

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

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Volume 22 Number 3 Autumn 2009

Electric Boat **NEWS**



**Traditional Boats at Henley • Electric Boats at Beale Park
Electric Water Skiing • Solar Boats in Somerset and Switzerland**



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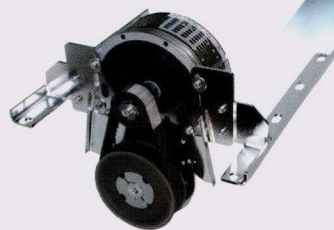
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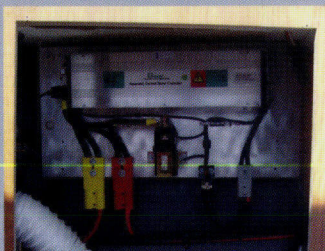
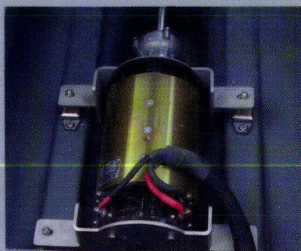
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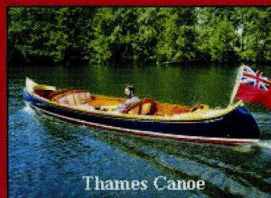
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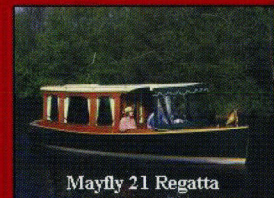
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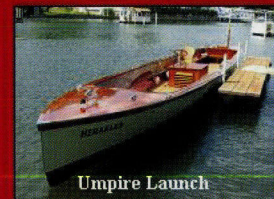
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New Ferry in France

Page 7

EBA Calendar

January 2010

8th - 17th	EBA interest	London International Boat Show ExCel
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February

23rd - 28th	EBA interest	National Boat, Caravan & Outdoor Show NEC, Birmingham
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March

19th - 21st	EBA interest	British Leisure Show Windsor Race Course
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May

29th - 31st	EBA represented	Welsh Waterways Festival Newport, Gwent
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June

2nd - 5th	EBA represented	Royal Bath and West Show Shepton Mallet, Somerset
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4th - 6th	EBA represented	Beale Park Boat Show Lower Basildon, Berkshire
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New Ski Boat for Austria

Page 8

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



Solar and Steam in the South West

Page 12

Cover Picture: **Adelaide at Henley**
Photo: Ian Rutter
see report on page 10

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A recent report by Deutsche Bank says that if the 20th century was the age of oil then the 21st will be the age of electricity. It follows the line of Sheikh Yamani – who said that as the Stone Age didn't end for lack of stones the oil age would not end for lack of oil – in predicting that new technology and the arrival of the electric car will make oil redundant.

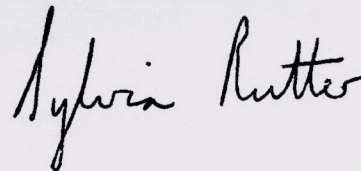
This is good news for those of us who are involved in electric boating and promote it as quiet, efficient and non-polluting. The EBA application for charitable status has stressed the improvements to the environment which would result from the use of more electric boats on inland waterways. The application is progressing – although rather slowly – and we hope to have more news in the next magazine.

After a busy summer's boating, members are reminded that electric boats shouldn't be completely forgotten about over the winter. A list of information sheets, which are free for EBA members, is on page 13 and includes one with valuable advice on laying up your boat so that it will be in good condition for the start of the new season in 2010.

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.



Editor

Riverwood Heights, Gibraltar Lane, Cookham Dean, Berkshire, SL6 9TR
Tel: 01628 476158 Email: editor@eboat.org.uk

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Electric Boats at Beale Park



New Frolic 21 from Creative



Seamark 480 SC

Starting with heavy showers, but ending in glorious sunshine, this year's Beale Park Thames Boat Show attracted over 5,000 visitors. And there were plenty of electric boats for them to see.
Report by Sylvia Rutter with pictures from Ian Rutter.

It was at last year's Beale Park show that EBA member Mike Manisty unveiled his plan to make the first solar-powered voyage up the Thames from Westminster to Lechlade, so it was appropriate that the boat in which he completed this epic journey was on display at this year's event. Moored at a jetty on the Beale Park lake, 12 ft wooden launch *Corvelia* attracted a lot of interest from passers-by, many of whom visited the EBA stand for more information on solar and electric boating. EBA Webmaster Nick Goldring had his skiff *Silent Adventure* on the water, as well as his electric canoe *Silent Explorer*, which had recently been used in a television programme. Both were excellent advertisements for electric boating as they skimmed silently across the lake.

For visitors interested in buying an electric boat or converting to electric power, EBA business members had a variety of craft and equipment on display. Creative Marine had brought their latest Frolic 21 Traditional with a white hull, blue cushions, varnished teak decks and full

canopy with side curtains. Creative have recently completed a detailed research project on solar boating using a standard Frolic 21 fitted with semi-flexible solar panels, running it for a total of 462 miles.

Salters were showing their Skipper 15 electric, an open launch with simulated clinker design and optional cuddy or full length canopy. Also on display was the electric Mystic 19, their popular glass fibre day cabin launch. John Salter said that the company's electric hire fleet had been very popular early in the summer when fine weather had encouraged visitors to the Thames to get out on the water.

A traditional boat built by Salters in the 1920s as a River Inspector's launch, was for sale from Henley Sales & Charter. Named *Seven Springs* after the source of the Thames, the boat was restored by Rupert Latham who fitted a new 48V propulsion system. Also for sale was the 22 ft electric canoe *Melodie*, built by Peter Freebody in 1998 of teak/mahogany and ash.

Stanley & Thomas were promoting their restoration service, brokerage, and

boatyard facilities and were very pleased to sell two boats over the weekend. Whisper Boats were offering kits for building a range of wooden sailing boats from 12 ft dinghies to 24 ft sailing cruisers, all suitable for electric outboards.

Henwood and Dean were showing their 13 ft mahogany open launch *Polly*, powered by a Combi 700 Saildrive electric motor, which was built in 1998 to a design by Andrew Wolstenholme. Also on display was the car *Sheila*, their 1924 Austin tourer with a wooden boat shaped body, designed to demonstrate the craftsmanship skills normally used to restore classic boats.

By lunchtime on the first day of the show the Kernowrat stand had already attracted half a dozen serious buyers for their Flover, Manta and Minn Kota electric outboards. Jim and Elaine Avery, with assistance from well behaved dog Tasha, also had a steady stream of people interested in batteries and accessories. On the Pb Batteries stand Dave and Jennifer Millin were kept busy dealing with enquiries, although they did manage to



Corvelia, Silent Explorer and Silent Adventure on the Beale Park lake

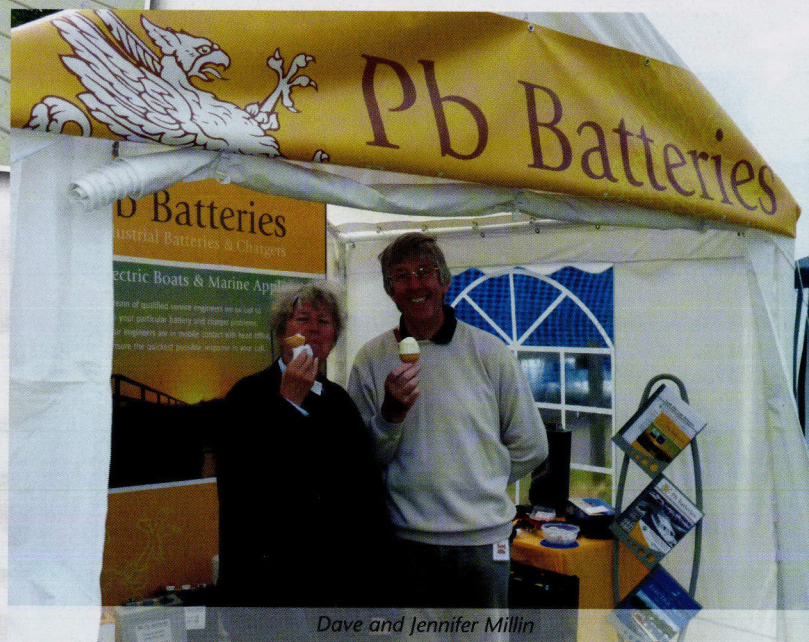
The organisers at Beale Park were delighted that so many people braved the uncertain weather and made it to the show and are looking forward to welcoming even more visitors to next year's event which will be held on the 4th, 5th and 6th June.



◀ *Melodie*

enjoy icecreams during a slight lull between visitors.

At the slipway on the lake John Arnold was demonstrating outboard motors, including the new Torqeedo Ultralight with built-in GPS, on a range of kayaks. A Torqeedo outboard had also been installed on a new 16 ft boat on the Thames Electric Launch Company stand. The Seamark 480 SC is a compact open day boat which can take a diesel or electric motor mounted on the stern deck. There is seating for four in the forward cockpit area and below the deck is a compartment with space for accommodation and a toilet. Thames Electric were also showing the Mobiboat which has a ramp at the bow to allow wheelchair access and a specially positioned steering console so that it can be driven from a wheelchair. The Mobiboat, Dragonfly 12 electric skiff, the Electric Explorer 13 and Interboat 16 were all available for visitors to try out on the water.



Dave and Jennifer Millin

First prototypes (with diffuser ring)
in Christoph's garden in 2005



The Story of Torqeedo

Kevin Desmond is writing an article about electric outboards. In the course of his research he was intrigued to learn about the origins of the German outboard manufacturer Torqeedo, an EBA Business Member. This is the story of the company as told to Kevin by its co-founder Christoph Ballin.



Testing first Travel prototype (still with diffuser ring)
Lithium battery at the top attached with Velcro



Christoph (left) and Fritz (right) analysing prototype tests in Christoph's living room

When I started work as Sales and Managing Director of the garden tool manufacturing company Gardena, I moved from Hamburg into a little weekend cottage on a canal which runs into Lake Starnberg, Germany's fourth largest lake, in Southern Bavaria. As Starnberg is a 'green lake' (the waiting list for a petrol driven motorboat is some 25 years) I had to get myself an electric boat. I refurbished an old wooden hull and put what I thought was a new electric motor on to the back.

My colleague at Gardena, Dr Friedrich (Fritz) Boebel PhD, a highly qualified electronics engineer, came to visit us and when I showed him our nicely refurbished boat he said that the motor technology was fifty years old. I replied that this was all that was available, to which he countered that with current technology we could do three times better. I said that if this were true, we ought to start our own company.

During the next four months, whilst Fritz researched state of the art technology, I looked into the market potential – was I the only person buying such an outdated motor? How big was the market? Once we believed our idea had good potential, we left our jobs at Gardena and put all our money into the new company. At this stage we worked from home and also in the garden of my canal-side cottage.

Combining new motor technologies, propeller design from commercial shipbuilding and lithium batteries we arrived at an overall efficiency up to 51%, i.e. more than half the energy stored in the battery after all losses is available to move the boat. This is by far the highest value from anybody on the market worldwide and is very important as it gives you more range and power from a limited battery supply.

We found a very old US patent for a foldable petrol outboard (around the 1920s, in any case before WW2). We were not aware of anyone doing or having done it. We knew we would make the motor extremely lightweight and use lightweight batteries. So integrating the batteries into the motor was not a big step. Doing this and putting the outboard into a backpack was the idea that sealed our decision to go forward and start the company.

Fritz Boebel spends a lot of time walking and canoeing and kayaking in the

wilderness. When he was younger he spent several months alone in Northern Canada with a canoe, being probably the first person to go down the Arctic Red River in the McKenzie mountains, so the idea of having an expeditionary style outboard had a great appeal to him.

The motors are so-called torque motors (electronically controlled outrunners with rare-earth magnets). They have around 24 times the torque of a motor of the same weight and volume that was state of the art



Every outboard is tested before delivery

15 years ago. This was made possible by recent developments in electronics (getting a little PCB that regulates 35,000 times a second and that can take 40 amps) and in material technology (rare-earth magnets becoming cheaper in the last seven years). So while torque motors had already been known in research for 20 years, nobody had produced them on an industrial level.

For the name of our new company we tried several combinations with torque. We needed a non-copyright word, but also one for which you could still get the important internet domain names without needing to add suffixes. We combined torque with speed and it worked.

Two months after founding the company in April 2005 we tested the first prototype. It already had twice the overall efficiency of the market leader. It took some effort to install the mechanical and electronic gear

necessary to measure propulsive power and efficiency and we did a lot of testing over the winter, which sometimes involved hacking up the ice on Lake Starnberg.

Production started in February 2006, with plans to sell our first batch in Germany, Austria and Switzerland. The following year we set up Torqeedo Inc in Crystal Lake, Illinois, going on to establish a dealership in Great Britain. We now have a sales force in seven countries (Germany, Austria, Switzerland, UK, Ireland, USA, Canada) and distributors in a further 30 countries.

We started with the Travel and the Cruise models followed by the Power, BaseTravel, Ultralight and Cruise R. We call our Ultralight the first genuine kayak motor. It weighs 7kg including its high performance LIMA battery, has an integrated GPS range calculator and an output equivalent to a 1hp petrol outboard. Each unit comes with a motor mount, motor unit, battery and remote throttle control with integrated on-board computer and magnetic on/off switch. Our Cruise model has a thrust comparable to a 9.9 petrol outboard, and an onboard-computer with battery charge indicator as well as the GPS-based range calculator. It's available in 24V and 48V and can be used on boats of up to 5 tons.

The company has won many innovation awards including the German Startup of the Year 2008, ETT Cleantech Summit 2009

(selected as one of Europe's 25 hottest Cleantech Startups), IBEX innovation award (USA), Innovation Award of the DAME Jury (NL), Pittman Innovation award (USA), Hiswa innovation award (NL), and West Marine Vendor of the Year (USA).

We currently employ 27 people in R&D, production management, sales and marketing, finance and administration and service. Production is outsourced to suppliers predominantly in southern Germany. For the future we aim to make and globally market lightweight electric outboards which will have much higher efficiency than any others. In the short term this includes a new generation of Travel motors while in the long term we see dramatic advances in battery technology which will enable us to produce substantially improved motors.

ANTIPODEAN ANNIHILATOR

Visitors to the English Lake District are being warned about an aquatic menace which is invading the lakes. Australian swamp stonecrop is causing damage on Windermere, Coniston, Bassenthwaite, Grasmere and Derwentwater. Originally introduced as a plant for garden ponds, it grows in water up to three metres deep, forming a large dense mat of vegetation which kills other plants and robs wildlife of food supplies. As the plant is spread by footwear, equipment, boats and trailers the park authority has asked anglers and boat owners to clean fishing gear and wellingtons after use and make sure that boats and trailers are washed off after hauling out.



New Fuel Cell Charger

EBA member Jørgen Lundsgaard, director and founder of IRD Fuel Cell Technology in Svendborg, Denmark has sent news of his company's latest development. This is a battery charger based on a fuel cell which can increase the range of a single charge. Running on methanol, it supplements the boat's batteries, which are thus discharged to a lesser degree. As long as the battery charger

charges at the same capacity as the boat's average consumption, the range of the boat will be dependent on the size of the methanol tank.

For demonstration purposes, IRD has built this new charger into a 21 foot electric launch. The boat has a 1.4 kW electric motor, and carries 48 volt, 50 Ah batteries. Its average consumption is typically 850 W but with IRD's 500 W charger the range is increased from two hours to five hours without charging from the grid.

For further information or a demonstration of IRD's fuel cell driven boat, please contact Jørgen Lundsgaard on jsl@ird.dk, telephone: (+45) 6363 3022, mobile (+45) 4010 0002

SOS 2010

The Inland Waterways Association is alarmed at the depth of the cut in grant-in-aid for British Waterways, which next year is being reduced by over 16%. The association is worried that the Environment Agency will receive similar treatment and has launched a national campaign called SOS 2010 in response. The aim is to encourage everyone involved in the waterways – societies, trusts, boat hire companies, businesses and community groups – to pursue local action, such as towpath events and contact with the media, to publicise the benefits of the waterways in their area and highlight the effects of the cuts.

For more information see www.sos2010.org.uk

Welsh Waterways Festival

Newport in Gwent on the Monmouthshire, Brecon & Abergavenny Canal is the venue for next year's National Trailboat Festival run by the Inland Waterways Association. The festival will be held over the Spring Bank Holiday Weekend from 29th to 31st May at Kimberley Park, Malpas which has over two miles of open water canal. Organisers plan to have two boats available for public trips.

For more information contact Chris Morgan on 029 2088 8681 or chrismorgan@aol.com

£5 MILLION UPGRADE FOR THE THAMES

The Environment Agency is investing £5.1 million to improve facilities on the Thames. Thirteen locks are scheduled for repairs and improvements between November 2009 and February 2010. At Shiplake and Bray, lock gates will be replaced and lock chambers repaired, and out-of-hours public power will be installed at Iffley, Whitchurch and Marlow.

For boaters planning journeys over the winter the EA has produced a map detailing the work taking place and how long locks will be closed. This will be updated regularly and can be downloaded from www.visitthames.co.uk/winterworks. You can also call the Floodline number for updates on 0845 988 1188; select option 1 followed by quickdial number 011132



New Electric Boat from California

Kevin Desmond has sent news of the latest electric boat from Duffy of California. The M240 Hybrid is a pontoon boat with an M-shaped hull form which makes it very stable.

At 24 ft LOA x 8ft 6 Beam with a 34-inch draft it can seat 16 adults. It is powered by a pair of 48-volt motors mounted inside Duffy's patented Power Rudder drive systems with dual speed joystick controls enabling it to turn 360° in its own length. With four solar roof panels, it can also use a 2 kW generator as well as wind-generators for battery charging while underway. It can sustain a top speed of 7.2 mph for 3.5 hours and cruise for 9 hours.

Among just four of many options are: marine stereo with CD player, FM, XM radio ready, iPod docking station and four marine speakers; central galley with sink and running water, AC/DC refrigerator, microwave oven, storage drawers and expansive service space; electric or manual anchoring system and 72 qt. insulated ice chest!



Offshore Electric Ferries

Kevin Desmond reports from France that two solar-electric sea-buses are now operating on the sometimes choppy waters between the old port of La Rochelle and the Les Minimes marina. On the sea (pictured on the inside front cover) they sustain a speed of 6 knots for 12 minutes and then reduce speed for the remaining 12 minutes, weaving in and out of the rows of boats in the marina. During this time, if the weather is fine, they are a hundred per

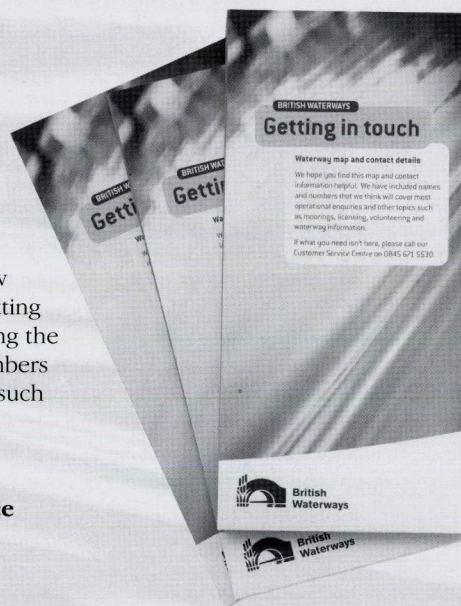
cent solar-powered, with 16 square metres of roof-mounted polycrystalline photovoltaic panels. The nickel-cadmium batteries supplied by Saft are made up of three systems: two at 480 volts dedicated to propulsion with one 24 volt service battery feeding the equipment on board.

The ferries, which can carry up to 75 passengers, are 15 metres long with a gross weight of 19 tonnes. They were built in composite and aluminium by two local shipyards and can make 15 return trips in a day.

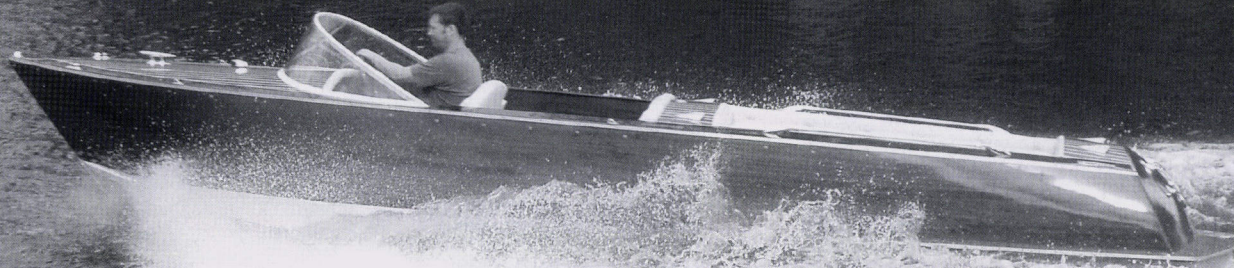
Information from British Waterways

British Waterways is moving to a new structure with new waterway boundaries and contact details. A fold-out 'getting in touch' guide has just been printed with a map showing the new boundaries. It also gives names and telephone numbers for operational enquiries and for information on topics such as licensing and moorings.

The leaflet can be downloaded from the website www.britishwaterways.co.uk and obtained from waterway offices or from the BW Customer Service Centre, telephone 0845 671 5530



Electric Water Skiing



EBA business members Marine Classics build a range of mahogany and fibreglass launches. Company owner John Coates describes one of their new custom-designed electric boats, which had a rather unusual specification.

Water skiing behind an electric boat, is it possible? Well, yes if the boat is designed to do it. Electric motors are far more efficient at converting energy to movement than petrol or diesel engines. The limiting factor in fast electric boats is storing enough energy in the batteries for the weight. Making an electric boat go quickly is not difficult; it is just a design trade off between speed and duration. The main purpose of this boat was to water ski, so an adequate water skiing speed of 16 knots (30km/h) was specified, rather than a faster speed, to keep duration reasonable for its intended use. The boat gets up on the plane properly from about 11 knots upwards, to skim across the water very well.

While fast electric boats are rather rare in the UK, they are becoming somewhat more popular in Europe. In the UK there are only a few lakes or any other inland water which fast boats can use. European lakes are starting to ban or restrict the use of engines on their waters due to environmental concerns, which is creating a demand for fast boats using electric power. We designed and built this boat for Lake Constance, where it was granted this huge lake's first ever electric speedboat licence.

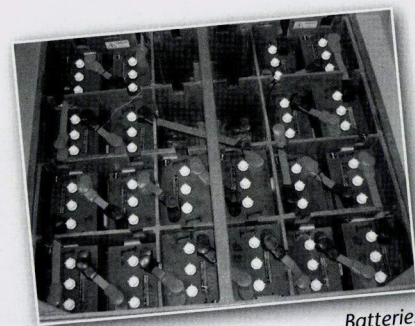
The electric installation is quite conventional, although large. It has 120V of lead acid batteries and a series wound DC motor. The motor is a 'Warp 11' specially imported from the United States where these motors are widely used in electric vehicles, including electric drag racing cars.

These substantial 100Kg motors can pull 2000A at 180V for drag race starts, but the 5-minute 'conservative' rating is 66kW.

A permanent magnet or AC motor could be about 10% more efficient but we couldn't find a source for a permanent magnet 66kW motor, and we didn't want the complication of joining multiple motors together. An AC system was quoted at £20,000 more than the DC system, and for just 50kW rather than 66kW. A big factor also in favour of the series DC motor and controller is that they are rugged proven technology. Hundreds of thousands are in use world wide in forklifts and other industrial machinery. They are also easier to fix or replace if they do go wrong. Running at high speed, the motor takes about 400A at 90V, and at slow speeds around 140A at 30V. In normal ski boat use, the motor only gets warm to the touch. If the boat is run at high speed constantly it starts to get hot, but the motor has forced cooling and plenty of ventilation.

The batteries are deep cycle lead acid, which have worked very well. Again higher technology was investigated, particularly lithium batteries. But this route was not followed for reasons of reliability, cost and complications. Also the weight savings were not as big as expected when taken as a percentage of the boat's total loaded displacement. It was a pleasant surprise to find that the batteries don't get at all warm at these high discharge rates. The charger can provide a partial charge in a few hours

or complete charge overnight, and will run off a blue 16A socket (or a standard 13A socket if required).



Batteries

The boat is very easy and enjoyable to use. Push the throttle forward and within a few seconds it rises on to the plane, and then on to its design speed of 30km/h. It runs and behaves just like a petrol or diesel powered speedboat without the noise and smell. Because of the low down weight of the batteries, it is very stable and less affected by waves than other boats of a similar size.

When the boat is used for water skiing it makes a run of several minutes, then a period stopped or at slow speed to recover the skier, which also lets the battery and motor recover. Used this way the boat will run for a few hours including six to eight ski runs before recharging. Used for cruising at low speeds, it will run all day.

For more information and photos please see www.marineclassics.co.uk



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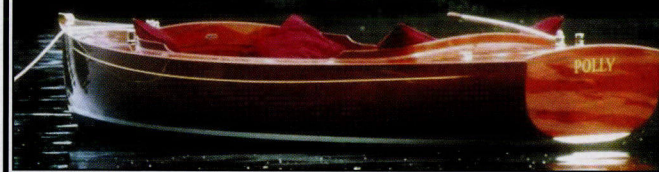
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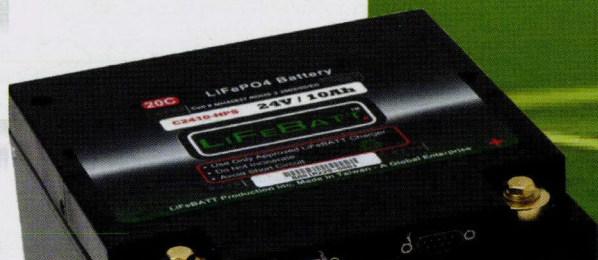
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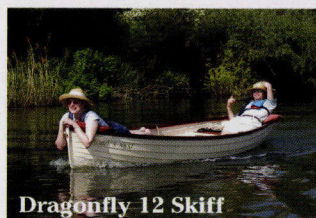


The Thames Electric Launch Company

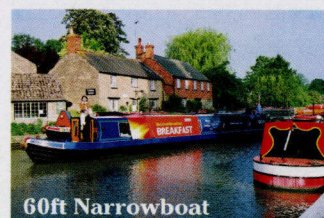
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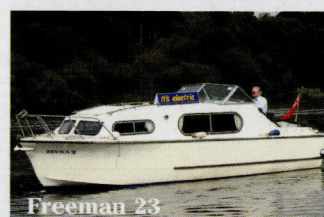
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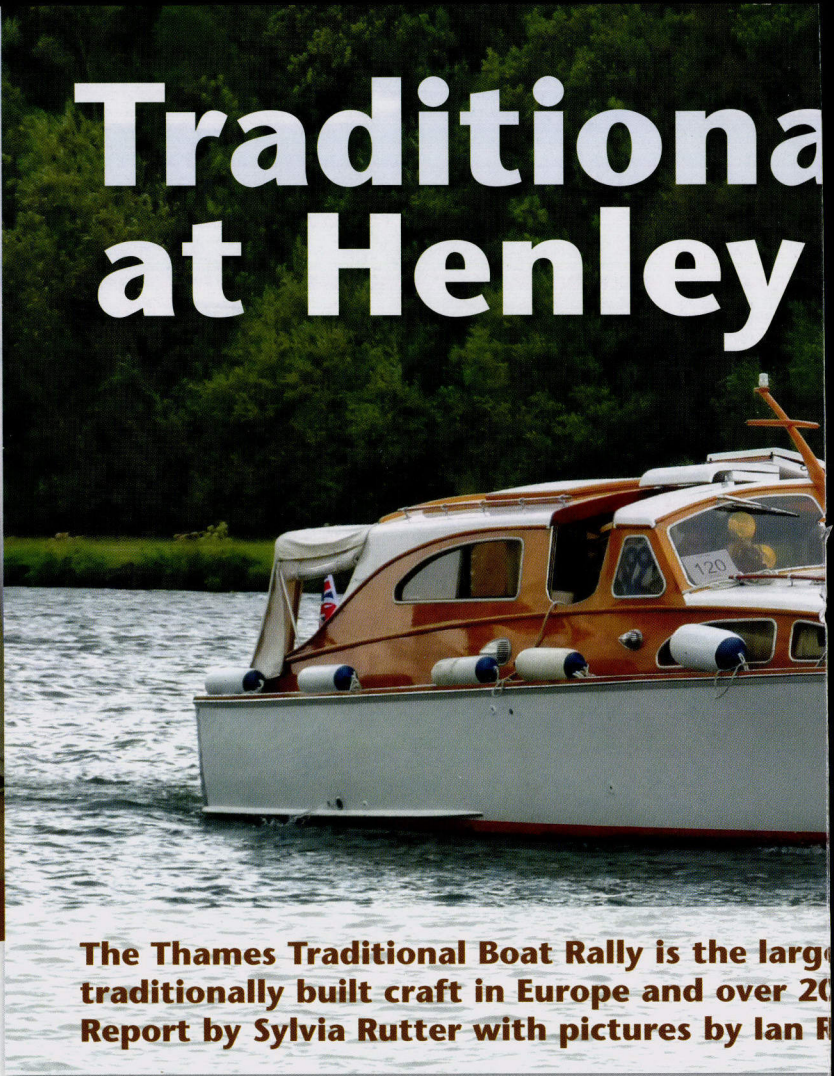
Traditional at Henley



Jeff and Georgina Waterson receiving the Simonds Trophy from TTBR Chairman Tony Goodhead

A brand new boat, pictured on the front cover, won the Simonds Trophy for the best electric boat at the show as well as a runner-up rosette for the Thames Heritage Trophy, awarded for traditional appearance of boat and crew. The owners of *Adelaide*, which is built of strip plank cedar on mahogany, are EBA members Jeff and Georgina (middle name Adelaide)

Waterson. Paul Fisher supplied the original working drawings for the boat which were adapted in consultation with Jeff. The keel was laid in early 2008 by Farrow & Chambers of Grimsby and Jeff then brought the boat home to East Anglia to

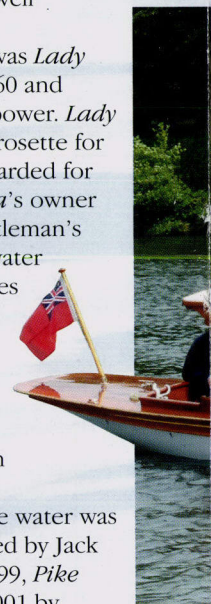


The Thames Traditional Boat Rally is the largest traditionally built craft in Europe and over 200 boats take part
Report by Sylvia Rutter with pictures by Ian Rutter

epoxy resin the inside of the hull. After that *Adelaide* went to North Norfolk for Creative Marine to assist in the fitting out. Rupert Latham installed the 3 kW 48 volt propulsion system with 16 gel batteries supplied by Pb. Jeff spent so much time working on the boat that Georgina began to call it 'the other woman' but the attention to detail in all the fixtures and fittings obviously impressed the judges when it came to awarding the well deserved first prize.

Runner-up for the Simonds was *Lady Bea*, a Bates cruiser built in 1960 and recently converted to electric power. *Lady Bea* also received a runner-up rosette for the Osland Trophy which is awarded for structural restoration. *Lady Bea*'s owner Quentin Hoodless had his gentleman's launch *Lady Florence* on the water too. Built in 1926 by Taylor Bates and originally powered by a Gardener petrol engine, the boat now has a new hybrid electric drive system installed by Rupert Latham during two winters of extensive restoration in Norfolk.

Another award-winner on the water was the Victorian launch *Pike* owned by Jack Henley. Built by Andrews in 1899, *Pike* entered the record books in 2001 by



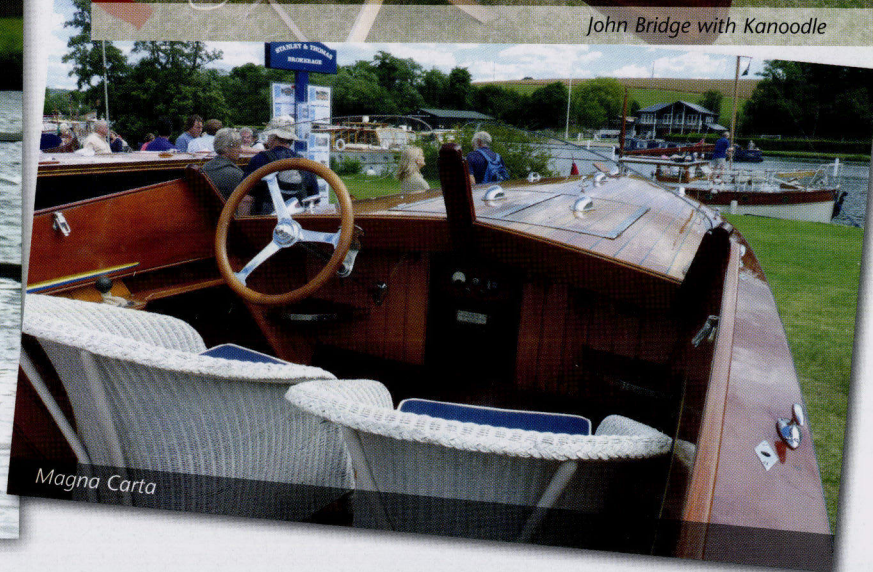
Boats



est annual gathering of
00 boats attended this year's event.
Rutter.



John Bridge with Kanoodle



Magna Carta

making the longest non-stop boat journey under electric power on a single charge of the batteries – 137 miles in 30 hours.

A new EBA member, who joined at the show, had brought a most interesting solar powered canoe from its home in Lancashire on the roof of his car, with the solar panels in a suitcase. John Bridge bought *Kanoodle* at Bonhams auction at Henley in 2008 and this was its first time on

the water. The canoe, which is built of cedar strip planking and believed to be Canadian, operates with a modified Minn Kota outboard and deep cycle batteries. Since the show John has made some more modifications and fitted a Kipawa 314 prop. He says it's now looking like the pods on the QM2!

In spite of the rather mixed weather, with limited sunshine and frequent heavy

showers, EBA business members were kept very busy with enquiries from the public. Stanley & Thomas, who had the electric slipper launch *Magna Carta* on display, said the Saturday of the show was the best day they'd had in all the years they'd been coming to Henley. Simon Patterson had travelled from Cumbria with his new Fast Electric 23, which was pictured on the front cover of the spring issue of EB News. Gillian Nahum, in smart pink wellingtons, had the electric canoe *Melodie* and the 1920 Salters launch *Seven Springs*, now converted to electric power, on display.

Henwood and Dean's replica Mongolian yurt and Peter Freebody's canopy were particularly popular refuges during sudden showers as was the EBA gazebo. Barbara Penniall and John Hustwick, assisted by Bill and Veronica Selby, answered a lot of questions from visitors interested in electric boating and welcomed eight new members to the association.

Next year's show will be held over the weekend of 17th and 18th July and the organisers are hoping for even more boats – and ideally a bit more sunshine – to welcome traditional boating enthusiasts.

For more information see the website www.tradboatrally.com



Solar Boating in Somerset and Switzerland

EBA members have been enjoying solar and electric boating on sunny days in the UK and on the Continent. Tony Rymell reports on a busy summer in the West Country and Charly Teuscher, new owner of Solarly, describes her maiden voyage on Lake Geneva.



Solar Flair II and Collinda at Bridgwater



Collinda meets Brunel's SS Great Britain in Bristol Harbour

On 14th June EBA members Adrian Dalziel, Tony Rymell and Ross Mangles manned the EBA stand and demonstrated solar powered boats at the Bridgwater River Festival. Business member Rob Thomas saved the day for the organisers by giving boat trips to the large visiting crowd on an electrically propelled Safari pontoon boat.

With Malcolm Moss' *Collinda* spending the summer in Somerset, local members took the opportunity to show the advantages of clean, quiet solar power to several Somerset County Councillors during an impromptu trip on the Bridgwater & Taunton canal. *Collinda* was also taken to Devon and demonstrated on the Grand Western Canal. At the invitation of Bristol City Council *Collinda* appeared at the Bristol Harbour Festival from 31st July to 2nd August, showing the many thousands of visitors that silent, pollution free transport is practical and could help the city to achieve its ambition to become an Eco-city.

The Frolic 21 launch *Solarly* which used to be moored on the River Rhine in Basel, Switzerland was thoroughly renovated this year by the previous owner, Matthias Wegmann, who has built solar boats for the last 25 years. He added a glazed wooden cabin, fitted the roof with 4 x 160 watt transparent Sunpower solar panels and installed eight 180 Ah Sonnenschein gel batteries in order to increase the range between charges.

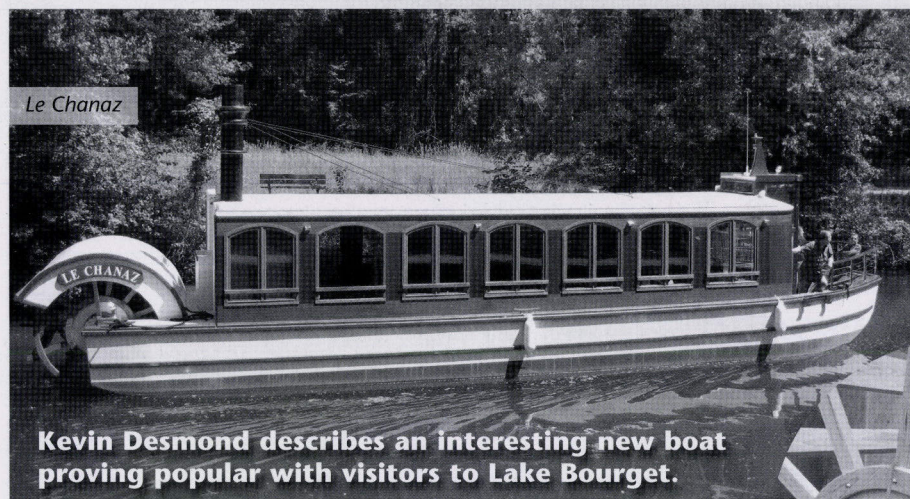
On the 19th August the new proud owner had the honour to welcome aboard some very famous people from the solar boat industry for the launch ceremony at Vevey. Cedric Lynch, inventor of the Lynch Motor, his associate Arvind Rabadia, CEO of Agni Motors, Thomas Wick, owner of ASMO, agent for Agni Motors, Theo Schmidt, a pioneer in the solar boat industry in Switzerland, and Matthias Wegmann were passengers on the boat's maiden voyage. The picture shows *Solarly* and guests cruising past Chateau Chillon near Montreux.



Swiss Frolic 21 Solarly

R. BURI

A New Electric Paddle Boat in France

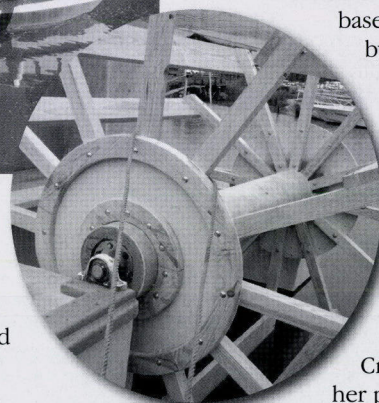


Kevin Desmond describes an interesting new boat proving popular with visitors to Lake Bourget.

Until now, the majority of recently built electric boats in France have been propeller-driven. But Grégory Debord's boatyard at the oyster-farming Port Meyan, near Gujan Mestras, on France's south-west Atlantic coast, has changed that with *Le Chanaz*.

The boat is named after the picturesque little town beside the Savières canal, near

Lake Bourget in France's Savoy region. The 100% electrically-powered paddleboat with a glass-fibre hull and wooden superstructure measures 15.4 metres in length by 4 metres beam. Its paddlewheel is 2.3 metres in diameter with



12 blades made from local pine which turn at 8 rpm. It has been designed to transport 60 passengers along the 10 km canal and out on to its neighbouring lake.

Above the water it resembles the paddle-boats once seen plying for trade on that lake, but in those days powered by steam; nostalgically, it has two vertical funnels which occasionally give out fake smoke! *Le Chanaz* will be the only paddleboat to be seen on Lake Bourget, as well as arguably the lake's first electric boat. This is in keeping with the environmental policies recently underway in communities along the 18 km lake.

Although it has cost 250,000 euros, the venture has been supported by EDF, in collaboration with the Bordeaux-based company Evtronic and also by the French Electric Boat Association. Building was particularly swift, but it took two days to transport the boat to Lake Bourget.

Officially launched on May 20th, *Le Chanaz* was soon making two trips per day, totalling 40 km at an average 6 to 8 km/h. Didier Cornetti, manager of 'Chanaz Croisières' is very pleased with her performance and can even envisage a second boat being built, but not in the immediate future.

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Information sheets from the Electric Boat Association

1. **PRODUCT GUIDE & EBA BUSINESS MEMBERS**
(free upon request)
2. **SOLAR PHOTOVOLTAICS** by Paul Lynn
3. **ELECTRIFYING YOUR BOAT** by Hawthorne & Wagstaffe
4. **HULL DESIGN FOR ELECTRIC BOATS**
by Andrew N Wolstenholme
5. **LEAD ACID BATTERIES - OPERATION & MAINTENANCE**
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6. **HIGH SPEED ELECTRIC BOATS** by Lorne Campbell
7. **HYBRID POWER** by John Hustwick
8. **TRAILERS AND TRAILING** by Paul Lynn
9. **FITTING OUT AND LAYING UP YOUR BOAT** by John Hustwick and Ian Rutter

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Free to members Nos. 2-9
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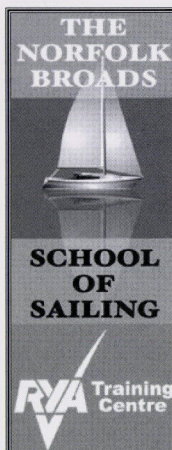
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	EBA MEMBER	NON MEMBER
¼ PAGE B/W	30	40
¼ PAGE COLOUR	40	50
½ PAGE B/W	60	70
½ PAGE COLOUR	75	85
¾ PAGE B/W	100	110
¾ PAGE COLOUR	120	130
FULL PAGE B/W	150	160
FULL PAGE COLOUR	180	190

Stour Steam and Electric

John Hustwick reports on the annual event on the River Stour in Suffolk.

This year's event actually started on Saturday 11th July, with an evening barbecue organised by the River Stour Trust and held at the Visitor Education Centre adjacent to Cornard Lock. Electric boats *Clicquot* and *Adelaide* brought some partygoers to the barbecue and then finished off the day with an evening cruise. The partygoers enjoyed the peace and tranquillity of the river, undisturbed by an electric boat gliding quietly through the water. But will electric boats cruising silently along waterways at night lead to modern tales of ghosts and strange goings on?

Sunday July 12th once again saw the annual Steam and Electric Boating Festival taking place at Sudbury. Fine weather made for an enjoyable time and the public could see the attraction of spending a summer's day out in boats on such a picturesque stretch of water. The Granary as usual was the focal point and with a good selection of boats frequently tied up at the quayside, there was plenty to see and admire, along with other land based attractions nearby. Many people queued to have a ride on the boats running trips along the river and the popularity of these trips was clearly evident.

As well as *Clicquot* and *Adelaide* already mentioned, the other electric boats were *Georgie*, *Elsie Mary*, *Meresig* and *Rosette*. The steam boats were *Sea Otter*, *Lady Elizabeth*, *Lady Heather*, *Artemis*, *Serenity* and last, and by no means least, *Firebird*. So with an equal number of steam and electric boats, it really was a true Steam and Electric Festival this year.



A busy quayside at The Granary



Clicquot, Meresig, a steam boat and a steam car

Noticeboard

Welcome to New Members

Private Members	Location	Boat where notified
Robin and Amanda Andrews	Henley-on-Thames, Oxon	Ratty n Mole – Frolic 21
Mark Board	Cowes, Isle of Wight	Betsy – Nelson 34
John Bridge	Blackburn, Lancs	Kanoodle – solar powered canoe
Derek C. Brown	Reading, Berks	Vanessa – steam boat
Alan & Margaret Clarke	Shepperton, Middx	Caramane – Thames launch
Ron Dennis	Bridgwater, Soms	Half-N-Half – Birchwood
Phil Evans	Ashvale, Surrey	JFDI – 13 ft wooden river launch
Guy Ferguson (welcome back Guy)	Henley-on-Thames, Oxon	Cymba – 28 ft canoe
Peter Frost	Daventry, Northants	
Cheryl Hodds and Sue Rivett (welcome back Cheryl and Sue)	Medmenham, Bucks	Swallow and Eglantine
George Jackson	Rushden, Northants	
Alan Lindfield	Horsham, Sussex	Diesel-electric/solar cruiser
Alan Matthews	Romsey, Hants	Andante – 15 ft clinker mahogany dinghy
Stephen Messer	Windsor, Berks	Cezanne 51 x 12 ft wide beam narrowboat
Tom Murkin	Taunton, Soms	Fibreglass double skinned 14 ft boat
Paula Nightingale	Lowestoft, Suffolk	Tubby – 22 ft wooden sailboat
Nicola Padden & James Kemble	Redland, Bristol, Avon	Countess – 1895 40 ft river launch
John Royal	Stalham, Norfolk	Myth – electric canoe
Patrick Tucker	Chessington, Surrey	
Keith Webster	Norwich, Norfolk	Golden Dawn – 30 ft Broads sailing cruiser
Peter Worsley	Norwich, Norfolk	

Business Member

Motech Control Ltd, Crawley
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E-mail addresses please

It saves the EBA time and money if Secretary Barbara Penniall can contact members by e-mail with news of forthcoming events. If you have an e-mail address but your invitation to the Laying Up Supper came by post, could you please send your details to Barbara on secretary@eboat.org.uk. Addresses are kept confidential and registering them with the EBA will not lead to approaches from anyone else.

New Membership Secretary

Welcome to Tony Dunning who has taken over from Tom Moore as EBA Membership Secretary. Contact details for Tony are on page 20.

New Company Name

EBA Business Member Rupert Latham has changed the name of his company to Classic Boatworks. All other company details remain the same.

French and Australian Associations

The French electric boat association, which now has a brochure and website translated into English, suggests that EBA business members might like to join them and have the opportunity to exhibit at the Paris Boat Show. See their website www.bateau-electrique.com or follow the link from the EBA site.

The website for the Electric Boat Association of Australia is now fully on line and already welcoming new members. If you have contacts in Australia who might be interested in joining as business or personal members please pass on the address which is www.electricboats.org.au.

Local Boating Events

Why not spread the word about the EBA at local boating events? If members think they could do this, please contact Barbara who can provide information and pictures to display.

Christmas Presents

If you're trying to think of a Christmas present for a friend or relative who is interested in electric boating, a year's subscription to the EBA might be just what they would like. Or perhaps a sweatshirt, polo shirt or grebe brooch would be a suitable gift – see page 14 for more details and prices.

Green Award Winner

Congratulations to EBA Business Member Hybrid Marine for winning a Green Award from Practical Boat Owner magazine. The awards were made for the first time this year to recognise businesses which have taken steps to make their industry more friendly to the environment. Hybrid Marine's system of mounting a 7.5 kW electric motor in parallel with a diesel plant to enable a boat to use electric or diesel power was awarded first prize in the 'Products' category.

Solar Trophy

This year the Julia Moss Trophy, awarded for a significant contribution to solar boating, was presented to EBA member Rolf Schmidt, owner of the solar-powered stern wheeler New Era which was featured in last autumn's EB News. The award money will pay for the components of a new electronic motor controller which Rolf will be building over the coming winter.

The picture shows EBA President Malcolm Moss presenting the trophy on a rather windswept day at North Kessock near Inverness. After the presentation Rolf in *New Era* made a very



rough crossing of the Beaulieu Firth to the Caledonian Canal and was pleased at how well the boat performed in winds of 30-35 mph with metre-high waves.

Malcolm Moss presenting the Julia Moss Trophy to Rolf Schmidt

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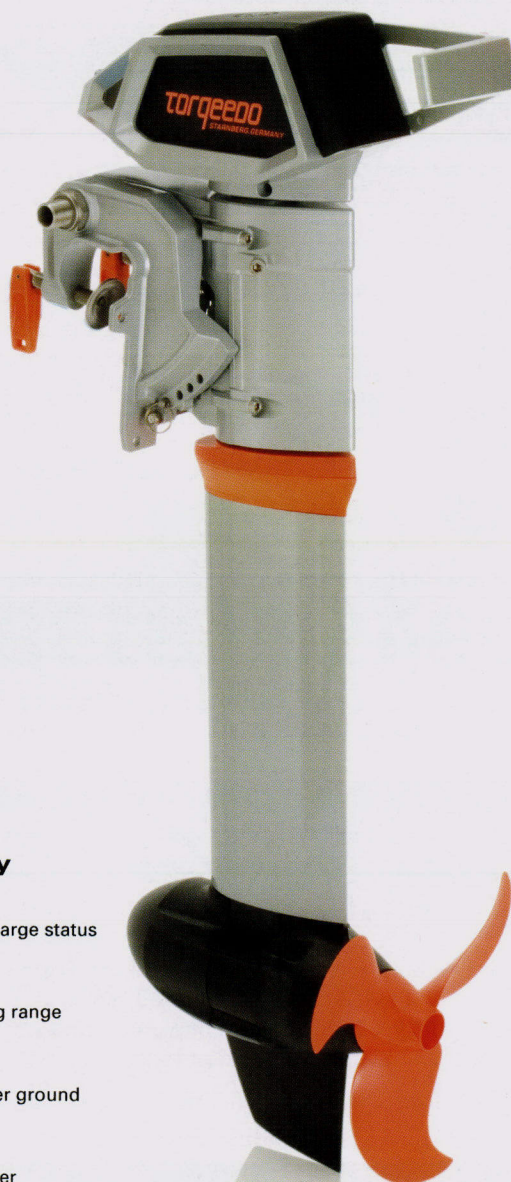


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Viking Marine provided mechanical design and fabrication for the conversion of Dutch Barge SARA for electric propulsion (see article in last issue).

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A Tribute to Peter Fletcher

Paul Wagstaffe, who represented the EBA at Peter Fletcher's funeral, pays tribute to a very supportive member of the Association.

EBA Members will be sad to learn of the passing of a very active ambassador for electric boating, Peter Grayson Fletcher. Peter and his wife Hilary were awarded the 2008 Emsworth Trophy for the longest journey by an electric boat in 2007. During the trip on the Wey and Thames in their 29 ft cabin launch *Eglantine* Peter also identified and logged difficulties in using the Environment Agency's charging points. Thanks to his initiative, the EA are modifying the charging points to allow more than a few hours charging for larger battery banks.

Eglantine's construction, equipment and decorative carving are a tribute to Peter's skills as a yachtsman, Master Mariner, craftsman in wood and a trained shipwright.

Peter's activities started at 14 in farming to support his family and were later followed by very extensive studying and training in all aspects of creating and building in wood. He built many of the lock gates on the River Wey and other wooden structures around Guildford, including a special pen for lions – an unexpected gift from a lady to Paul Getty!

He played a significant role in establishing and building the Wey Cruising Club and taught seamanship as an RYA Instructor, as well as sailing his own yacht and delivering Dutch Barges across the Channel to the UK.

Peter earned the respect of fellow EBA members through his interest in, and enjoyment from, electric boating together with his quiet and thoughtful consideration of all the boating issues that he tackled with patience and determination. It was a great relief to him that *Eglantine* has been sold to experienced electric boaters and has moved to a good home on the River Thames.

We send our sympathies to Hilary and their daughter Sarah.



Peter and Hilary Fletcher with the Emsworth Trophy

Dear Sylvia

We would like to draw members' attention to the importance of regular servicing of their boats.

The modern electric boat is an inherently reliable piece of equipment, but like all things mechanical it needs servicing if it is to remain efficient and safe. You would not run your car for six years without any maintenance, and your boat is no different. In fact since it spends at least half the year inactive, its components are more likely to suffer in the damp, corrosive environment they live in.

The consequences of lack of servicing are inconvenience, cost and most importantly safety. We regularly get called out to boats that have failed on their first trip of the season, leaving the passengers stranded and spoiling the day. On the cost front, if the battery charger has not been working correctly over the winter, you could have to replace the battery bank, at a cost of up to £2000, and will certainly have shortened its overall life.

But it is the safety aspect that is most worrying for us. Three times this year we have been called out to boats on which a battery has exploded, showering hot acid all over the inside of the compartment. Fortunately the hatches were closed at the time, so all that happened was that the inside of the box was damaged, but if they had been open the consequences would have been unthinkable.

These faults would almost certainly have been picked up if the boats had been recently serviced. Ideally this should be done at the end of the season, prior to being laid up, to ensure the charger will look after the batteries over the winter, then afloat, at the beginning of the season, to ensure the motor and controller are working correctly.

But whenever you have it done, regular servicing will help protect you and your investment.

Yours sincerely

**Emrhys Barrell
Thames Electric Launch Company**

Dear Editor

Since 1979, thirty years ago, I have been privileged to both witness and report on the steady progress of electric boats. From one or two jury-rigged adaptations to almost one thousand custom-built boats around the world today. One solar boat has crossed the Atlantic. Another has averaged 100mph. Several electric outboard engine brands are on the market. There are now ferries capable of transporting between 30 and 300 passengers per trip. The solar-hybrid and fuel-cell hybrid fledgling fleets are growing.

So what about the next thirty years? What will we have achieved by the year 2040? What should be our long-term goals – as individual owners, as engineers, as boat designers, as waterways authorities? Will speed records climb to 200mph? Will powerboat racing go electric? Should oceans be crossed? Will every lake, canal and river on our planet end up having more electric boats than i/c boats? What else?

**Kevin Desmond
desmond.book@wanadoo.fr**

**What do other EBA members envisage for the next thirty years of electric boating? Ideas please to
editor@eboat.org.uk**

Electric Boat Association



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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,
Tony Dunning
27 Bridge End, Egremont
Cumbria, CA22 2RE
Tel: 01946 820875
email: membership@eboat.org.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

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

Capricorn Creative Marine Mayfly 16 Traditional electric launch, reluctantly for sale by the present owner due to ill health. Built approx. 8 years ago and last year had a complete set of new batteries installed. In good condition with regular maintenance (antifouling etc) carried out each year. Dark blue hull and deck with off white interior. Mahogany inset decks and transom. Tiller steering. Bronze/gunmetal deck fittings including navigation lights, flag sockets and burgee. Seat cushion set. Ridge cover. Mooring ropes, fenders etc. Trailer also included. £16,000 Tel. 01263 713379.

Edwardian style closed electric trailable launch (2007) based on John Williams Festival 23. Seating converts to large double berth, small galley, fully upholstered with lined curtains. Fibreglass hull, roof and interior with hardwood window frames and curved rear windows. Powered by electric Azi-Prop drive by Fischer Panda giving excellent manoeuvrability. Lying under cover at Pangbourne. See picture opposite. For further details contact John Miller on 01603 760670 or telephone 07813 917730.

Kipawa 358 Propeller. This will improve the performance of your Minn Kota Electric Outboard. Little used on a Minn Kota Max 55T. Should fit Minn Kota outboards with a 3 5/8" Hub. To see all the motors it fits check out www.kipawapropellers.com A bargain at £25 plus P&P which is half new price. Contact Ian Rutter Tel: 07771 817682 Email: ianrutter@talktalk.net

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.

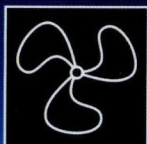
BOAT FOR SALE – see Classified opposite



Edwardian Style Launch

Joe Whitby

Examiner – Boat Safety Scheme



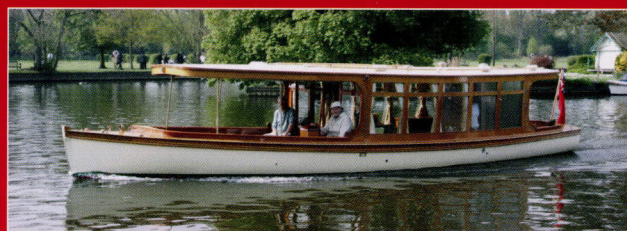
23 Crowsley Road, Lower Shiplake,
Henley-on-Thames,
Oxfordshire RG9 3JU

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bssjoewhitby@aol.com



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*LISBETH: 38ft Gentleman's Launch, 1953, by Borwicks Ltd., Windermere.
Selco 8kw motor.*

*Wishing all EBA readers
Seasons Greetings and Happy Cruising in 2010*



*MAGNA CARTA: 25ft Slipper Launch by P. Freebody & Co. 1992.
Nexus 2kw motor.*

Mobile: 07799 654113 Tel: 01753 833166
sarah.woolley@stanleyandthomas.co.uk www.stanleyandthomas.co.uk
Tom Jones Boatyard, Romney Lock, Windsor, Berkshire SL4 6HU

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