

The Journal of the Electric Boat Association
Volume 23 Number 3 Autumn 2010

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Electric Boat **NEWS**



**Swiss Solar Record • Trophy for a Thames Trip
New view of Henley Trad • New Show in Liverpool**



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Deltic Weekender 6.4m

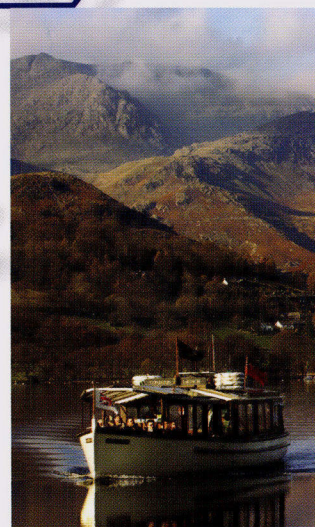
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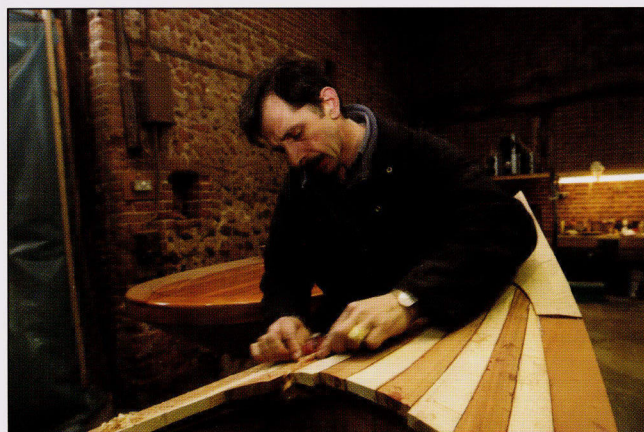
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EBA Calendar

January 2010

7th – 16th	EBA interest	London International Boat Show ExCel
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February

22nd – 27th	EBA interest	Boat and Caravan Show NEC, Birmingham
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March

11th – 13th	EBA interest	British Leisure Show Windsor Race Course
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April

29th – 8th May	EBA represented	Liverpool Boat Show
30th – 2nd May	EBA interest	IWA Campaign Rally Northampton

May

28th – 30th	EBA interest	National Trailboat Festival Neath Canal
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June

10th – 12th	EBA represented	Beale Park Boat Show Lower Basildon, Berkshire
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July

16th – 17th	EBA represented	Thames Traditional Boat Rally Henley-on-Thames, Oxfordshire
29th – 31st	EBA interest	IWA National Festival and Boat Show Burton on Trent

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.

Cover Picture: Solarly.ch on Lake Geneva
see report on page 2



Cruising the Thames

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Cruising the Avon

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Cruising the World

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Copy Deadlines

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

Spring 1st February
Summer 1st June
Autumn 1st October

For more information about the EBA contact

EBA Secretary: Barbara Penniall

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Tel: 01491 681449 email: secretary@eboat.org.uk

Details of the other EBA Committee Members are on page 20

From the Editor



EBA members will have noticed a difference in their magazine when it arrived in its (bio-degradable) plastic cover. Changing printers means we now have full colour instead of the mixture of colour and black and white we had before. Our new printers the Lavenham Press have achieved ISO 14001, the international standard for environmental business

management, involving controls on the use of natural resources, energy consumption and the handling and treatment of waste. The 'new look' EB News is printed on silk paper approved by the Forestry Stewardship Council using vegetable based inks.

Very sad news came this autumn with the death of our Vice President Edward Hawthorne. We will miss him as a friend and a strong supporter of the EBA. A tribute to Edward is on page 8.

It was good to meet EBA members over the summer at shows and rallies, most of which took place under sunny skies. Unfortunately autumn weather blew in with a vengeance for the last event of the season and consequently our Norfolk Cruise turned into a ride on the Bure Valley steam railway, with only a few people braving the wind and rain the following day for the Green Boat Show. Reports of the show, and the IWA Festival at the end of August, will be in the next issue.

We're already looking forward to next year's boating season, beginning with the London Boat Show in January. Members involved with hybrid propulsion will be interested in news of the Mansura awards to be presented next May. And plans are underway for an exciting new show in Liverpool Docks in April. If you're interested in exhibiting or just visiting this show see page 19 for more details.

Editor

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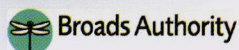
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Electric Boat News welcomes contributions from members and readers, although we cannot be held responsible for any damage or loss which may occur to this material. Items of interest include letters, reports of rallies, events, trips and cruises, articles and advice on building and running electric boats and on items of equipment. We also welcome manufacturers' reports on new equipment and boats.

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We are grateful to the Broads Authority for the renewal of their support for the Association



Solar Record in Switzerland

David and Goliath - Solarly meets a Passenger Steamer

Swiss EBA member Charly Teuscher describes his record-breaking cruise on Lake Geneva this summer. He believes that this is the first time that a boat has ever completed a full circuit of the lake using only solar energy.

The cruise lasted six days from 14th to 19th July 2010, including one day moored up at the port of Evian due to a Bise (north wind) too strong to allow a safe navigation of my Frolic 21 *Solarly.ch*.

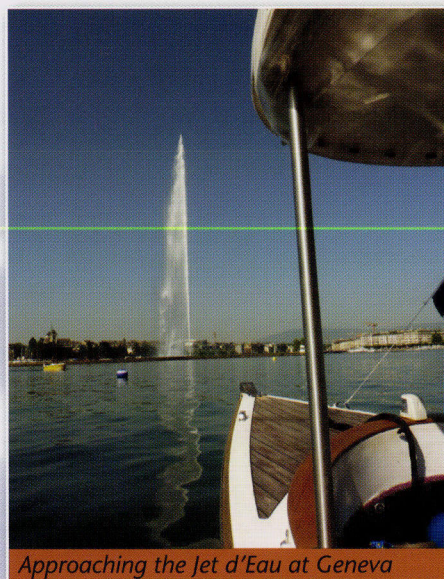
Solarly is equipped with two packs of four 6V 180Ah batteries. During the trip, and despite some rough weather, the batteries didn't go below 66% of their full charge. In good weather the photovoltaic panels give the batteries a charge of 2% to 3% per hour. On a sunny day, while navigating, the 3.8 sq meter solar panels (total 640 Wh) allow a speed of 6.7 km per hour on solar power alone, without losing any of the charge in the batteries.

The batteries were 100% charged on departure and arrival, which means that the entire trip of 181 kilometres was powered only by the sun's energy.

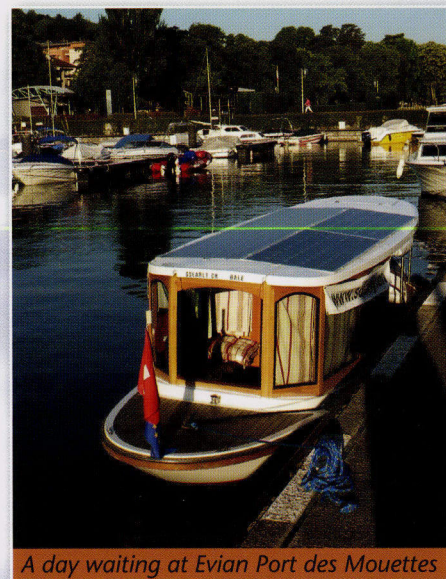
This beautiful journey proves that solar energy is an efficient and very pleasant way to navigate our lakes. In case of bad weather or emergency the electricity stored in the batteries via the photovoltaic panels can be used to power the boat. If necessary, one can also charge the batteries overnight

in some of the harbours by plugging into the local 220V network (but not all visitor moorings have this facility). This season, from April to July *Solarly* travelled more than 600 km on the lake and never had to charge its batteries in this way.

This is my log of the trip, translated by my daughter Léa. The GPS recordings of the last three days are available on <http://connect.garmin.com/activity/41040872>



Approaching the Jet d'Eau at Geneva



A day waiting at Evian Port des Mouettes

14th July 2010: Vevey – Morges

Departure from Vevey on Wednesday 14th July at 11.30am, arrive at Morges Petit-Bois at 5.45pm. Nice weather. Distance travelled: 33.4km. Battery at 100% on departure, at 94% on arrival, and back at 100% the next morning. Great fêra fish fillets at the restaurant of the TCS camping near the harbour.

15th July: Morges – Coppet

Late departure at around 10am due to cloudy sky, the weather improves during the afternoon. Arrival in Coppet at 6.15pm. Have to dive several times to get rid of the weed blocking the propeller. Distance travelled: 36.8km. Battery at 89% in the evening, and back at 98% the next morning.

16th July: Coppet – Sciez (via Geneva)

Departure at 7.30am. Coffee break at Versoix Port-Choiseul, arrival near Geneva's Jet d'Eau fountain at 10am. Stops at Nernier for ice cream and Yvoire for biking to 'The Chataignerie' to see a photo exhibition. Nernier and Yvoire are two very nice villages on the French shore. At Yvoire meet another solar boat the Aquarel 4. Have again to dive several times to get rid of the weed. Arrival in Sciez at around 6.30pm. Distance travelled: 47.20km. I recommend the stop at the Les

Pêcheurs restaurant, just east of the Sciez harbour, for great local fish dishes.

17th July: Sciez – Thonon – Evian

Wind blowing from the north (Bise) at 10 knots. Departure from Sciez at 8.14am, arrival in Thonon at 9.30am. Wait until the weather improves and leave for Evian at 12.58. Rough water, wind blowing at 10 knots. After Port Ripaille with the wind blowing at 20 knots and the waves getting higher, it becomes difficult to navigate as *Solarly* has quite a low freeboard and water gets in at the bow. At 3.16pm find shelter behind the Evian harbour dyke. After an hour's wait, the Bise weakens and I find a mooring at the Mouettes (Seagull) harbour. Arrival at around 5.15pm. Due to the strong wind and poor sun conditions the batteries are at 66% on arrival. The bilge pump is put to good use. Distance travelled: 21.8km

18th July: Evian

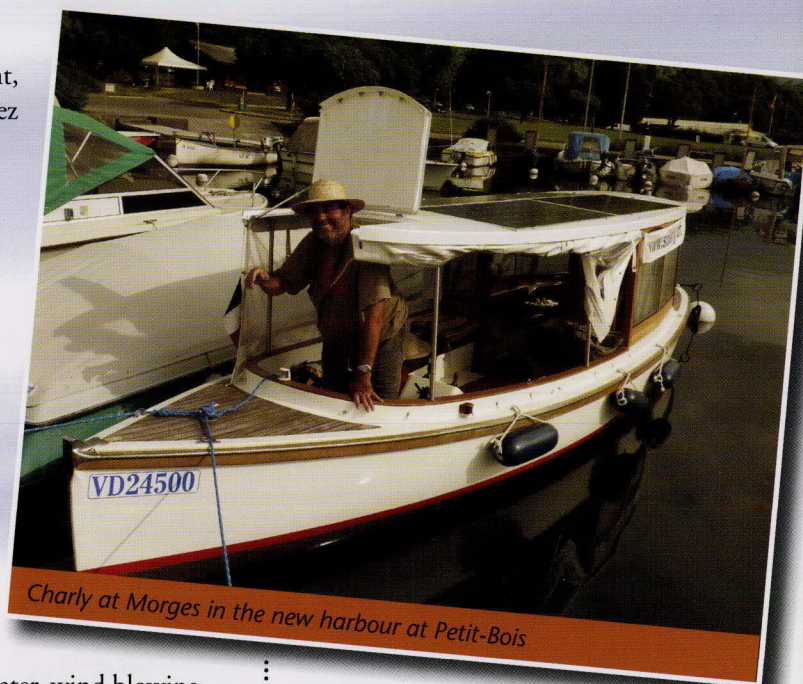
Waiting for calmer water at Port des Mouettes as the lake is too rough and the wind too strong to travel. But the sun is

shining, and the batteries are at 100% at the end of the afternoon.

19th July: Evian – Vevey

Departure at 7.24am, swell until Locum, then the wind weakens for the last bit of the trip. Beautiful weather. Around 1pm pass the famous castle of Chillon near Montreux where we stop for an icecream. Arrive in Vevey at 3pm. Batteries are fully charged on arrival. Distance travelled: 41.8km.

The voyage is dedicated to Sun21, which was the first solar boat to cross the Atlantic Ocean in 2007 by navigating from Cadiz to New York on solar energy alone: see www.transatlantic21.org and EB News Spring and Summer 2007



Charly at Morges in the new harbour at Petit-Bois



Meeting Aquarel 4 at Yvoire

Three Men in a Boat



Journey's end at Teddington

The Emsworth Trophy for the longest voyage in an electric boat has been awarded this year to EBA member Grant Johnson. Here he describes his memorable voyage down the Thames in his slipper launch *Hazel J*.

The boat was made by my father Keith in his garage in Cornwall. I found a mould of an early 1900's Henley slipper launch in Doncaster and, with a bit of persuasion, the owner agreed to make it 4in wider to allow for a keel and prop tube.

I initially planned to fit a diesel motor but a friend heard that the price of diesel was due to rise considerably and the Environment Agency were planning to incentivise river users to use cleaner fuels, so we switched literally at the last minute to an electric system. Even though the capital cost was more I was convinced this was the right decision.

After much toil by my father I drove to Cornwall to install the electric motor we had made in Italy and the control gear that John Lenahan from

CBL Electric Vehicles in Bampton had designed and made for me. The system worked first time and after some more work by my father the boat was ready for launching.

On a gloriously sunny day on the Thames at Sunbury we splashed champagne over her bow and named her *Hazel J* after my mother. My best friend Robert had asked if he could use the launch party as a cover to propose to his partner of many years, so I took Jenny and some friends out for a short trip up the river and back, giving Robert time to change into his kilt and get the engagement ring ready. He was waiting on the river bank, ring in hand, ready to pop the question. Jenny said yes and they married a year later.

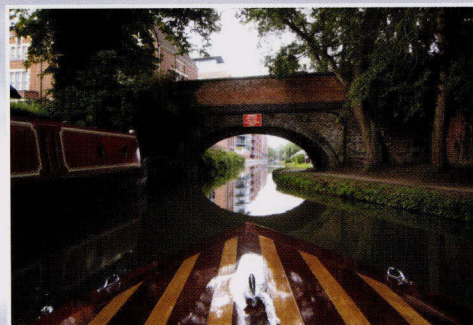
After many lovely trips up and down

the river I added another four 12V 110Ah gel batteries to the existing bank of four and removed some of the cutlass bearings, as we had put too many in the shaft tube. With the boat running well, Robert, our friend John and I decided to emulate the 'Three Men in a Boat' and take *Hazel J* from Lechlade to Teddington and back to the boat yard in Walton.

The grand voyage began at 08.30 on a beautiful sunny morning and John from CBL met us to toast the boat and wish us well on our voyage. Our official start point was The Round House just outside Inglesham. I had done some research on charging points although nothing was booked. I had no idea how long the batteries would last so we kept a very detailed log of the time to and through each lock and how many bars of power we had left on our eight segment power meter. We also had a GPS to monitor our speed which on day one we kept to around 4.5 mph and we did periodic tide flow tests which on average was about 0.6 mph. The first day we made it to Wolvercote, although we had expected to do about 20 miles per day, but we got a bit of a shock when I rang Sandford Lock at lunchtime to find that the charging point was out of order. I then rang every boatyard and pub along the river to see if we could plug in, with no luck. We considered stopping at Shifford at 14.10 as they



Hazel J



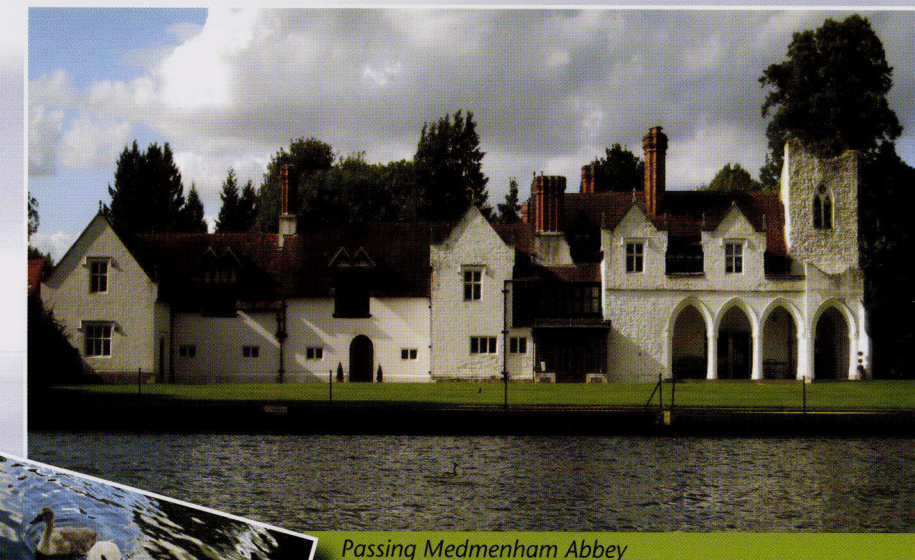
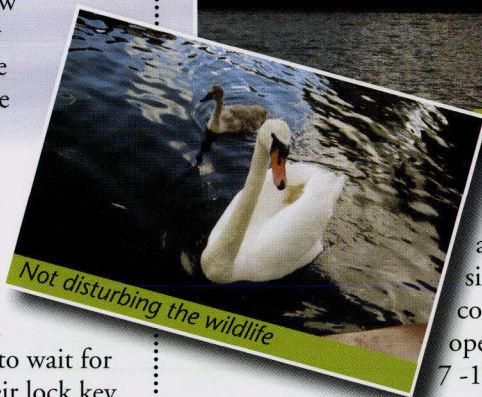
On the Oxford Canal

did have a working charging point but we had only covered a short distance and only gone down two bars so we kept going. I continued to ring round trying to find somewhere to plug in, but no-one could help. It was the end of August, everywhere was booked and we were getting desperate. Then John remembered some friends who had a flat next to the Oxford Canal, so he rang them to explain our predicament and asked if they would mind if we moored outside their window and plugged our (thankfully long) charging cable into the socket behind the TV for the night. Luckily they agreed, so we left the Thames just before Kings Lock and were confronted by a lock gate to which we didn't have a key. Was this some sort of test we were on? After much head scratching we decided to wait for a passing boat to borrow their lock key, but 30 minutes went by with no narrow boats in sight. I then remembered I had a large adjustable spanner in my tool kit, which to our delight we were able to use to raise the sluices and make it through the locks. Our power meter had been flashing red on the last bar for about 40 minutes, but we made it to our improvised mooring next to the bridge at 19.40.

Our hosts had gone to a dancing lesson so we made ourselves comfortable on their lawn and ordered a pizza to keep us going. We were met with hugs and a very welcome power socket when they arrived home and we had a brilliant night's sleep on their lounge floor.

Our second day started at 07.21 with eight fully charged batteries as we set off down the canal to rejoin the Thames at the Isis lock. The river was busy and it was taking us longer to get through the locks; we also dropped our speed to 3.2 mph to improve the battery life. We made Benson Lock at 17.40, a distance of just under 20 miles in 6 hours 13 minutes of travelling time, having only used two bars of our power meter. We found a local B&B which the lock keeper recommended and had a fabulous pub meal.

Day 3 started at 07.15; it was overcast and we decided to increase the speed a bit to 4mph. We were making good time through the locks, stopping in



Passing Medmenham Abbey

Goring for breakfast, although since all we could find open was a 7-11 we had to eat pasties. It

rained on and off during the day but luckily I had bought a garden umbrella from B&Q which we rigged to keep us dry, although I am sure we wouldn't have won any elegance awards. The day finished in Cookham at 20.05 where we were able to check into the Institute of Marketing Hotel, Moor Hall.

Day 4 began at 07.32; it was cloudy in the morning but soon we were applying suntan lotion. We were now travelling through Taplow where

we came across a heron fishing on the bank in front of us; he would fly ahead of us and land, then dive into the river and emerge with a fish, and treated us to this amazing spectacle twice. Our next brush with nature came when we surprised a kingfisher sitting on a branch hanging over the river. We must have been so quiet he didn't hear us coming, but he flew off just as we came up behind him and flew ahead of us, streaking around near the bank until he

must have seen us and darted for cover. We were lucky to see a few kingfishers and many other birds and general wildlife which I am convinced we wouldn't have got as close to in a noisy diesel powered boat.

We arrived at a friend's house on Sunbury Court Island at 17.56 that night and walked to my house to get a good night's sleep. Amazingly we had only used 3 bars of power, travelling 26.44 miles at an average of 3.54 miles per hour.

On the last day of our trip we set off at 08.55.

The boat's log states that Admiral Robert was at the helm and the cabin boys (John and I) were revolting and sporting large beards. We were on the home straight now and made Teddington



John Hustwick presenting Grant with the Emsworth Trophy

Lock at 11.15. Our final task was to ask a passer-by to take a photo of the three of us in front of the Teddington Lock sign.

Editor's note: the EBA is continuing to talk to the Environment Agency about improving charging points on the Thames. If you are planning a long trip, EBA Secretary Barbara Penniail has a list of EBA members on the river offering charging facilities.

Trophy for Hybrid Boats

Judges have been appointed for the 2010 Royal Thames Mansura Trophy, which is presented every two years for excellence and innovation in marine hybrid power systems. Named after the 1912 petrol-electric cabin cruiser *Mansura*, the competition is being organised by the Royal Thames Yacht Club in association with Bosch Engineering and has already attracted interest from Canada, Thailand and India.

Current holder of the Mansura Trophy is EBA business member Gordon Hall of EnviroBoat Developments who established the UK's first solar passenger launch service on Coniston Water. Gordon accepted his award last year in the company of other EBA members who received Mansura medals: Birmingham University for their hydrogen hybrid canal boat, the Thames Electric Launch Company for their diesel-electric canal boat and Mike Manisty for his solar voyage from Westminster to Lechlade. The EBA itself was given a medal to recognise all it had done to promote electric and hybrid-electric power.

Eligible boats must use at least two independent sources of propulsive power, and the final drive system must be electrical. Entries must be received by 1st March 2011. For full details of the award and rules for entry see the website www.mansuratrophy.com

New Recharging System

Kevin Desmond reports that EBA business members Torqeedo have produced a flexible and foldable solar charger to accompany their lithium battery-integrated Ultralight and Travel 503/1003 outboards. Made of Copper Indium Gallium Diselenide (CIGS) cells it weighs 1.6 kg and when folded is little bigger than an A4 sheet of paper.

Unfolding to one square metre it delivers 40-50 watts. This is sufficient to run a kayak or skiff at between 1 and 2.2 knots from solar, or to recharge the battery fairly quickly. You can plug the charger directly into the Torqeedo and need no other device. The GPS-based range calculation will



incorporate the solar charge effect into the calculation of the remaining range.

This summer a Hobie Tandem Island kayak with outriggers covered 26.5 nautical miles for the Torqeedo Catalina Challenge through a choppy Pacific from Long Beach Harbour to Catalina

Island. Power for the all-electric trip came from two Torqeedo Ultralights while the flexible solar chargers were fixed to the outriggers. The amount of energy contained in the on board batteries represented in total only 650 Wh (11 Ah @ 29.6 V)

Traditional Boats in France

Jen and Ian Gardner took a trip on an interesting electric boat while on holiday in France. The traditional black 'bateau à cornet' was originally built as a work boat for a marshland area called the Hortillonnages in the centre of Amiens. The long flat bottomed boats were used for travel between plots of land separated by small canals. The raised bow allowed the boats to moor to the mud bank without causing damage.

Originally punted with a pole, the boats were fitted with electric propulsion in 1993 and are very popular with tourists who can travel silently along the canals without disturbing the grebe, moorhens, swans and mallards which nest among the reeds and water irises.



New Ferry in Turkey



A new zero-emission passenger boat is being built at Eskisehir in north-western Turkey. 12 metres long and 3.2 metres wide, it is expected to be on the water in March next year, carrying up to 34 passengers at a cruising speed of 5 knots on the River Porsuk. Local company Apexmarin have built a number of similar ferries with diesel engines but this is the first with electric propulsion. It will have a 48 volt 6.5kW DC system with two permanent magnet water-cooled synchronous motors in pods which can rotate more than 90 degrees for ease of manoeuvring.



Green Boat of the Year



The magazine Practical Boat Owner has made the new Greenline 33 diesel-electric hybrid its 'Green Boat of the Year', as Kevin Desmond reports. The boat was created by Seaway, based in northern Slovenia, in cooperation with Volkswagen Marine and Iskra Avtoelektrika and since August has been in series production. Its 'Superdisplacement Hull' consumes less fuel, emits less CO₂ and produces less wake than any comparable displacement or planing hulls.

At cruising speed of 4-5 knots the boat is all-electric and can be powered by energy produced and stored by the solar array on its rooftop. Its lithium-ion batteries are capable of moving it up to 20 miles per charge (240Ah/7kW) with the pv panels producing 2kW. At top speed of 10 knots the boat uses a Volkswagen Marine TDI 75-4 diesel engine (with 75hp and 165 hp options) coupled to a 7kW electric motor and a 5kW generator.

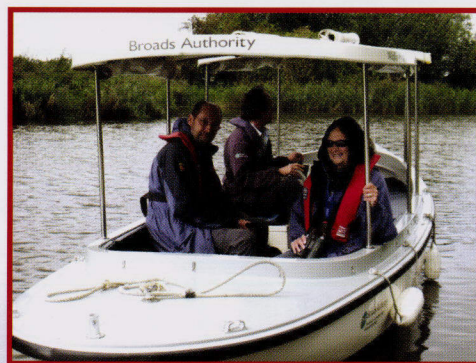
100,000 Passengers on an Electric Boat

Joyce Adamson from Lancashire became the 100,000th visitor to travel on the Broads Authority's launch *Electric Eel* at How Hill National Nature Reserve. She was given a free boat trip and a pewter pin brooch to mark this milestone.

For 23 years the silent electric boat has been taking visitors on a wildlife water trail into the secret reed-fringed dykes behind the River Ant where, at different times of the year, dragonflies, damselflies, Swallowtail butterflies and rare aquatic plants can be seen. The boat stops off at the Authority's bird hide overlooking Reedham Water where visitors may spot marsh harriers, duck and, if they are lucky, bittern.

The locally built electric launch was the brainchild of the Broads Authority's first chief executive, Aitken Clark, a past President of the EBA, as a model for sustainable tourism in a fragile wetland. Since then the Authority has added three more sustainable trip boats, including the country's first solar powered passenger launch. It became the first English National Park to gain the European Charter for sustainable tourism and was also granted Beacon Council status for promoting sustainable tourism.

Bookings for the 50 minute trips on the *Electric Eel*, which run from April until the end of October, can be made at the information centre at How Hill on 01603 756096.



Joyce Adamson and her husband John with Broads Authority guide Robin Jeffries on board *Electric Eel*

Round the World on Solar Power

The largest solar powered boat ever built has begun its round the world voyage. Following successful sea trials in the Mediterranean, MSTÛRANOR PlanetSolar set off from Monte Carlo on 27th September, with a stopover in the Canary Islands for tests and technical servicing. On 22nd October the 31 metre catamaran, flying the Swiss flag, left Las Palmas to cross the Atlantic. This will be the longest leg of the journey so far, with arrival in Miami expected in late November or early December. The whole voyage will take at least eight months depending on weather conditions. After Miami, the planned route is via Cancun, San Francisco, Sydney, Singapore and Abu Dhabi. At each stop the Planet Solar team will be setting up an exhibition promoting sustainable energy systems.



Departure from Monte Carlo
(see also picture on inside front cover)

Kevin Desmond has sent news of a second boat aiming for a solar round the world record. *Solar Odyssey*, a 19 metre long French trimaran, was assembled at the Jeanneau shipyard in Nantes using recycled racing yacht hulls and launched in September at the La Rochelle Boat Show. Its projected top speed is 18 knots with an average speed of 8 knots. Following sea trials, its first aim is to beat the record of 29 days achieved in 2007 by the Swiss catamaran *Sun21* for crossing the Atlantic. If this proves successful it will continue its planetary circuit via Panama and the Pacific, returning to Europe through the Suez Canal.



Edward and Dinnie in *Mystere*

IAN RUTTER

Farewell to Edward Hawthorne

EBA members gathered at St Nicholas Church in Hedsor to say goodbye to Edward Hawthorne, who died on 27th September at the age of 90. On a beautiful sunny day, overlooking the River Thames which had played such an important part in his life, he was laid to rest next to his wife Dinnie, whose death in 2005 was also a great loss to the EBA.

Edward was a keen rower, taking the bow position in the Cambridge eight which won the University Boat Race in 1940. His involvement with electric boats began when Dinnie complained that every time she started the petrol engine of the boat she used for shopping trips her young collie dog started howling at the noise.

Edward replaced the engine with an electric outboard and the dog stopped howling. Back in the 1960s choice was limited and the small 24 volt Evinrude was too underpowered for the heavy broad-beamed 'shopping boat' but over the years they progressed through a number of motors and boats, all with the advantages of silent electric power.

In 1990, to celebrate their 70th birthdays they took delivery of *Mystere*, a Frolic 21 fitted out by local boatbuilder David Smith in the style of the traditional mahogany Thames launch, and in which they enjoyed many trips up and down the river.

In the same year Edward succeeded Viscount St Davids as EBA Vice Chairman Users Group, representing the interests of the private members on the EBA committee, before handing over to Ian Rutter and becoming Vice President of the Association.

Edward's book 'Electric Boats on the Thames 1889-1914' is a fascinating history of the early years of electric boating and until shortly before his

death he was working on bringing the story up to the present day.

Edward's garden at Waters Edge was the scene of many happy EBA gatherings. It was always a pleasure to meet him out on the river or to see him at his window spotting interesting passing boats through his binoculars. At the funeral we learned that these binoculars had an interesting history. During the Second World War Edward found himself ahead of the Allied advance into Germany and, turning a corner, ran straight into a German Panzer Division, who were waiting for someone to surrender to. The powerful binoculars were presented to him as a gift from the officer in charge.

We will miss Edward's lively mind and interest in all things mechanical and electrical, including the very latest technology. The large and increasing number of electric boats on the river is in no small part due to his enthusiasm and endeavours. We send our deepest sympathies to his sons David and Malcolm and their families.



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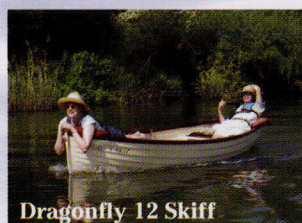


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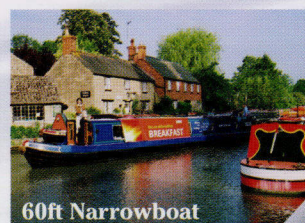
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A New View of Henley Trad

Sylvia and Ian Rutter see The Thames Traditional Boat Rally from a different perspective.

Every summer canoes, skiffs, punts, cruisers and cabin launches of traditional construction – no fibreglass allowed – assemble at Henley to celebrate the boatbuilding skills of the past and encourage the continuing use of traditional materials and methods. A new entry to the show this year was our electric launch *Eddy Current*, built of cedar strip planking on oak with mahogany decks and cabin by EBA business members Pattersons and with electrics installed by Ian. This meant we had a busy weekend wearing two hats (boaters of course) as official participants in the rally alongside our usual role of reporting the event for EB News.



The Watsons and friends with Adelaide

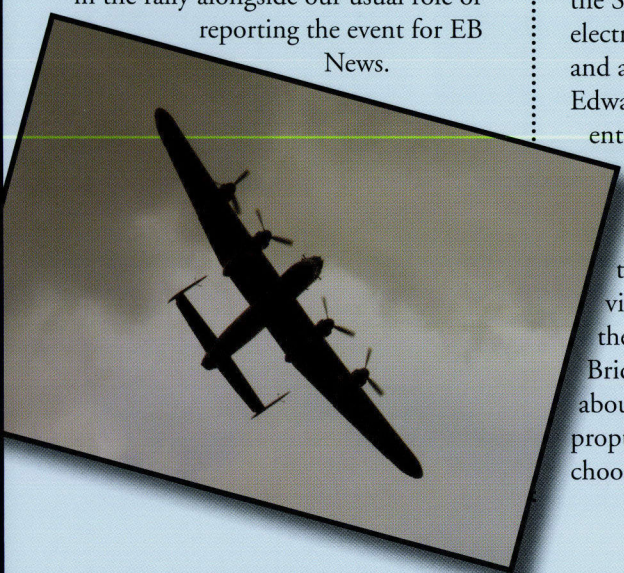
Our journey upstream the day before was enlivened by encounters in locks with other traditional boats on their way to Henley, including *D River* a 1958 Meakes open launch owned appropriately by a Mr. D. Driver and the jolly crew of *Jolly Brit*, one of the open launches used by the royal family on the Royal Yacht Britannia.

We had entered *Eddy Current* for the Simonds Trophy, awarded to electric boats for smooth running and appearance. Last year's winner, Edwardian style launch *Adelaide* had entered again and was looking very elegant, as were her owners EBA members Jeff and Georgina Watson and their friends, all in traditional dress. *Eddy Current's* first visitor on the Saturday morning was the official judge, EBA member John Bridge, who asked a lot of questions about the advanced AC electrical propulsion system. John said that choosing the best electric boat was a very

difficult job as the standard of entries was high, and it was only later in the day that he had time to launch his own electric boat, solar powered *Kanoodle* which had travelled down from Lancashire on the roof of his car.

Adelaide joined us for the sail past of launches and cabin launches and, later in the day, a parade of electric boats, with the commentators relaying information about each vessel to spectators on land. The boat parade which must have brought back many poignant memories was that of the Dunkirk Little Ships. It was the 70th Anniversary of the wartime rescue of 338,000 troops from the Dunkirk beaches and as a Lancaster bomber flew low overhead the veterans on board *Deven Belle* dipped their flags in silent tribute to lost comrades.

In between boat parades we had a chance to catch up with other EBA members and their boats, including Edwardian canoe *Cymba* owned by Guy Ferguson. Built by Bonds of





A 30ft cruiser with diesel-electric propulsion by Fischer Panda, it has a hull of double diagonal mahogany planking on oak ribs with mahogany and teak superstructure. *Lady Bea* was runner up for the Simonds Trophy last year as well as runner up for the Osland Trophy awarded for structural restoration. Also on the water was Quentin's cabin launch *Lady Florence*, built by Taylor & Bates in 1926. Originally powered by a Gardner petrol engine, the boat now has a new Fischer Panda hybrid electric system with a 10kW AC motor and 16 batteries, installed by EBA business member Rupert Latham during its extensive restoration.

Rupert was also responsible for the restoration of *Seven Springs*, now owned by new EBA members Nigel and Lysette Offley. Named after the source of the Thames, *Seven Springs* was built by Salter Bros in the 1920s as a River Inspector's launch and has a new 48V propulsion system.

Back on dry land we joined the visitors to EBA business members' stands. Henley Sales & Charter and Stanley & Thomas, who had struggled to put their stand up in strong wind the day before, had traditional Thames launches for sale. Henwood and Dean were showing their 1924 boat-tailed car, designed to demonstrate traditional boat building craftsmanship. Peter Freebody's stand included the beautifully varnished 30ft electric slipper launch *Oui Oui Too*, based on a design from the early 1900s, which featured on the front cover of EB News in the spring.

On the EBA stand John Hustwick and Barbara Penniall were dealing with enquiries about electric boating and

welcoming EBA members, some of whom came out on the boat with us. We were just mooring up after one of these trips when a tannoy announcement requested our presence at the judges' tent. And there we

learned that *Eddy Current* had been awarded the Simonds Trophy, with *Adelaide* runner up. And *Seven Springs* had won the Ellenbrook Trophy for the best-presented ex-working boat. The awards were officially presented by the rally Chairman on the Sunday afternoon, after which we joined the other winners in a 'Trophy Winners Sail Past'.

Pictures of all the winning boats are on the rally website www.tradboatrally.com which also has information about next year's event.

Maidenhead in 1908 and allegedly once owned by the Astor family, *Cymba* was restored 20 years ago by Peter Freebody who went on to build the new 'Cymba' class of canoes including *Hope*, owned by John and Liz Bland.

Lady Bea, a Bates Star Craft owned by Quentin Hoodless, was celebrating its 50th anniversary, having been built at the Bates yard in Chertsey in 1960.



Eddy Current



Kanoodle



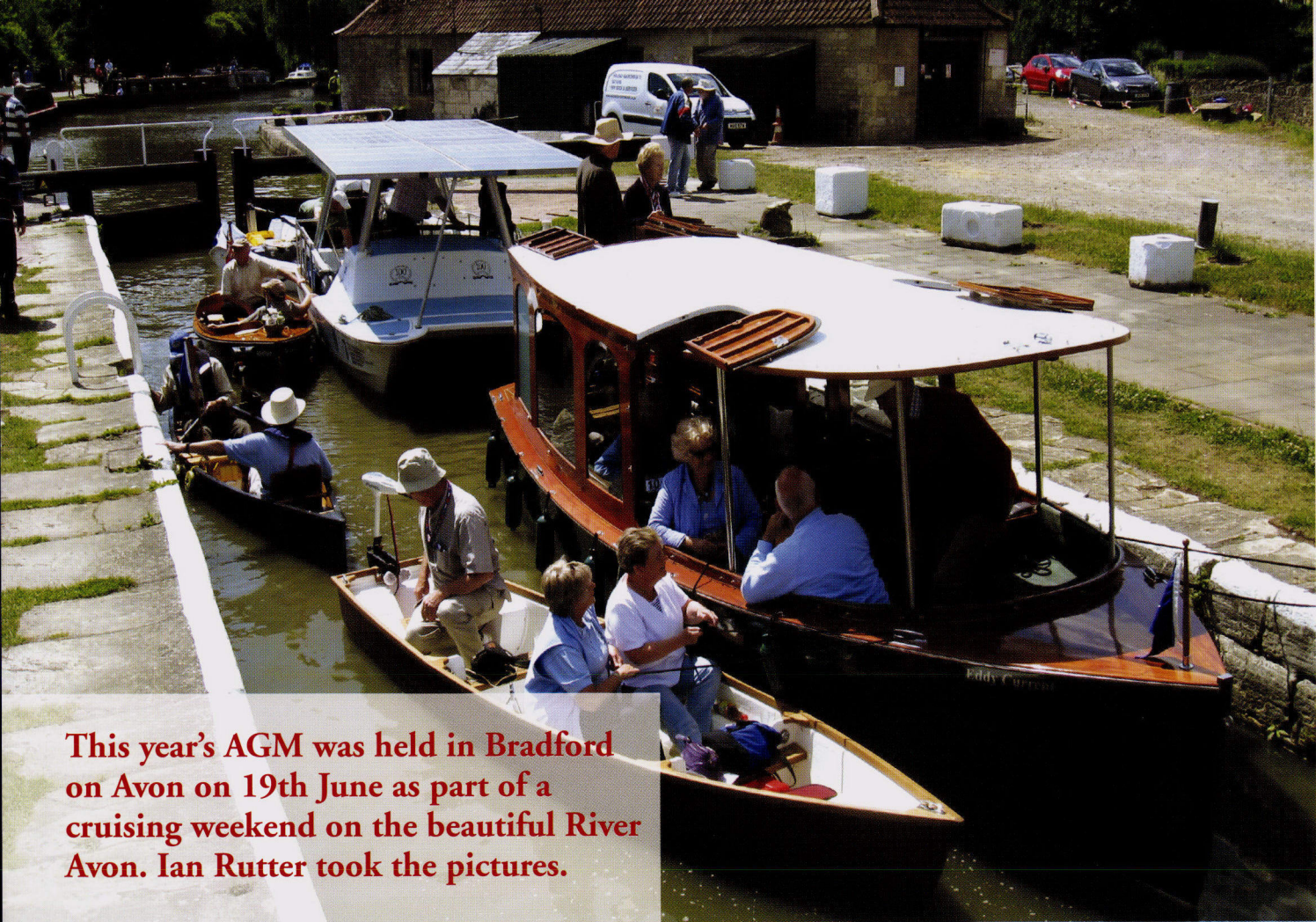
Lady Bea



Seven Springs with Cymba in the background



Devon Belle



This year's AGM was held in Bradford on Avon on 19th June as part of a cruising weekend on the beautiful River Avon. Ian Rutter took the pictures.

Cruising on the Avon

Annual General Meeting

Before the meeting began we had a slight hiatus because a spotlight high overhead was shining in peoples' eyes. Excellent team work by EBA business members Jim and Elaine Avery of Kernowrat succeeded in turning it off.

EBA Chairman John Hustwick welcomed members and thanked them for their attendance at a new venue and a new waterway. The minutes of the AGM held on 16th May 2009 were unanimously accepted.

John reported a busy year and thanked those who had put a lot of effort into moving the EBA forward. We were not experiencing huge reductions in membership numbers in spite of the economic climate. Following the refusal of our application for charitable status (discussed later in the meeting) a letter had been sent to business members asking whether they could consider increasing their financial support for our efforts to promote electric boating on their behalf, and several very generous responses had been received along with emails congratulating the EBA on its professionalism.

John again asked for members' help in organising and helping with events in their areas, although he acknowledged that those attending the AGM were already very supportive. The EBA was receiving requests to attend more and more shows, putting a strain on financial and human resources. A suggestion was made that the EBA could share a stand with a business member, but most companies would not allow us to promote other commercial interests in competition with themselves. Kernowrat, however, said they would not have a problem with sharing a stand and another suggestion was made that possibly the EA or IWA might offer stand space. This proposition would be investigated. John emphasised that anyone who

was an electric boater themselves would be more than qualified to help on the Association stand as most enquiries were easily dealt with and if anyone wanted a more complex or technical answer they could be assured that someone would get back to them within a few days.

Don Wright presented the accounts for the year ended 31st March 2010. He drew attention to the fact that in the preceding year there had been a deficit in the region of £2,300 and measures had been taken to address the situation, including reducing the frequency of EB News from four to three issues a year. He was pleased to report that a surplus of around £1,400 had been made in the year under review; EB News had not suffered as more colour had been included and he did not feel the membership had been affected by the loss of one issue.

The Treasurer admitted that we were still a very small organisation, punching above our weight, so we could not relax in our endeavours to minimise expenditure, particularly in view of all the additional shows we were being asked to support. He hoped that the proposed new Liverpool Boat Show, which would eventually be a prestigious European Boat Show, would offer free space to the EBA.

EBA Secretary Barbara Penniall mentioned that as part of the cost cutting exercise of the last couple of years, the Directory was no longer being circulated to each member but the Membership Secretary could send out a simplified list in hard copy to any member who requested it.

Insurance had been changed from May 2010 because show organisers were requesting higher cover. The policy had been moved to the IWA but the quotation had been identical to the premium paid in the past.

The President and Secretary were reappointed. Barbara then explained that under the EBA's Articles of Association, the current Executive Committee comprised Chairman, Vice-Chairman Private Members, Vice-Chairman Business Members, Secretary, Treasurer, Editor EB News, Technical Officer, Advertising Officer, Press & Publicity Officer and Membership Secretary. Last year these officers were elected en masse as we had anticipated receiving charitable status and rewriting our Articles. Paul Lynn had resigned as Technical Officer but it was felt that technical enquiries were better directed at the person most qualified to offer advice in their field of expertise rather than appointing a new Technical Officer. Tony Rymell also wanted to stand down as although he had done a great deal to promote electric boating in the West Country he felt that the rest of the country would be better served by individual members promoting local events or reporting on matters of interest to the Association.

In order to alter the Articles, the whole membership had to be advised and it was agreed that this should be done officially before the next AGM. The Executive Committee were again re-elected en masse, subject to the proviso that the Technical and Press & Publicity Officers' roles be deleted and the proposed amended Articles of Association be presented to the membership for ratification at the next AGM.

The Chairman thanked Veronica Selby for her help in becoming Events Co-ordinator and asked other members not to hesitate if they felt they could offer support in any way, particularly with the Secretary's workload.

He reported that the application for charitable status had been refused which had been a great disappointment. The rules governing acceptance had been tightened up recently and the fact that we had business members and organised events for our private members was a major factor in their refusal. A separate organisation could be established which would operate purely for the public benefit, with its own magazine, membership etc. but any funds given to that association could not be transferred to support the work of the current EBA. In effect this would double the workload but not help the EBA's finances.

The Treasurer noted that a separate Company Limited by Guarantee had been set up and that would be maintained on the Companies Register for the time being, but was not operating.

It had been agreed that organising events, representing business members at shows, directing enquirers to the appropriate supplier and providing technical support and advice was the most effective way to promote electric boating, which was the Association's remit. It was hoped that sponsorship could still be obtained and members were asked to keep the committee advised of any possible leads. Vast sums would not be expected, but several small donations would be appreciated.

Tony Rymell said we did not receive any feedback from the membership. Were we actually acting on our members' behalf in the activities we promoted? Roger Woodhouse felt that their acquiescence was silent approval and the Secretary noted that membership subscriptions were still coming in. We had recruited new business members in the last year and had received confirmation from many of our existing business members that they were pleased with the work of the EBA. However, a note was included in the next EB News to ask for members' views.

Don Wright added that a fellow EBA member had recently contacted him for a mooring and charging and had expressed his appreciation that membership of the Association had permitted this contact. Adrian Dalziel confirmed that membership of any Association suggested a member's support, but added his voice to Tony's query that we should ascertain what the membership actually wanted the EBA to do for them.

The floor asked for a summary of the EBA's objectives and the Secretary quoted from the Articles:

'The objectives of the Association are to encourage and promote the construction, development, restoration, conversion to and use of electrically powered boats by all suitable means.

To stimulate public interest in electrically powered boats and their environmental benefits.

The Association is a non-profit making and non-political organisation.'



A dramatic start to the AGM

Adrian Dalziel felt that organising cruises for private members was not promoting electric boating, but Barbara stressed that seeing a flotilla of electric boats on a waterway was an excellent way of drawing the public's attention to the EBA. In addition, the Association was represented at meetings of the Parliamentary Waterways Group in Westminster, a meeting of all the waterway associations, MPs and usually a speaker relevant to inland waterways. The EBA was always represented when the subject was relevant to us and we would table a question when appropriate. In addition, the Association was a member of the River Thames Alliance and attended meetings to voice concerns to electric boaters, particularly regarding charging, mooring

and slipways. It was generally concluded that the members appeared to be satisfied with the committee's activities on their behalf, as no information had been received to indicate otherwise.

Membership Secretary Tony Dunning reported that the current private membership subscription including overseas was £25 pa which had remained static for many years and he proposed an increase to £28 for UK and a further £5 surcharge for overseas members, both private and business. In addition he reported the problems with currency conversion from overseas bank accounts and had therefore investigated setting up a PayPal account. This would enable members to pay in their own currency and an additional cost would be levied on top of the subscription to cover this. Another suggestion had been made that those paying by standing order could do so at a more favourable rate.

The Secretary suggested that we could ask for a surcharge if people wanted to pay by cheque or cash, but offer the opportunity to set up a standing order at the current rate and leave those already in place alone. She agreed that a PayPal account for overseas members might be an advantage, provided it was at no cost to the EBA. The cost of 3.4% plus 20p for each transaction would have to be passed on. (This was the rate for the UK, it could be higher for an overseas transaction). At present we had 30 private (although some had UK bank accounts) and 4 business overseas members who would be affected.

It was agreed to increase the cheque paying subscription for UK private members to £28 with a surcharge for overseas members of £5 (ie £30 if they pay by sterling cheque or £33 PayPal). UK private members paying by standing order would remain at £25.

Roger Woodhouse asked whether a future AGM could be held in an afternoon rather than a morning to allow members travelling a distance to attend. Members present felt that a cruise could be organised earlier in the day and the meeting held late afternoon before dinner. Lunch followed the end of the formal proceedings, with a short afternoon cruise downstream and an enjoyable longer cruise the next day towards Bath with a lunch stop near the Dundas Aqueduct.



PETER FROST

Thames Cruise

The last time the EBA organised a cruise on the Thames it poured with rain and we only had three boats. This year's July sunshine attracted a record nine boats for a very pleasant day out on the river.

Some members and boats had travelled quite a long way to reach Benson Marina, an excellent base offering mooring, launching and parking as well as a café with tables overlooking the river. Roger and Julia Woodhouse had towed *Swan*, their Finnish skiff with Torqeedo outboard, all the way from Sheffield. New members Richard and Gay Nash had come from Bristol with their Portabote, powered by a Minn Kota outboard and easy to transport since it folds down to fit inside their car and can

be transformed into a small dinghy at the water's edge. Helen and Richard Best had come from Cornwall, but collected their 19ft launch *Halfling* from its Thames mooring.

Three boats, *Eddy Current*, *Adelaide* and *Cymba* were enjoying a second sunny Sunday on the Thames after the previous weekend's Traditional Boat Rally at Henley. EBA Webmaster Nick Goldring had brought his 16ft open launch *Silent Adventure* from nearby Woodley. Even more local were *Howbery Spark*, based at the Howbery Park Institute of Hydrology, and a Duffy Voltaire 18 which Tony and Nicola Laurence had inherited from Nicola's aunt, EBA member



IAN RUTTER

Elizabeth

Fisher. Miss

Fisher, who lived at Goring, had named the boat *Little Monsoon* after her grandfather's steam yacht *Monsoon* on which she had spent many happy holidays shortly after the First World War.

With a good-sized fleet there was plenty of room for EBA members who had come without boats so with everyone assembled, problems with lost keys solved and passenger space allocated we set off upstream, past the imposing Shillingford Bridge Hotel and the footbridge marking the entrance to the River

Thame. Our first stop was Day's Lock where the lock keeper was rather bemused at the sight of so many electric boats of all shapes and sizes. We almost managed to fill his lock entirely with electric boats until a rogue cruiser sneaked in at the back just before the gates closed.

Once safely through the lock the skippers' boat-handling skills were tested as we brought vessels close together for the vital task of passing the lunch menu from boat to boat. We just had time to get everybody's choices down on paper before we reached the moorings for the Plough at Long Wittenham. EBA President Malcolm Moss volunteered to jump ship first to take the list up to the pub while we all moored up and got passengers safely ashore. We only discovered that he had a hidden agenda when we arrived to find him dispensing glasses of Pimm's. Malcolm had hosted a President's Pimm's Party at Henley Royal Regatta on a rather damp day in 2007 but after a morning's cruise in the sunshine the refreshing drink was particularly welcome and certainly added to the conviviality of the lunch.

After our meal, and a slight rearrangement of passengers, we headed back along the weir stream to rejoin the Thames for our return journey, under the red brick arches of Clifton Hampden Bridge and back through Day's Lock to Benson. Some people with long journeys in front of them took advantage of the café facilities while others headed off home or arranged to stay overnight rather than brave Sunday evening motorway traffic. We were all agreed that silent cruising in the sunshine and in good company on a beautiful stretch of the river was an excellent way of spending the day.

IAN RUTTER

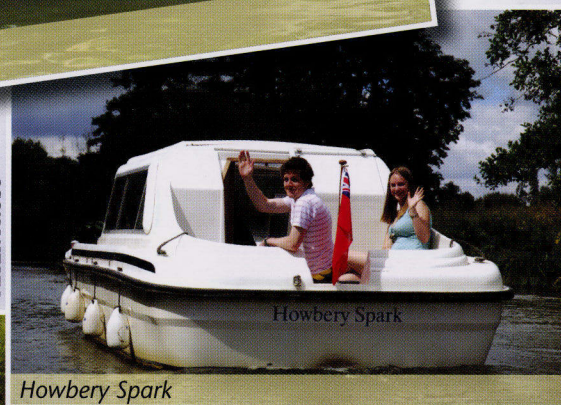


Day's Lock



Portabote

PETER FROST



Howbery Spark

PETER FROST



Cymba

IAN RUTTER



Important information for EBA private members

Dear Private Member

At the Annual General Meeting held on June 19th 2010 the rates of membership were discussed and it was agreed that the subscription rate for private members be increased to compensate for, amongst other things, increased postage rates. The new membership rates will apply from January 2011 and there is a variation to the former regime.

For UK members, the cash and cheque rate will be £28 per year, but there will be no change for those already paying by standing order at the current £25, or to those who convert their payment to this method at their next renewal.

For overseas members the rate will be increased to £33 per year, and I have introduced the means to make payments (by overseas members only) using PayPal at an enhanced rate (+6.5%) for them to avoid the usual bank and currency conversion charges they would otherwise suffer. Please note that it will not be compulsory to use PayPal but we are trying to avoid losing quite large amounts to the banks when these charges are made. (We once ended up receiving only £6-50 after exchange rate deductions had been made from £25).

Business members are not affected at the moment. We have made an appeal to them separately, to which many responded favourably.

Tony Dunning
Membership Secretary
membership@eboat.org.uk

Hello Sylvia,

I am a new member and unfortunately I have a bad news item. My people carrier was stolen from outside my house on 3rd July with all my sailing gear as well as my Minn Kota RT40/S electric outboard. It was the white saltwater version and had 'CLARK' written in indelible ink on the white handle. The serial number is MKAH 4230096.

My insurance company Newton Crum are offering a £400 reward for any information leading to the return of the stolen equipment. I'm attaching a picture of the boat with the motor for reference.

If you can help, please contact me on 07831 507 560, email: bigfishfilms@btconnect.com

Kindest regards,
Mike Clark



Dear Sylvia

Since the 1900's, England's largest lake has always lured power boaters to see just how fast they can push their latest rig. In recent years, this focused on the October Speed Week - where the ingenuity of each and every team has been taxed to the limit where both weather conditions and engineering are concerned.

Now the law restrains the maximum speed limit on the lake to lower than cruising speed.

Is this the end of record-breaking for powered boats? This of course, depends on how you define record-breaking. Suppose a new approach were taken. Suppose the record to break became a speed of 10 mph BUT with a boat using the lowest amount of sustainable energy. This surely would tax the minds of hull designers and engine-builders. With traditional diesel/petrol forbidden, what is the minimum-sized electric engine/battery/solar panel/fuel cell inside a lightweight composite hull which can achieve the awesome 'Ten'?

I would welcome members' comments and advice on how to make such a challenge more practical and more attractive.

Kevin Desmond

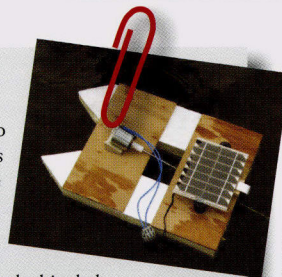
Dear Nick

Our visit to the Waterways show at Beale Park last week inspired my seven year old (Ollie) to help his dad make this prototype using the solar panel from a battery charger, the motor from an old CD player and some insulation.

Thanks to the person on the stand for being so enthusiastic and informative.

Next we need to build a swimming pool in the garden so we can test the full size version when made...

Rae Maynard



Dear EBA members

I have been a satisfied, but arm's length, member of the Electric Boat Association for a few years now, taking particular interest in the electric boats on the Broads and the English canals. I have read this magazine and used the EBA technical information to plan my own dream electric boat - sadly still sailing on the back of envelopes rather than on the water.

Then last Sunday it all changed. My wife Ann and I joined the Association's Thames cruise from Benson. We could not have been made more welcome. We met all those friendly and interesting people we had only previously known through the pages of this magazine. We learnt so much about electric boats and, perhaps even better, we had a really fun day.

So take a tip from us, next time you get a friendly invitation to join an EBA cruise take it seriously, you really will be welcome and you'll get so much more from your Association membership.

Peter Frost

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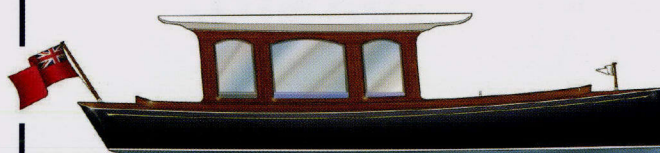
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1/2 PAGE	120	130
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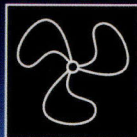


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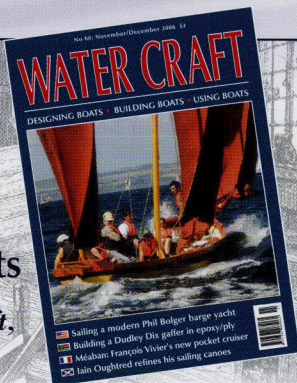
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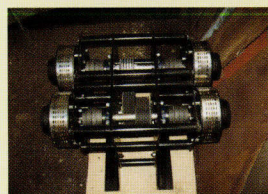
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Noticeboard

Welcome to New Members

Private Members	Location	Boat where notified
Karen Attreed	Nottingham	RV Gray ex-Admiralty 25ft MSMB
Hedley Bewes	Hamble, Hants.	Barouche, 12ft catamaran
Jonathan Brech	Epping, Essex	Morn (diesel)
Michael Clarke	London	Jessiver, self-built shellback dinghy
Mike Cottam	Preston, Lancs.	16ft Oldtown canoe
Stuart Cripps	Cookham Dean, Berks.	Ratty 12, open 18ft day boat
Liz and Peter Davies	Henley, Oxon.	Grebe, 22ft sloop
Andrew Day	Ludham, Norfolk	Watt Knot, Duffy 18
Jack Edwards	Bedford, Beds.	
Kat Fernand	Newport Pagnell, Bucks.	Naiad, solar assisted Netherton Joey narrowboat
Roy Greenhalgh	Bolton, Lancs.	Osprey 4, Bossoms 16ft river launch
Anthony Haugh	Evesham, Worcs.	Buttercup, 19ft gentleman's saloon launch
Russell Hoffman	Nashville, USA	Moonlight Flit, 39ft cutter rig Bermuda sail boat
Graham Hudson	Little Milton, Oxon.	
Tony and Gloria Mayes	Wargrave, Berks.	Larchwood
Laurie McGowan	Nova Scotia, Canada	
Duncan Needham	Woodbridge, Suffolk	Taurus, Pilothouse Garvey miniature tugboat
Nigel Offley	Lower Shiplake, Oxon.	Seven Springs
Kevin Parker	Bourne End, Bucks.	
Simon Storey	Brentford, Middx.	
John Wheaton	Emsworth, Hants.	Wilschracht, Dutch barge
Business Member		
Ezyboat Ltd	Poole, Dorset	Folding trailable boats

Liverpool Boat Show

EBA Treasurer Don Wright, who has worked in Liverpool for a number of years, has news of an exciting show taking place from 29th April to 8th May next year.



Collinda in Liverpool Marina

This will be a European showcase for boating, using four docks on Liverpool's waterfront, including the historic Albert Dock. A number of large companies have already signed up including Sunseeker.

To publicise the potential for electric boats in the show, *SB Collinda*, owned by EBA President Malcolm Moss and the first boat to cross the English Channel under solar power, made another epic trip. The first 300 miles were overland, when she was trailed up from Somerset by Tony Rymell and his wife Sylvia to Liverpool Marina. The marina is one of the investors in the Liverpool

Boat Show and home to Liverpool Yacht Club whose President Sir Robin Knox-Johnson is the chairman of the show's steering committee.

After mooring overnight, *Collinda* set off from the marina followed by a film crew in the yacht club day boat, moving through Queens Dock to Kings Dock which will be part of the show. From there she

continued through Salthouse Dock and Albert Dock which will also accommodate the show. Salthouse Dock was the second dock to be built in Liverpool, opening in 1753, and was designed by Thomas Steers who was responsible for building Liverpool's first dock in 1715. The first dock converted the sea inlet pool, which gave the city its name, into the world's first enclosed wet dock. Although this old dock had fallen out of use by 1826, its remains have been preserved under the new Liverpool One shopping development.

Collinda now has another first to its name, as the first boat to carry passengers through these historic docks under solar power alone. At a time when the shipping industry is coming under

increasing scrutiny over its carbon footprint and emissions, Liverpool is a fitting place to demonstrate a quiet and pollution free mode of water transport. You can see a short video of the trip on YouTube using the link <http://www.youtube.com/watch?v=Rtq4c6WK2ZU> or by searching under Liverpool Boat Show.

A number of corporate hospitality islands will be created in the docks for the show and electric boats would make ideal water taxis for these and for transporting visitors around the docks, as *Collinda* was able to demonstrate. An 'eco-energy island' would make a very visible recharging base for the boats and provide a demonstration of renewable energy. We have permission to put an additional island in the docks if it can be arranged.

The show organisers have offered the EBA a stand in the main exhibition hall which would give individual company members a low cost entry to the show and provide a 'hub' for an electric boat sector. The EBA stand would provide a walk round gallery for company members to display a picture/banner of their products and provide sales literature.

Don is responsible for co-ordinating and progressing this exciting opportunity to promote electric boats and boating. Please contact him (details on page 20) for more information.

Electric Boat Association



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Pictures and details of all these boats are on the EBA website www.electric-boats.org.uk under 'Free Ads'.

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 (no agents or brokers). The information contained in members' private advertisements is provided by the advertiser and the Editor is unable to vouch for its accuracy. It is the responsibility of prospective purchasers to satisfy themselves as to the accuracy of the information given and of the condition of goods advertised.

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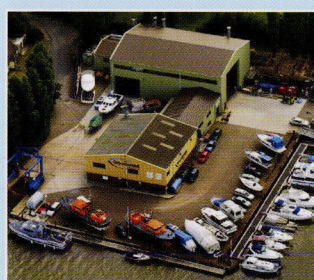
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