completed overhaul and re-varnish of exterior timber and new canvas hood (£15,000+). Surveyed during refit.

Cruises gracefully and silently for 16 hours (Oxford to Shepperton) on overnight charge (charger inboard) with top speed 8mph (and no wash!) at 4p per mile for electricity. Length 41ft, beam 6' 8", draft 2'6". Nelco Nexus 72 volt motor, 1987, powered by 36 x 2 volt specialist boat cells, fitted September 2004, with circulating pump mechanism. Belt-drive to unique protected propeller/rudder system, designed by the Dan Air pilot who brilliantly restored her from derelict state.



Steering position in 11ft canvas-covered cockpit with zipped side curtains, and up to six wicker armchairs. Velvet cushioned seating for 10+ in 12ft cabin. (Earlier owners used this area for double-berth and galley). Heads with Stewart & Lloyd's pumped sea-toilet with holding tank. Ingenious stainless steel foldaway electric-pumped hand basin and fresh water tank.

A narrow folding centre table of mahogany on brass pedestals, fitted when she was used for entertaining rich bankers (remember them?) at Henley (as *Silver Seraph*), removed but included, and many fittings. Heavy all-over cover for winter. New Boat Safety Certificate.

Since 1998, *Victoria R* has been the personal vessel of the Founder of the marine-tradition company *Nauticalia*, Lynn Lewis, and has been scrupulously professionally maintained to serve occasionally as civic yacht for Mayoral ceremonies. Now, a change of life-style means she is reluctantly offered for sale. A prospective arrangement at £35,000 fell down last year through no fault of the boat's.

Recognising the recession, she is now offered at £29,000 (and no haggling!). Moored at Shepperton.

Contact Lynn Lewis, tel: 01932 568385; mob: 07768 087601; email: lynn.lewis@nauticalia.com.



HARTFORD MARINA

Banks End, Huntingdon PE28 2AA
Tel: 01480 454677 Fax: 01480 455866

email: sales@hartfordmarina.co.uk
website: www.hartfordmarina.co.uk

OFFERS FOR SALE



"THE HARTFORD SLIPPER LAUNCH"

Built in 2002 at Hartford Marina this 28' elegant and stylish boat incorporates:-

- High tech wooden constructional techniques
- Teak and holly cockpit flooring
- Teak laid decks
- A Combi 2000 electric outboard motor - enclosed within the decking of the boat, giving 9 hours of silent cruising
- Large seating area

Many extra's including:-

- Wicker seating and picnic table for four
- Tonneau cover
- Cruising canopy
- Electric fridge
- Storage trolley

o All for £28,995

HAMBLEDEN SALES & CHARTER LTD OF HENLEY-ON-THAMES



NEW BOAT TO ORDER: a charming spacious UK-built launch with a sturdy low maintenance fibreglass hull and bespoke interior in teak or mahogany. With a choice of electric or diesel propulsion the 6.55m VENTURER is the perfect launch for river, lake or estuary.

For more details and for our current brokerage

listings telephone **01491 578870**

email: gillian@hscboats.co.uk

www.hamblendenalesandcharter.co.uk

Traditional Boating for a day..... or for a Lifetime....