

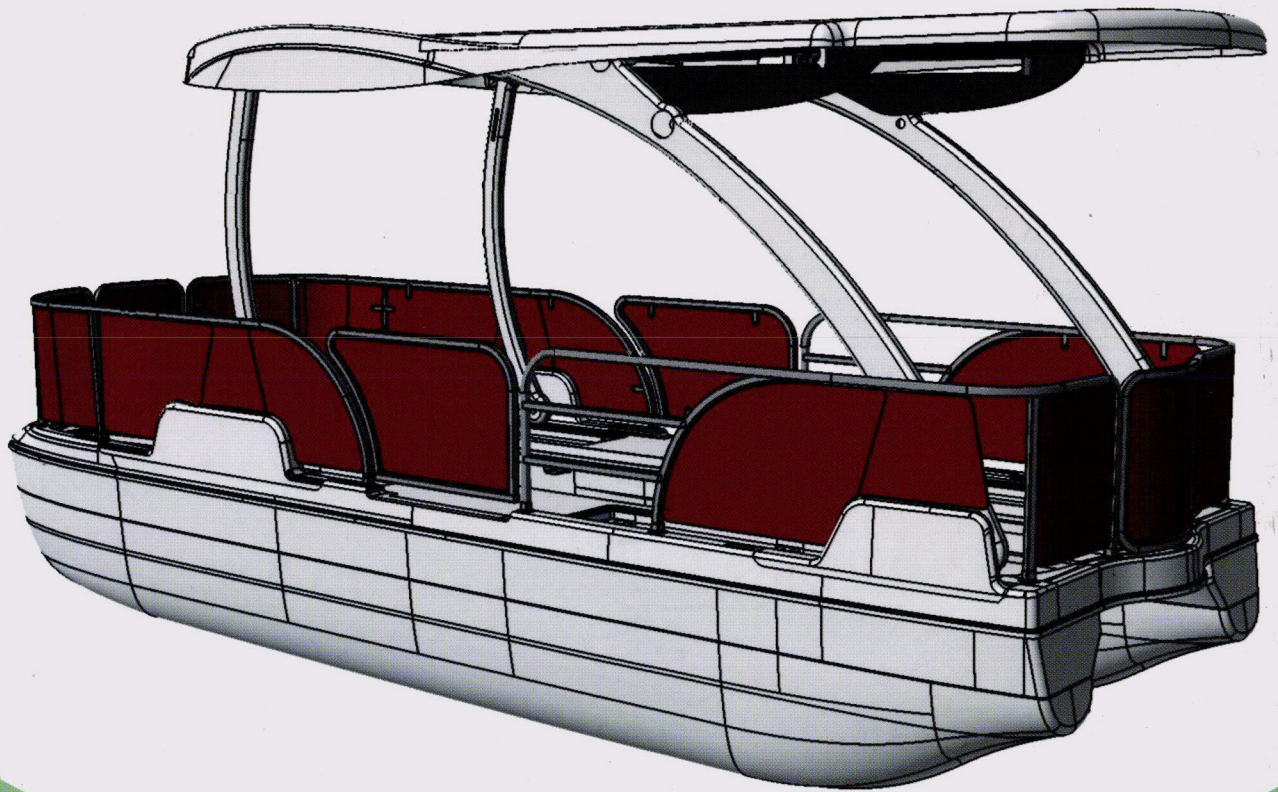
Electric Boat **NEWS**



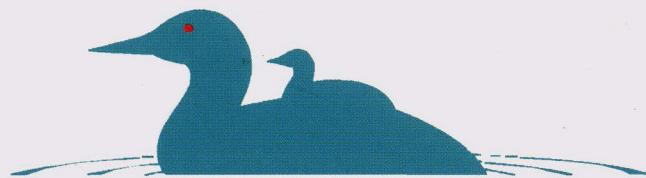
***A Weekend on the Wey & Arun • A New Challenge at Beale Park
Traditional Boats at Henley • Serena meets the Admiral***



Ride a Solar Wave!



This is the much-anticipated, solar-powered, 8-passenger Loon, the new-millennium boat which says good-bye to petrol and extension leads. We are very proud of it and believe that it speaks to the times. We look forward to introducing you to its many benefits. Production begins spring 2011, dealership, purchase and investor enquiries welcome.



TAMARACK LAKE
ELECTRIC BOAT COMPANY

www.tamarackelectricboats.com

EBA Calendar 2012

January

6th – 15th EBA interest London International Boat Show
ExCel

February

21st – 26th EBA interest Boat and Caravan Show
NEC Birmingham

May

19th – 20th EBA Event AGM and Cruising Weekend
River Nene, Lincolnshire

June

2nd – 4th EBA interest National Trailboat Festival
Stroud, Gloucestershire

3rd EBA interest The Queen's Diamond Jubilee River Pageant
River Thames, London

8th – 10th EBA represented Beale Park Boat Show
Lower Basildon, Berkshire

30th – 1st July Special EBA Event EBA 30th Anniversary
Abingdon, Oxfordshire

July

14th – 15th EBA represented Thames Traditional Boat Rally
Henley-on-Thames

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

Cover Picture: Sparkle on the Wey & Arun
Photo: Ian Rutter
See report on page 14



Boats (and Dogs) at Beale Park...

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...the Thames Traditional Boat Rally

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... and on the Wey & Arun

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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 31st January
Summer 31st May
Autumn 30th September

For more information about the EBA contact
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150 Wayside Green, Woodcote, Reading, Berks. RG8 0QJ
Tel: 01491 681449 email: secretary@eboat.org.uk

Details of the other EBA Committee Members are on page 24

From the Editor



There are two misconceptions among the general public about our electric boats. One is that they are small radio controlled models and the other is that, even if full-sized, they are experimental and quirky, and not to be taken seriously in the marine world. EBA members spend a lot of time and effort correcting these impressions, so it may seem odd that both model and experimental boats are

featured in this issue of the magazine. But the model boats on page 20 are passenger-carrying scaled-down versions of tankers and other large vessels, used for serious training purposes and suitable company for a traditional electric launch, and the experimental boats on pages 2 and 3, while admittedly rather quirky, are all examples of a serious and imaginative approach to the challenge of designing a boat powered only by cordless electric tools.

More conventional electric boats were at a variety of events over the summer and it was good to meet EBA members at Beale Park and Henley as well as at our cruising weekend on the Wey & Arun. This was the EBA's first visit to this rural waterway and next May we are planning another 'first' by holding our AGM and cruising weekend on the River Nene near Peterborough.

Next year marks the 30th Anniversary of the Electric Boat Association, which held its inaugural meeting on 26th January 1982 at the House of Lords. Since January on the Thames at Westminster is not the ideal time or place for an electric boat rally, we are planning to celebrate on the non-tidal river in June. More details are on page 16 and I'll look forward to seeing EBA members at this special event, and at other shows and rallies over the summer.

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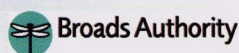
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Electric Boat News welcomes contributions from members and readers, although we cannot be held responsible for any damage or loss which may occur to this material. Items of interest include letters, reports of rallies, events, trips and cruises, articles 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 their support for the Electric Boat Association



AYRSPEED

A New Challenge at Beale Park

There are always interesting boats to see at the Beale Park Boat Show, including electric ones, but this year, as Sylvia Rutter reports, some rather unusual electric craft assembled by the lake for the first ever Cordless Canoe Challenge.

It was towards the end of last year that the EBA was asked by Pete Greenfield, the Editor of Water Craft magazine, to help with a race for boats powered by cordless electric tools at the 2011 Beale Park Boat Show in June. We were reassured that none of the publicity would imply that electric boats in general were experimental and peculiar and that an EBA representative would be on hand to check competing boats for electrical safety (Ian Rutter volunteered for this role). So the Water Craft Cordless Canoe Challenge was launched with help and advice from the

EBA, the show organisers and various experts including EBA member and boat designer Andrew Wolstenholme.

Boats entering for the Challenge could be of any shape and material but no longer than 5 metres (16'3) and propelled solely by one or more conventional cordless power tools, using only the batteries they came with. Makita UK offered a prize of over £1000 worth of cordless and mains power tools for the winner.

The first day of the Friday to Sunday show at Beale Park is for serious buyers, so the cordless fleet was on display on the land but restricted to a practice session on the lake in the evening after the official close. During the day, a lot of show visitors were attracted to the EBA stand and the model of the new solar powered 'Loon' from EBA business members Tamarack Lake, which was the runner up for the Mansura Trophy for hybrid electric boats and winner of the Lake and Inland Award. Alongside the EBA stand was *Ohm Maid*, Adrian Dalziel's

open launch with electric outboard, which Tony Rymell had towed up from Somerset, and EBA members' boats *Silent Explorer*, *Silent Adventure* and *Cuttyn 2*, the folding Nestaway dinghy with electric outboard, were on the lake for visitors who wanted to see electric



Model of the new 'Loon'



Millennium Star



ANDREW WOLSTENHOLME

Boats assembling for the Cordless Canoe Challenge

boats in action. On the next door stand Pb Batteries were offering specialist advice on batteries and chargers.

EBA business members had a variety of electric craft on display. On the Stanley & Thomas stand was the electric canoe *Muskoka*, named after the beautiful lake district in Canada where it was built. Henwood & Dean were showing *Polly*, their 13ft mahogany open launch powered by a Combi 700 Saildrive. Salters had their Skipper 15 Electric on display as well as the Mystic 19'6 glass fibre day cabin launch. Henley Sales & Charter were showing *Water Rat*, an electric Frolic 18 which had just come on to the brokerage, along with electric slipper launch *Millennium Star* and the Pebbles 3.2, built by German company Rivers and Tides, which can be powered by petrol or electric and is light enough to carry on top of a car. The Thames Electric Launch Company had a range of outboards on display, as well as the Interboat 16, which can be diesel or electric, and electric cabin launch *Eddy Current*. Their Electric Explorer 13 was sold at the show and the electric Mobiboat performed the vital task of taking the Cordless Canoe Challenge stewards out on the lake to follow all the action.

From 6 to 7 pm the Cordless Challengers had their first chance to try out their craft on the water but the real event began on the Saturday morning when the twelve boats, drawn by lot, competed two at a time around an L-shaped course of 350 metres with the winner of each heat going on to the next round.

It was fascinating to see how much ingenuity had gone into designing and building the different types of craft. One of the undoubted stars was the

only amphibious entry *Ayrspeed* which had two large plywood paddle wheels attached to a plastic canoe. Each wheel was driven independently by two cordless drills and instead of a rudder there was a plywood nose wheel which enabled the boat to drive across the grass, down the slip, into the lake and out again.

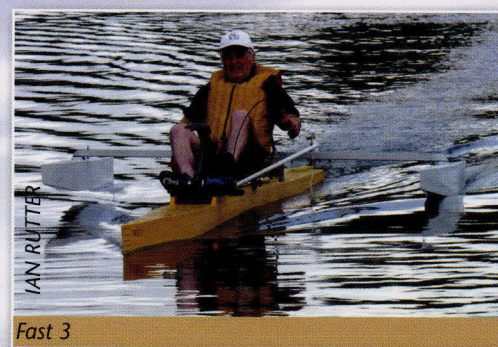
Fast 3 was a converted pedal-powered monohull with outriggers, using a Makita hammer drill to drive a home-made steel propeller. *Little Lady K* was a home-built Little Grebe plywood skiff with three Makita 18V ni-cad drills connected in parallel to a single outboard prop. *Fred's Folly* was a catamaran with two AEG drills driving props from a 2hp Yamaha outboard, using a longtail arrangement which pulled rather than pushed.

The oldest boat in the contest was an original 1958 Klepper Aeriuss canoe, which had been in the same family for over 50 years, and had a longtail rig powered by an 18V B & Q drill. There was only one lady competitor – Jo Moran of Water Craft in a Platt Montfort Geodesic canoe with a softwood frame covered by sailcloth, which required expert ironing she said. Power came from two 18V cordless drills, bought on eBay, driving two borrowed plastic props which she had promised to return intact.

None of the boats sank, although some struggled due to a mismatch between power and propellers, one lost a shaft and one was scuppered by a spectator pressing the drill trigger while the boat was still on hard ground. Sunday's Grand Final had the additional challenge of rain and strong wind, as you can see in the picture in the last issue of EB News, and the winner was Toby Vokuhl in *King Canute*, a slender twisted

plywood/epoxy hull propelled by a single 18V drill driving a large diameter model aeroplane prop. Toby was presented with £1200 worth of Makita power tools by Kevin Brannigan, Marketing Manager of Makita UK, who also made six 'surprise' presentations to the competitors who, in the stewards' opinion, had shown the most design flair, engineering ingenuity and imagination in creating their entries. Toby's elegant boat was on display at the Henley Traditional Boat Rally in July and is pictured on page 11. You can find video of the event by using the link from www.watercraft-magazine.com or searching for 'Cordless Canoe Challenge' on YouTube. EBA members interested in competing next year should make a note in their diaries that the second Challenge will take place at the Beale Park Boat Show from 8th – 10th June 2012.

Owners of a piece of boating or motoring history are invited to contribute to a special exhibit at next year's show. To commemorate the Queen's Diamond Jubilee the show organisers are planning a display of boats and classic cars to represent each decade from the 1950s to the present day. To nominate a boat or car, please send photographs and a brief history by 1st February to Gillie Jackson, The Beale Park Boat Show, Beale Park, Lower Basildon, Reading, Berkshire RG8 9NH or email: boatshowadmin@bealepark.co.uk.



IAN RUTTER

Fast 3



IAN RUTTER

Kevin Brannigan presenting the prize to Toby Vokuhl and his son



IAN RUTTER

The Barouche at St Ives

The Barouche

After a lifetime of boat building and design, with leisure hours spent ocean sailing, EBA member Hedley Bewes was looking for a retirement project to enable him and his wife Pippa to explore the inland waterways. The result was a new design of boat which he christened the Barouche.



JUDY HUSSEY

On the Thames between Cookham and Marlow

Approaching retirement was a wonderful opportunity to pursue a very enjoyable career in boat building as more of a hobby. Budgetary constraints permitting, this new found freedom would enable me to take a slightly more eccentric approach to future boatbuilding projects. Pippa, my wife and sailing partner for the last 38 years, and I had previously sold our last cruiser/racer and were looking for something to occupy our extended leisure time. Although it would still have to involve being on the water it should perhaps be a softer option than beating to windward in a wet Force Seven. Having spent some time and much discussion we both agreed that we would build a small open boat that could live in the garden and be easily trailed to any of the wonderful inland waterways in this country and on the continent. We also decided to go for electric propulsion as it would be easy to maintain and 'refuel' at home.

This was my first project to design and build a small electric boat and I was full of ideas. After a wonderful day out on the paddle steamer *Waverley*, I was inspired by the idea of a paddle wheel catamaran for two people. This configuration was later dismissed when I added up the cost of the electric motor, controls, transmission and steering gear. I liked the catamaran as it was possible to achieve an efficient beam/length ratio in a four metre length and still provide good space and stability. The experts recommend a beam/length ratio of 1:5 which in effect means that in order for the passengers to sit alongside each other an overall length of at least 18ft is required, which I suppose explains the popularity of the North American canoe as an electric boat. The catamaran also wins hands down on stability and provides a huge amount of free space for built-in buoyancy, making her unsinkable. The propulsion problem was soon solved when I discovered the trolling motor which at a reasonable cost came as a complete package and suited the catamaran configuration with its high freeboard perfectly - just add batteries! I ran the concept past a friend David Thomas, an experienced yacht designer; he very quickly warmed



MARK SMITH

At Henley Royal Regatta

to the idea but suggested it would be better to design it for four people so as to accommodate two couples or a small family group. In addition David thought that it would pay dividends to build a simple plywood prototype to test out the idea before tooling up for the final boat.

In April 2009, after many evenings and weekends of work, *Boxy* was launched: two 12ft plywood floats with a box on top with two bench seats incorporating room underneath for three 75amp/hour batteries and painted bright orange to disguise her plain if not ugly looks! We spent the summer with *Boxy* exploring the upper reaches of the Hamble river and getting ourselves really familiar with the concept. She proved very successful, although the unupholstered seats proved a trifle uncomfortable on long journeys, but with her catamaran hulls she felt very safe and stable compared

to a similar sized dinghy. With the limited power available we spent most of the time running at full throttle, exhausting each battery after one hour.

In December 2009 I finally gave up my day job to concentrate on retirement and give time to my electric boat project. I had learnt a lot from *Boxy*. The basic concept worked well and certainly proved worth investing in design and tooling up for the production version. During the summer my vision had gone from a streamlined open car look, which didn't quite work, to seeing it as an open carriage which, at the risk of looking a bit cute, was a perfect shape: low wind resistance, very dry and also sitting very nicely on the hulls. The shape was obviously the product of several centuries of horse drawn evolution! *Boxy* was a little lacking in power and spent most of the time running flat out so I decided to go for a more powerful engine. However providing the engine has sufficient power to give a reasonable maximum speed, most of the time cruising is going to be spent conserving your kilowatt hours between overnight charging; I decided to fit a 24 volt Minn Kota Riptide 80 at 1080watt/1.5 horse power.

Apart from spending a couple of months in New Zealand to celebrate retirement, the winter was occupied building first patterns and then

production moulds for the final product. Finally, finished mouldings were produced, upholstery delivered and fitted, four 85 amp/hour batteries sited under the forward seats, with an option on another four under the aft seats, the engine fitted and wired through 50amp circuit breakers and lastly the built-in ice box stocked up with chilled bottles of Muscadet.

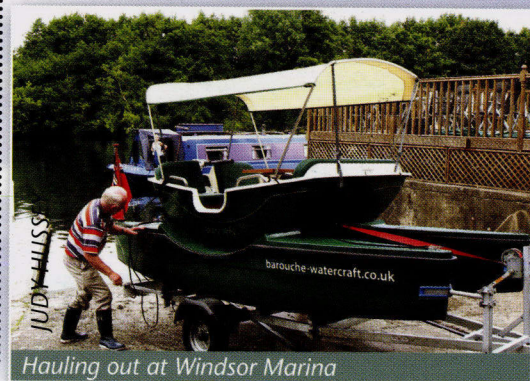
July 20th and Launch Day. The Barouche rolled off her trailer into the river, reverse was engaged and we moved silently off. According to the dictionary a barouche is a sporty open carriage for two couples facing each other. She proved to be a delight in all respects, completely silent with very good sociable seating, a bit like sitting round a pub table but without the noise. She had a maximum speed of 4.3 knots and ran at 3 knots using only 10 amps, giving a run time of 12 hours, which effectively means that on a day out you can cruise for eight hours with occasional bursts of top speed and have a few amps in hand. Her narrow deep hulls take the worry out of manoeuvring in windy and awkward conditions.

May 28th was our first opportunity to meet up with members of the EBA at St Ives for a cruise in company which we both thoroughly enjoyed. In June we had a brilliant two weeks camping and cruising on the Thames which included stays in Benson, Lechlade, camping at Cookham Lock and culminating with a Saturday at Henley Regatta where we met up with Nick and Barry Goldring on *Silent Explorer* and *Silent Adventure*. The icing on the cake was to be approached by a group in a very smart slipper launch who proclaimed that the Barouche was their favourite boat at the Regatta!



DEREK HAND

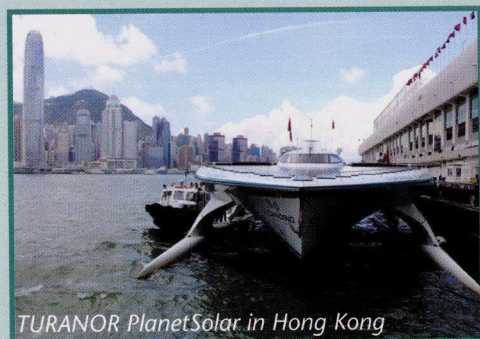
Boxy at Bursledon Regatta



JUDY HILLS

Hauling out at Windsor Marina

First Solar Crossing of the South China Sea



TURANOR PlanetSolar in Hong Kong

TURANOR PlanetSolar has made the first crossing of the South China Sea under solar power. More than 600 miles (1,000 km) of the journey from Manila in the Philippines to Hong Kong was made under challenging conditions with heavy monsoon rain and very little sunshine. During the one-week stopover in Hong Kong thousands of people came to the harbour to see and photograph the boat.

The next stop was Singapore for nearly a month of essential maintenance work. From 12th to 16th October an interactive exhibition in the harbour shopping centre was open to the public who had a chance to meet the crew and learn more about the round the world voyage and its demonstration of the advantages of solar power.

After a year of travelling, and with over 40,000 kilometres of the journey completed, the boat is now heading across the Indian Ocean to Phuket and Sri Lanka.

Electric Boats at Evesham

Felicity Palmer has sent this picture of the Edwardian style electric cabin launch *Buttercup* at the Evesham River Festival in July. It took part in the parade of boats along with Felicity and her husband David in their Nestaway dinghy with electric outboard. *Buttercup*, owned by EBA member Tony Haugh, won the award for 'Best Boat Overall' and was decorated with lights for the evening.

The Evesham River Festival has been held on the Avon for over 30 years. In July 2012 it will be celebrating the 50th Anniversary of the opening of the River Avon to the sea with boat parades, fly pasts, music, food and craft stalls.



Charging Points at Amersham

Pat and Paul Wagstaffe have sent pictures of the electric vehicle bays and charging points which have recently been installed in a public car park near the station at Amersham in Buckinghamshire. The sign says they are for 'Electric vehicles while recharging only' – but doesn't specify if 'vehicles' includes electric boats!



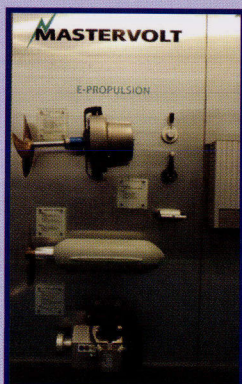
Electric Boat for the Chesterfield Canal

In the 2011 finals of the People's Millions, the Chesterfield Canal Trust won £60,000 from the National Lottery Big Lottery Fund to build and fit out a narrow boat with a new hybrid electric drive. The *Hugh Henshall*, to be based at Kiveton Park, will provide local people with access to the waterways. The boat will be fully accessible for people with disabilities and an electric-hydraulic system will allow any user to steer the boat from anywhere inside it.



Green Award for Mastervolt

PAUL WAGSTAFFE



Mastervolt display at the Southampton Boat Show

The 2011 Green Awards from Practical Boat Owner magazine were presented on the opening day of the Southampton Boat Show. David Craig, General Manager of Mastervolt UK and Ireland, accepted the award in the Product category for Mastervolt's new PODMaster external drive. This is a scaled down version of the systems used on large cruise ships where the motor is located in a torpedo-shaped pod attached to the underside of the hull. The pods can be steered, making the vessels very manoeuvrable. The

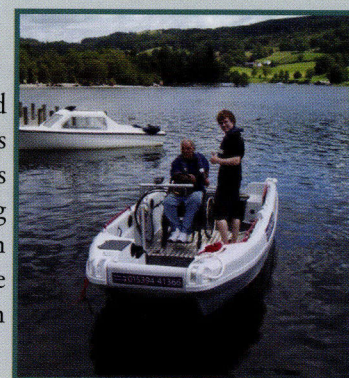
PODMaster is available in a power range from 2kW to 10kW at prices from £4,000 to £10,000 and can be linked to Mastervolt's range of battery chargers and lithium-ion or gel batteries.

New Waterways Charity

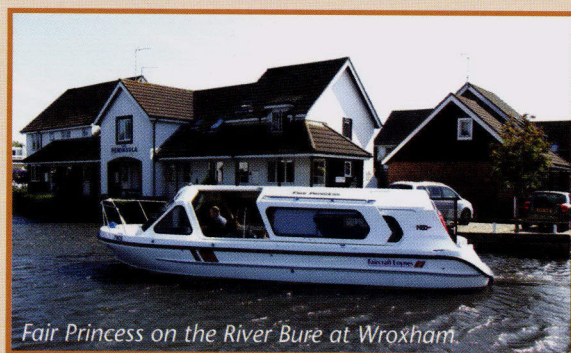
The new charity which will take responsibility for nearly half the canals and river navigations in England and Wales from April next year has been named the Canal & River Trust. It is currently recruiting people to chair the Waterways Partnerships which will help to shape the future of the waterways in the different administrative areas. The partnerships will work with local managers to develop plans and strategies and give local people a greater say in how their canals and rivers are run. These are not paid positions but out-of-pocket expenses will be reimbursed. More information and application details are on www.britishwaterways.co.uk/working-for-us and www.thewaterwaystrust.org.uk/about-us/jobs.

New Launch on Coniston

An electric boat adapted for wheelchair users, in particular disabled anglers, was launched on Coniston Water in the summer. The Pioner Multi, powered by a Torqeedo outboard, has a top speed of 6 mph and can take between four and six wheelchairs. The £15,000 cost was met jointly by the Lake District National Park and the Environment Agency. The launching ceremony was held at the Coniston Boating Centre on 26th July when Terry Moseley from the British Disabled Angling Association pushed his wheelchair on to the boat and gave a fishing demonstration for crowds on the shore. Terry is pictured in the boat with Tom Wilkinson from the boating centre (and an electric Mystic in the background).



Green Boat at the Green Boat Show



Fair Princess on the River Bure at Wroxham

The first boat in the country to receive a new green certification was on display at the Broads Green Boat Show held at Salhouse Broad on 25th September. Norfolk Broads Direct's diesel electric hybrid cruiser *Fair Princess* was awarded the new Green Boat Mark from the Green Tourism Business Scheme, which was launched in conjunction with the Broads Authority and Broads Tourism earlier this year. The award is made for hull design, method of propulsion and green information for guests and is available to any hire boat belonging to a boatyard with GTBS grading.

A sister ship from Norfolk Broads Direct was hired by the Chief Executive of Visit England for a private holiday with his wife and two friends in September. James Berresford spent a long weekend on board

Fair Majesty, cruising from Wroxham to South Walsham Broad and exploring the River Ant. On the way back the party stopped at How Hill National Nature Reserve where they took a trip through the reeds on the *Electric Eel*, which Mr. Berresford described as a fabulous tour with a very knowledgeable guide. The tourism chief was very complimentary about his cruising weekend. "People say you have to go abroad to relax on holiday" he said "but you absolutely don't. I will recommend this to everyone".

Champagne Launch for a new Wheelyboat

On 19th August Barbara Penniall represented the EBA at a ceremony to launch a boat designed specifically for disabled anglers at Farmoor Reservoir in Oxfordshire.



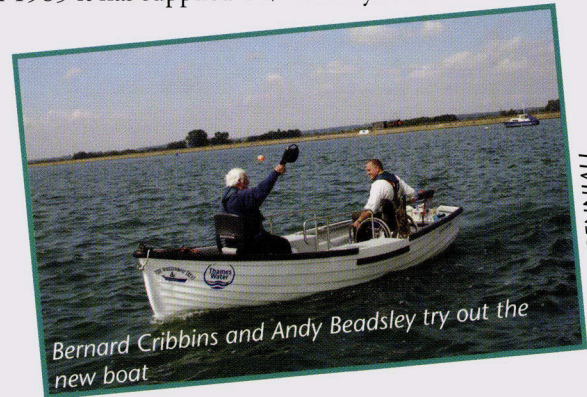
BARBARA PENNIALL

Bernard Cribbins uncorks the champagne with Andy Beadsley, Director of the Wheelyboat Trust, and Matt Prior of Thames Water

Actor and keen angler Bernard Cribbins OBE, patron of the Wheelyboat Trust, officially launched the boat which was built by EBA business member JM Coulam Boatbuilders. Based on an existing reservoir fishing boat, the Coulam 16 was designed and developed jointly with the Wheelyboat Trust to provide easy access for wheelchair users via an external ramp and a hydraulic platform inside the boat. The deck is open and level and a disabled angler can sit at the bow or the stern. Wheelchair

brakes are usually enough to hold the angler in place in normal conditions but there are secure strapping points on the deck if required. The 2kW Torqeedo outboard is easy for disabled anglers to use.

The new Wheelyboat was bought by Thames Water and part-funded by a grant from the Peter Harrison Foundation's 'Opportunities Through Sport' programme which supports projects helping disabled people to participate in sport and develop personal and life skills. The Wheelyboat Trust is a registered charity which encourages venues open to the public to acquire wheelchair accessible boats for their disabled visitors and helps groups and organisations to acquire Wheelyboats for their own use. Since it began work in 1985 it has supplied 147 Wheelyboats all over the UK.



BARBARA PENNIALL

Bernard Cribbins and Andy Beadsley try out the new boat

Great Crested Grebes on the Thames



Hedley Bewes has sent this beautiful photograph of Great Crested Grebes on the Thames between Marlow and Cookham. If you look closely you can see that the birds are carrying their chicks on their backs. As the grebe is the EBA symbol it is appropriate that the picture was taken from an electric boat. Hedley says that they were amazed at how close you could get to wildlife with silent power, but that everyone on board held their collective breaths while professional photographer Judy Hussey took pictures.



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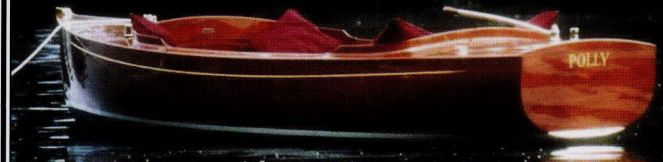
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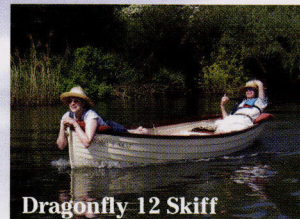


The Thames Electric Launch Company

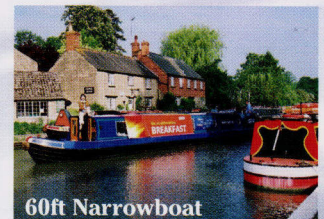
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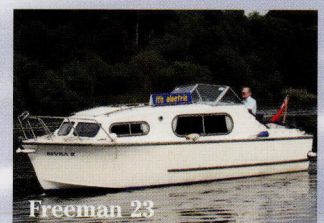
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Sunshine and Showers at Henley



The Lucky Dippers

Participants in the Henley Traditional Boat Rally often wear elegant Edwardian dresses or stripy blazers and boaters to match their beautiful traditional boats. This year unfortunately the preferred dress code was raincoats and wellingtons, especially at the start of the show. Report by Sylvia Rutter with pictures from Ian Rutter.

As the rain poured down on the Saturday morning, exhibitors with tents were especially popular and Henwood and Dean's replica Mongolian yurt was a welcome refuge for a steady stream of rather bedraggled visitors, as was the EBA gazebo where John Hustwick and Barbara Penniall were meeting EBA members and other people interested in electric boating. Judging for the show trophies was scheduled to begin at 11 a.m. but was postponed because boat owners, particularly those with open boats, were

very reluctant to remove protective covers. EBA member John Bridge, the judge for the Simonds Trophy for electric boats, had brought his solar powered canoe from Lancashire on top of his car but there was a distinct lack of solar power to run it.

Eventually the rain stopped and the judging and parades of boats could begin, although heavy showers continued on and off throughout the weekend. Out in the sunshine, visitors leaving the yurt were able to admire the superb workmanship of the traditional

boat-tailed car parked alongside, as well as the picture of Colin Henwood driving it at the Henley Festival with singer Tom Jones as his passenger.

EBA business members had a variety of traditional and restored boats on display. Stanley & Thomas were showing the Canadian canoe *Muskoka*, built in 2002 by Brackley Boats of Ontario and fitted with a Best electric motor. Henley Sales & Charter had a lot of visitors to see their slipper launches and traditional skiff. The stand for Peter Freebody & Co. seemed strangely empty without the familiar figure of Peter himself in his trademark straw hat. A tribute to Peter was in the rally programme with pictures of some of the many traditional boats he had restored.

Boats on the water owned by EBA members included Jeff and Georgina Waterson's replica Edwardian launch *Adelaide*, winner of the Simonds Trophy in 2009, our own *Eddy Current*, which won last year, and two boats owned by Quentin Hoodless: *Lady Bea* a 1960 Bates cruiser and *Lady Florence*, a 1926 Taylor Bates cabin launch. Originally powered by a Gardener Patricroft petrol engine, *Lady Florence* now has a Fischer Panda hybrid electric system with a 10kW AC motor and 16 batteries.

An interesting boat on display on the bank was the canoe *Potty*, believed to date from 1903, which spent ten years abandoned in a barn before being rescued and beautifully restored by Neil Greenfield, the show committee member responsible for all the boat entries. Neil converted the canoe to electric propulsion by drilling a hole in the floor to take a second hand Minn Kota 55 and then added a battery suitably disguised by being hidden inside a US mail bag.

On display in front of the Water Craft stand was *King Canute*, the winner of the Cordless Canoe Challenge reported on page 3. Designer and builder Toby Vokuhl took to the water at a rather more leisurely pace than when competing at Beale Park. He was very pleased to find a second hand electric motor for sale in the Boat Jumble and to get advice from EBA members on how to install it to replace the cordless drill.

King Canute wasn't the only winning boat at the rally. When the trophies were announced on the Sunday afternoon, Colin and Lucie Henwood received three runners-up awards for the restoration and maintenance of steam launch *Hussar* and Neil Greenfield was runner up for the Freebody Trophy for the best amateur boat restoration. The Simonds Trophy for electric boats went to *Haida*, the 'metamorphic' launch which changed from petrol to steam to electric propulsion and was featured on the front cover of the last EB News. And winners of the Traditional Dress Competition were 'The Lucky Dippers' – Jeff and Georgina Waterson and their friends – who, given the amount of water around, had most appropriately dressed in Victorian bathing costumes.

Next year's rally will take place on 14th and 15th July. As the 15th is St Swithin's Day the organisers – and the rest of us – are hoping for plenty of sunshine without the showers on that day.



Lady Florence



Potty in front of traditional skiffs from Holland



Colin Henwood on Hussar



Toby Vokuhl on King Canute



Peter Brennan and Ted Street with the Simonds Trophy

The Wey & Arun

For the last cruising weekend of the season the EBA ventured on to an unfamiliar waterway – the Wey & Arun Canal. And for the first time ever our Annual General Meeting was held on a boat, appropriately an electric one.

IAN RUTTER



The perfect picnic spot

The Wey & Arun Canal was built in the late 1700s and early 1800s to connect the River Wey south of Guildford to the River Arun, forming a vital link between London and the English Channel. As with many canals, the coming of the railways began its decline and it was abandoned by Act of Parliament in 1871. A hundred years later the Wey & Arun Canal Trust began extensive clearing and dredging work, building or restoring locks and bridges and re-opening several sections for navigation.

Being a rural waterway with low bridges, the canal is not suitable for cabin

launches, so our electric fleet of nine were all open boats. There were three canoes: Alex and Betty Khot's *Atlantic Trapper*, Nick and Yvonne Goldring's *Silent Explorer* and Ron and Katherine Butcher's *Well Nigh a Whisper*. Three boats could be dismantled for easy transport: Jack Street's Seahopper *Grabachance*, Richard Nash's Portabote and Felicity and David Avery's Nestaway dinghy *Cuttyn 2*.

New EBA member Alan Craig brought *Greenland*, his 11ft rowing boat with his home-made brushless DC motor drive. Tony Rymell towed *Sparkle*, Barbara's Electric Ranger

13, from its base in South Oxfordshire and Mike and Wendy Early brought their 19ft launch *Emerald* on only its second outing since its conversion from steam. With all the craft safely launched at Drungewick, space was found for passengers without boats as well as for dogs Bramble and Marshall and a rather unusual furry orange man who could move his head and even talk (with a bit of help from Nick Goldring). Christened Tommy Tricklecharge, he sat happily in the back of *Sparkle* for the cruise, although he declined Jack's offer of a sandwich when we stopped for our lunchtime picnic.

NICK GOLDRING



Well Nigh a Whisper

NICK GOLDRING



Greenland



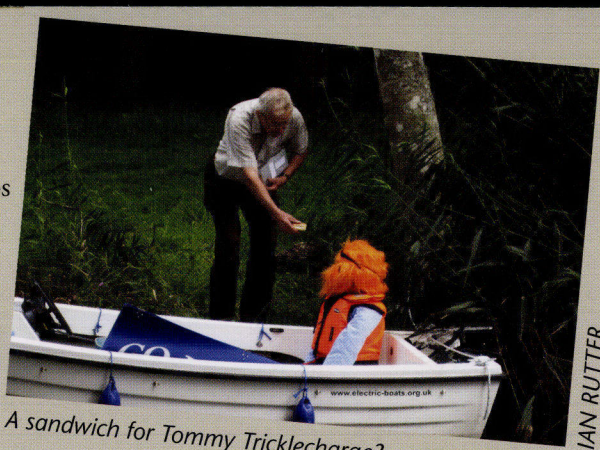
General Meeting. At 60ft long and 10ft wide the *Wiggonholt* is licensed to take 60 passengers for trips on the canal. Its electric propulsion system was installed by EBA member Hugh Swann of the Solar Boat Company, using two Lynch type permanent magnet motors with two banks of 24V lead acid traction batteries connected in series to give 48 volts.

EBA Chairman John Hustwick welcomed everyone to the meeting. The minutes of the AGM held on 19th June 2010 were accepted and the decisions taken then to remove the posts of Technical and Press Officers were ratified, with EBA Secretary Barbara Pennial explaining that it was better to refer technical enquiries to the most appropriate person and that

it was hoped that all members would promote electric boating in their areas and advise the committee of suitable events for the EBA to support.

Membership Secretary Tony Dunning confirmed that the new subscription rates had been implemented in January 2011, with UK private members paying £25 if by standing order or £28 by other means. Business Members subscriptions remained the same. Overseas private members paid £28 if by standing order or £33 by any other method. PayPal had been set up and was working for overseas payments. A new associate membership class had been established at a rate of £50 pa for associations such as clubs and trusts.

John reported that the Association had not attended as many events as usual over the year and the proposed Liverpool Boat Show had been cancelled at a late date. The IWA Festival and Green Boat Show had not been included



A sandwich for Tommy Tricklecharge?

IAN RUTTER

As the Drungewick to Loxwood restored section of waterway is only about three miles long (although with two locks to negotiate) our cruise was a gentle meander, giving us time to appreciate the scenery and wildlife and chat to crews and passengers in other boats. After a weather forecast of strong wind and rain, we were relieved to have sunshine for most of the day, although the rain unfortunately did come down just as boat owners were hauling out.

In the evening members assembled on board the electric narrowboat *Wiggonholt*, owned by the Wey & Arun Canal Trust, for our Annual

in the calendar as shows to attend with the EBA stand, but, along with Pb Batteries, private members would represent the EBA at these events. The situation with British Waterways and charitable status was being monitored.

John said that EB News had gone from strength to strength and the change of printers to The Lavenham Press had improved the distribution. Thanks were given to the Editor Sylvia Rutter for the professionalism of the magazine. John concluded by thanking Nick Goldring for his work on the website and Les and Elaine Fidler for their support with events on the Great Ouse, and also thanked everyone who had attended events, particularly with boats.

EBA Treasurer Don Wright was unable to present the accounts himself but had submitted a report. This highlighted the generosity of individual private members and two business members who gave donations to the Association. Sponsorship had been received from the Broads Authority and a very generous amount from Adrian Dalziel following his acquisition of the Cellcraft boat, which has been rechristened *Ohm Maid*. The Webmaster had offered to set up websites for members and then donated half the fee to the EBA. He was also providing CDs of the cruises for a donation. The Treasurer thanked the team that produced EB News, not only for the excellent magazine, but for the savings made in its production costs.

This year's surplus of income over expenditure was £2,000. When an application for charitable status had been made it was because we were overspending by £3,000 pa and only had £6,000 in hand. Our reserves of £8,300 have been restored to 2006 levels and the best year since then saw



NICK GOLDRING

Emerald

reserves of £10,000. The Treasurer felt this would be a reasonable target to try to achieve. Thanks went to Brian Pickess for his continuing support in auditing the accounts, which were adopted.

Malcolm Moss was thanked for all his efforts to support and promote the EBA and was reappointed as EBA President. The meeting thanked Barbara Penniall for her work as Secretary and also voted unanimously for her reappointment.

Barbara advised the meeting that in addition to herself and the President, the Executive Committee comprised Chairman John Hustwick, Vice-Chairman Private Members Ian Rutter, Vice-Chairman Business Members David Millin, Treasurer Don Wright, Editor EB News Sylvia Rutter, Advertising Manager Janet Dunning and Membership Secretary Tony Dunning. All were willing to stand again and were reappointed to the committee.

The Secretary reported that the Association was planning to celebrate its thirtieth anniversary at the end of June and beginning of July 2012 and it was appropriate that this would be at a venue on the Thames. Various locations were being considered, and some discussed at the meeting. It was proposed that there should be a special edition of EB News to cover the celebrations.

Malcolm Moss asked whether electric boats would be taking part in the Queen's Jubilee celebrations but Barbara replied that she had received reports that arrangements being made would be totally unsuitable for electric boats.

EBA member Richard Nash proposed that the EBA should take a stand at the London Boat Show but it was agreed that a ten day show in London would be prohibitively expensive. It was not the best showcase for electric boats and the Secretary advised that the best show for the EBA was Beale Park.

Ian Rutter reported on progress made in negotiations with the Environment Agency for the provision of electric hook up points on the Thames. A specification had been agreed and a ticket bought would cover the cost of overnight mooring and charging. Larger boats would have to purchase an extra ticket. The downside of the system was that it would be a one-off

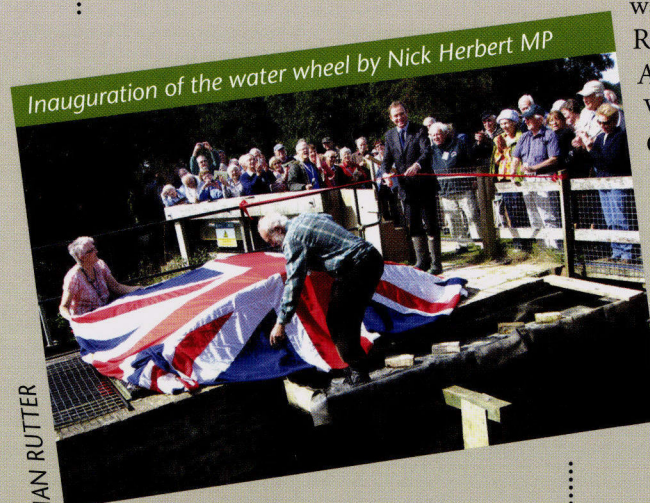
AGM, and the Secretary suggested it could be at a new business member's marina near Peterborough. There was a good slipway, mooring, charging and the River Nene to cruise.

The Chairman again thanked EBA members for their attendance and support and the meeting concluded by everyone wishing him a happy birthday! After which members moved to the Onslow Arms for a convivial dinner.

On the Sunday the EBA transferred to a different recently restored section of the Wey & Arun at Lordings to join the Small Boat Rally and the inauguration of a restored waterwheel, originally built nearly 200 years ago and believed to be the only one of its type in the country. Driven by the flow of the River Arun, it lifts water three metres from river level to the Arun Navigation canal above it, making three or four revolutions per minute with each turn transporting around 200 litres of water. The wheel was officially unveiled by the Rt Hon Nick Herbert, MP for Arundel and the South Downs and Vice President of the Wey & Arun Canal Trust, who commended the hard work of all those involved in the project. He said he was looking forward to the opening of the next section of canal and hoping that one day he would be able to travel all the way from London to his constituency by water!

Silent Explorer, *Sparkle* and *Cuttyn 2* joined other small boats on the canal and EBA members enjoyed sausages and burgers from the on-site barbecue, along with soft drinks and beer from the Hammerpot Brewery. Peter Foulger, former chairman of the Wey & Arun Canal Trust, and Henry Ayre, the local landowner who has been very supportive of the restoration, enjoyed a short cruise in *Sparkle*. They are pictured on the front cover with Tony Rymell at the helm.

Next year (as discussed at the AGM) the EBA is planning to visit another new waterway – the River Nene in Lincolnshire. More details will be sent nearer the time, but please book the date: 19th -20th May 2012.



IAN RUTTER

A lock full of electric boats



IAN RUTTER

charge on each ticket which would then be wiped – credit could not be carried forward so it was important these were not used for pump outs. Electric boats would be given priority at hook up points, provided owners rang before 4 pm to secure a mooring.

Adrian Dalziel asked for a date to be set as early as possible for the next

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2012 Anniversary Celebrations on the Thames

You might think that the Queen's Diamond Jubilee is going to be the main event to celebrate in June next year, but another very important date in 2012 is the 30th Anniversary of the founding of the Electric Boat Association. As it began on the Thames, the EBA has booked the Upper Reaches Hotel in Abingdon for a day of celebration on Saturday 30th June.

Having started life as a mill, the hotel is in a beautiful island setting with around 250ft of private mooring, which should be enough to accommodate a sizeable fleet of

electric boats. There is a good free public slipway at Abingdon Marina a

short distance away. The EBA will host a buffet lunch which can be held outside on the riverside terrace if the weather is fine (and we hope it will be) or inside in the restaurant. In the afternoon we are planning a short cruise on this lovely stretch of river, followed by dinner in the evening

for those who wish to stay. If members want to spend the weekend we can organise a cruise for the following day. Abingdon is an attractive town with a lot of history and there are a number of

places of interest nearby, including the city of Oxford.

Plans for the day are still being finalised but it would be very helpful to know how many members would like to join the celebrations, especially if you are planning to bring a boat and if you want accommodation at the hotel, as we may be able to negotiate a group rate. Please contact EBA Secretary Barbara Penniall on secretary@eboat.org.uk or telephone her on 01491 681449 to let her know. And keep your fingers crossed for beautiful weather on 30th June!



IAN RUTTER

Moorings at the Upper Reaches Hotel, Abingdon



We are delighted to announce the introduction of a **River Launch** version of our **Rockhopper** with a traditionally styled stern cabin in a Mahogany substitute, Oak, or Teak. Motive power to be Electricity with Shore-power and/or Solar panel recharging. The cabin is shown under construction. Refer to our website for updates.



The River Launch will not, of course, have the forward Cabin/Cuddy. It just happened to be bonded on to the hull I had available to model the new cabin on !!! The hard-board strips are there to represent the roof and trim. The roof will **not** extend behind the after panel as inferred.

The cabin has five equal panels on each side and brass ventilators will be fitted to the head rails of panels 1,3, & 5. The rear panel will contain an inward opening door to allow rope handling etc.,

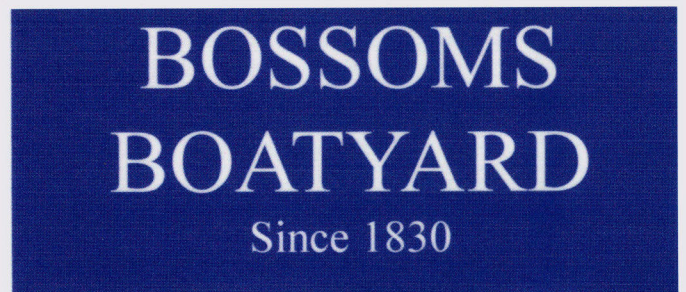
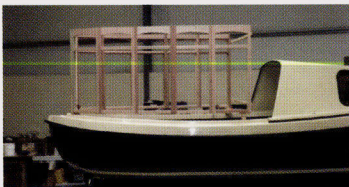
The forward bulkhead will consist of two fixed panels with a central sliding door. The cabin will comfortably sleep two with toilet, cooking, & storage.

The forward cockpit will seat four with locker under foredeck.

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Around the World in Electric Boats

Kevin Desmond has found an interesting selection of new electric boats in Africa, Asia, America and Europe.

The first solar-hybrid boat in Africa was launched on 13th January this year and is now providing eco-friendly transport for tourists on the Gambia River. It was built for Hidden Gambia Holidays by Kopf Solarschiff of Germany, who also made the Solarshuttle on the Serpentine in Hyde Park and the Broads Authority's solar passenger boat *Ra*. In contrast to these two catamarans, the *Solar Queen* is a monohull with open sides and at 15.5 metres long by 2.2 metres wide can take up to 12 passengers on adventure and wildlife holidays. The bench seats fold open to make beds and there is a bar and toilet on board as well as a solar-powered fridge/freezer. The roof

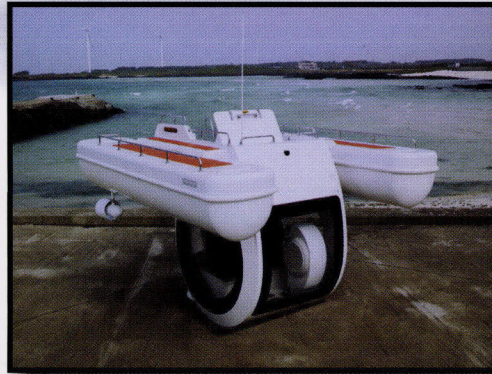


On board the *Solar Queen*

has 2.2 kW of photovoltaic panels which absorb the African sunshine and on battery power alone the boat can reach a speed of approximately 6 kilometres per hour. A highly efficient quiet diesel generator provides additional electricity to reach a top speed of approx. 16 km/h (10 knots).

Fishermen across the globe have been hit hard by the recent increases in diesel prices. In Japan, where fish forms an important part of the diet, one solution has been to use hybrid fishing boats. The *Shinei Maru No. 66* has a 150 horsepower electric motor which takes over from the 650 horsepower diesel engine whenever possible. Boat owner Tadatoshi Ikeuchi says that this has reduced his daily costs to about 75 gallons, saving him \$100 a day, and he describes the vessel as a 'Prius for the sea.' The Japanese are also testing biofuel-powered marine engines, computer-engineered propeller designs and low-energy LED lights on squid boats, which use bright lights to lure their catch.

In Fukuoka on the west coast of Kyushu Island, Ohiori Capital's Eco Marine Power is currently developing a hybrid passenger ferry they have called '*Tonbo*', the Japanese for dragonfly. With a passenger capacity of 150 to 200, the *Tonbo* will have lithium batteries recharged by a biofuel generator and/or from solar panels on its roof, which can be raised or lowered to allow the vessel to pass under bridges. Trials will begin in 2012.



The *Ego*

For anyone wanting to explore reefs or tropical seas without actually getting wet, the solution might be the *Ego*, a compact semi-submarine from Raonhaje, South Korea, which works as both a motor boat and a two-seater submarine. Passengers can bask in the sun above, watch the fish below, or take the stairs to the submerged central hull to watch the undersea world. Both the 2.7 metre long *Ego LE* (luxury model) and the *Ego SE* (standard) are run by 2 x 2kW pods containing brushless DC electric motors and use a battery pack of Trojan T-890 8-volt batteries as found on golf carts.

In North Carolina, Freedom Electric Marine's most popular model is the 48-inch wide *Twin-Troller X10* pontoon boat, designed for fishermen with foot pedals offering hands-free control. Powered by two 36lb thrust MotorGuide motors, the boat can move forwards and backwards, make 90 degree turns or rotate 360 degrees. And for those who don't want any noise or fumes from diesel engines upsetting the fish, there is a useful application on



Twin-Troller

the company's website (www.freedomelectricmarine.com) which enables them to 'Find an Electric Only Lake' in the US state they select.

In Florida, Hunter Marine's latest sailing yacht is the e36 Hybrid, fitted with an Elco EP4000 AC electric motor, Valance lithium iron magnesium phosphate marine 12-volt batteries, Super Wind 350 wind turbine, Kyocera 135

Solar Panels and a Polar DC Marine 14 kW generator. Elco call this 'The First Totally Integrated, Eco-Friendly Electric Motor Propulsion System for Sailboats up to 55 Feet'. The options give the yacht a range of more than 800 sea miles at 5 knots under battery power. Elco say that AC electric motors offer an advantage over DC models due to the lack of brushes and moving parts which require regular maintenance and can wear out. The EP4000 has only one moving part and is completely sealed, making it highly water resistant to guard against moisture damage or corrosion. The Hunter e36 Hybrid follows the introduction of the award-winning Elco electric-powered Hunter e27 yacht.

Sporting history was made this June at the 52nd Masters Water Ski Tournament in Orlando, when the Correct Craft 100% electric *Ski Nautique E* towed two champion skiers in a head-to-head slalom exhibition. Correct Craft, who have been building ski-boats for over eighty years, teamed up with e-motor specialist LTS Marine of Montreal to produce a twin-engined powerboat capable of towing a succession of three to four skiers at a silent 35 mph on one charge of its lithium-ion battery pack. They are hoping to reduce the recharge time from 4.5 hours to 15 minutes. The *Ski Nautique E* prototype is currently on extended trials in Montreal.



Ski Nautique

Correct Craft are not alone: the *560 Sundeck Electro* by Boesch of Switzerland, also long-time builders of ski-boats, can reach a towing speed of up to 35 km/h.

Another marque with a legendary track record for water-skiers is the Italian firm Riva, now owned by Ferretti. Earlier this year a vintage Riva was auctioned in the USA for \$1 million. The latest Riva, the 'Iseo', has an option of Ferretti's Hybrid Propulsion ZEM, offering a consumption of just 1.2 litres per mile at 30 knots. The in-line electric motor will provide additional thrust of up to 44 knots and at slow speeds, under electric power alone, it will have a range of 40 miles. The Iseo has a basic price of €336,000 (£300,000).

In Brittany, Northern France, the company E3H and its naval architect Tanguy le Bihan, based in Lorient, have already proved their skills with the electric boat the *Remora*. Their latest production, the *Costo* is a 5m50 electric boat for sail training. Like the Spanish Silennis, pictured in the last

issue, it has no stern. With a draft of just 0.3 metres, its 4kW motor gives it a top speed of 9.5 knots, so you can drive the *Costo* at 6 knots for an entire day with no need



Costo Tidebreaker is

launching three models: the TB55 *Explorer* (55m LOA), TB45 *Classic* and the TB32 *Coaster*, offered in customised and semi-customised versions. The vessels have an electrically-powered main propulsion system which is assisted by a biofuel compatible generator. Total power for the Explorer is 250hp to 760hp at the propeller, and of the Coaster 100-350 hp at the propeller. The LiFePO4 lithium battery packs (from 20 kW/h-160 kW/h or more) act as energy buffers and contribute to the crafts' navigational range. The proposed customisation applies to the propulsion system, the material selection and the design elements of the boats which will be built outside France, probably in Asia. While the Explorer has a cruising range of up to 3,600 sea miles, its younger sister can reach up to 1,200 nautical miles.

And if on your travels you're flying in to Amsterdam, you can now take *The Floating Dutchman*, a hybrid-electric amphibious bus for up to 48 passengers, which makes a



The Floating Dutchman

round trip from the city's Schiphol airport, travelling first on land, and then plunging into the water for a 45-minute cruise along the canals to the city centre. Operated by Rederij Lovers, the 198 battery-electric *Amfibus (020)*, based on a Volvo chassis, was built by Dutch Amphibious Transport Vehicles of Nijmegen, Gelderland. DATV are also planning to launch the four-seater *Amfibug* car.

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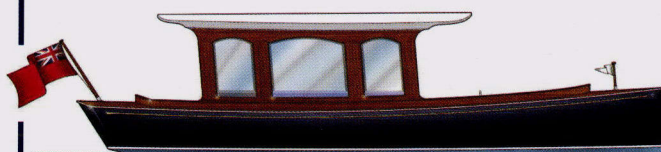
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1/2 PAGE	120	130
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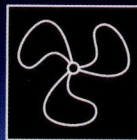


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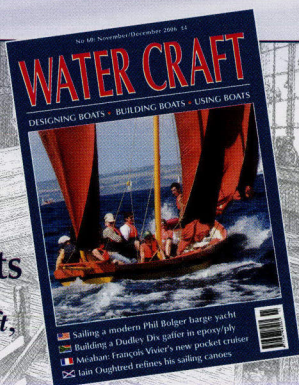
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Bill with the Admiral

Serena meets the Admiral

Bill and Veronica Selby are the owners of *Serena*, the Victorian launch converted by Bill to electric power and pictured on the Great Ouse cruise in the last issue of *Electric Boat News*. In June *Serena* found herself in the company of some rather different electric boats, as Veronica reports.

Through a friend who has recently retired from Warsash Maritime Academy, a faculty of Southampton Solent University, we were invited to take *Serena* to the opening ceremony of their new Ship Handling Centre on a beautiful ten acre lake at Timsbury, near Romsey, in Hampshire. The previous centre was in Marchwood near Southampton where they had been since 1980. The 9th century lake at Timsbury has been a source of fish for the monks of Winchester, water to drive a medieval water mill and the haunt of carp anglers.

Marine pilots and ships' officers from all over the world are trained in how to manoeuvre large ships at this purpose built facility, the only one of its kind in the UK and one of only five in the world. There are seven electrically

powered models of oil tankers and a car ferry, which are either 1/25th or 1/40th scale, with a maximum speed of 3 knots, the equivalent of 15 knots. The average dimensions of the models are:-

Length	8.5 metres
Beam	1.3 metres
Draught	0.5 metres
Weight	5.0 tonnes

Some of the older models are powered by up to 16 heavy duty 12 volt lorry batteries driving 110 volt DC motors. These drive the propeller shaft via a toothed belt drive. Two twin screw models are powered by heavy duty batteries driving 72 volt pancake motors via gearboxes. On board logic systems ensure that engine output, delivery and

response time and rudder response times are correctly scaled. The batteries give up to a week of operations before overnight charging is required. There are also four either 1/25th or 1/30th scale tugs which are also powered by electric. To give a current on the lake, they use four Minn Kota electric outboard motors fixed to one of their work boats!

Serena had to be lifted into a wet dock in the workshop several days before the event and I was offered the opportunity to have a ride in one of the models, which are obviously dual controlled. I thought the instructor was joking when he said he would take the boat out of the dock and then hand over to me, but he wasn't. Once we were in the centre of the lake he switched off the dual control and said



Serena taking the Admiral and local dignitaries around the lake

“she’s all yours”. As I am only used to manning the tiller, the controls were somewhat foreign to me, but I had a go without letting the side down.

The first official day was attended by Admiral The Honourable Lord West of Spithead, Chancellor of Southampton Solent University, who unveiled a commemorative plaque. Together with the Vice Chancellor, the Director of Warsash Maritime Academy and various local dignitaries, he was then taken around the lake to view the site where a variety of port scenarios, canal transits and berthing operations can be simulated.

The second day was attended by various shipping company representatives, pilots etc. and then in the afternoon the site was opened to the public. As it was the first opportunity for them to see exactly what had been done to the lake and immediate surroundings, 300 attended and we took 65 on *Serena* to view the lake, the facilities and the wild life: herons, kingfishers, grebe, Canada geese, mallards, coots and moorhens. It was a long day, the site stayed open until 8.30pm, but we thoroughly enjoyed our time supporting Warsash Maritime Academy who looked after us very well.



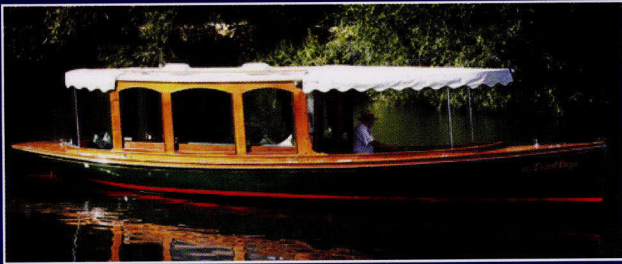
Lifting Serena in to the dock



Veronica in control of a tanker!

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MY SALAD DAYS: You would be forgiven for thinking you had just stepped aboard a brand new Frolic. Having just undergone a complete refurbishment this 20 year old is in fabulous, as new condition - so why spend top dollar on a new one? The teak superstructure affords excellent headroom throughout and with plentiful storage can comfortably seat 12. The detail to the saloon is admirable and the owner is to be commended as no expense has been spared during his 10 year ownership. This launch comes with an impressive new cover, incorporating both fore and aft decking. The batteries, new in 2010, easily cruise all day on a full charge. My Salad Days was first owned by arguably the finest Theatre Producer of Musicals, Sir Cameron Mackintosh who revived this play and so named her in the wake of its success. A viewing is highly recommended. Please see our website for further information.

Mobile: 07799-654113 Tel: 01753-833166

Sarah.woolley@stanleyandthomas.co.uk www.stanleyandthomas.co.uk
Tom Jones Boatyard, Romney Lock, Windsor, Berkshire SL4 6HU

GROVE BOATS

Dealer wanted

EBA member Grove Boats designs, builds and commercializes electro-solar and hybrid boats intended for passenger transportation. Our boats are designed in Switzerland, built in Europe and used throughout the world. They combine nautical know-how and renewable energy technology. Intended for professional uses, their capacity ranges from 12 up to 100 passengers.

We are looking for a dynamic dealer to represent our products in the United Kingdom, where a unit is already in operation (the "Solar Heritage", a 60 passenger catamaran at the "Chichester Harbour Conservancy").

We will consider candidates who have :

- a genuine interest, know-how and network in boating with an understanding for electric boats
- the ability and the will to service the local customers
- experience in the local certification processes
- a great reputation, strong communication skills and enthusiasm.

For more details regarding our company, please refer to our website: www.grove-boats.com

For inquiries please contact Guy Wolfensberger, managing director, tel +41 79 751 14 08, guy.wolfensberger@grove-boats.com



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Featured above – 30ft slipper stern launch "Oui Oui Too" the latest in our range of new build electric launches.

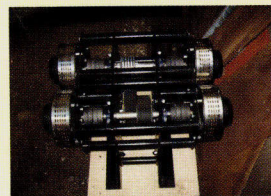
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Viking Marine provided mechanical design and fabrication for the conversion of Dutch Barge SARA for electric propulsion (see article in summer 09 issue).

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Noticeboard

Welcome to New Members

Private Members	Location	Boat where notified
Alan Craig	West Wickham, Kent	Greenland, 11ft rowing boat with brushless outboard
Malcolm Crocker	Horton cum Studley, Oxford	Major Tom, Henshaw inflatable with Minn Kota outboard
Andrew Elliott	Sheffield, York	Bison, narrowboat
David Frost	Ludham, Norfolk	George Thetford, Broads auxiliary yacht
Graham Knight	Shepperton, Middx.	Isola Princess, 21ft launch
Rob & Brenda Sareen	Marlow, Bucks.	Sabrina Skye, Duffy 18 Classic
Edward Street	Hornchurch, Essex	Haida, converted steam launch
Business Member		
Piktronik	Maribor, Slovenia	Motors, battery chargers, AC and DC controllers and converters

Email Addresses

EBA Secretary Barbara Penniall would like to thank all the EBA members who have given her their email addresses. If you have not yet done so – or have not updated her on a new email address – please contact her on secretary@eboat.org.uk. The EBA does not pass on members' email addresses to anyone else, but they are important for keeping members up to date with events, making a considerable saving for the EBA in time and postage costs.

A New Solar Powered Boat

A solar-electric catamaran built by EBA business member Grove Boats has been taking passengers in France on free trips over the summer. With the support of the local authority and EDF Energy, the Aquabus 60 has been operating on the Canal de Jonage at Lyons and demonstrating the advantages of solar propulsion. Grove Boats, based at Yvonand in Switzerland, are now looking for a dealer in the UK – see their advertisement on the opposite page for more details.



New Aquabus 60



New Appointment for EBA Member

Alan Goodchild, Managing Director of Goodchild Marine Services, an EBA business member, has been appointed as one of five new members of the Broads Authority's Navigation Committee. Mr. Goodchild is also a member of the British Marine Federation Committee and the chairman of Marine East.



Website Warning

Several members with items for sale on the EBA website have reported getting enquiries which they thought were dubious. Please take great care when handling any approaches via the website, be cautious when giving bank details and check with your bank to make sure that payments have cleared before parting with your property.



The Julia Moss Trophy



The Julia Moss Trophy, donated by EBA President Malcolm Moss in memory of his late wife, has been awarded this year to Adrian Dalziel. The trophy, for a significant contribution to the

development of solar boating, was given to Adrian for all his work on the solar boat *Collinda* and for helping Tony Rymell to demonstrate solar powered boating at events in the south west. The picture shows Adrian accepting the award from Malcolm at the EBA dinner held at the Onslow Arms on the Wey & Arun canal.



Good News about Batteries

Jeff Waterson has emailed to say: 'My wife and I are very happy to report that, having cruised this year some 600 miles on various waterways, the battery pack has proved to be extremely successful. This being our third season, some members were aware of problems that *Adelaide* was having with the batteries over the first two seasons. Our gratitude goes to both Creative Marine and Pb Batteries for their professionalism in working with each other to overcome the initial teething problems. They are both very worthy members of the Association.'



Charging Points

In addition to working with the Environment Agency on getting electric charging points installed at locks, the EBA also keeps a list of members who can offer charging facilities to fellow members on long cruises (by prior arrangement of course). Barbara keeps this list up to date, so if you have a charging point available, or would like to have the list, please let Barbara know.

Electric Boat Association



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Honorary Vice President
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For Sale

Pretty 12ft electric day launch with simulated clinker GRP hull, varnished iroko decks, seats, floorboards and oak rubbing strakes. Rewired and completely restored. Complete with road trailer, new cover and BSS certificate. Excellent condition. £5,750. Tel: 07881 955950 or 07775563030.

Gentlemen's Cabin Launch 'Buttercup'. The original provenance of this beautiful launch is not certain but she is believed to be over 50 years old. She was awarded 'Best Boat Overall' at a recent river festival. Full details on the EBA website. Contact Anthony Haugh 01386 442305 or email: tonyt42@live.com

Simmonds 1960s 15ft restored aluminium motor launch, converted from its original inboard petrol engine to LMC 48volt inboard electric drive. Detailed description and pictures on the Simmonds Motor Launch Society website www.simmonds-motorlaunches.co.uk/boatsale04_pond. Reason for sale is lack of storage space. Total cost of restoration and upgrade has been around £7,000 but asking price is for offers in region of £5,300. Contact Richard Pond on 01453 832632 or email pondeep@aol.com

Peace 26ft Sea Otter aluminium narrow boat in excellent condition. Launched 2001, converted to electric 2007. 2 + 2 berths, fridge, radio, upholstery and curtains. 6 solar panels, 3KVA Fischer Panda diesel generator as new (169 hrs), LED lights. Up-rated trailer included. Moored Thames near Reading. Boating in near silence at minimum cost is fantastic but we need more accommodation. £35,000 ono. Contact Ward on 01252 625067 or ward@canalia.com. See picture on page 9 of last issue.

Piano Frolic 18 electric day boat built by Creative Marine 1996. Lovingly maintained with four new batteries in 2009 together with new cushions and two Iroko table tops makes this an ideal low maintenance boat for pottering on the river. £8250 includes trailer, covers etc. Tel. Brian Couser on 01672 540987 (Marlborough, Wilts.) or email browncou@btinternet.com

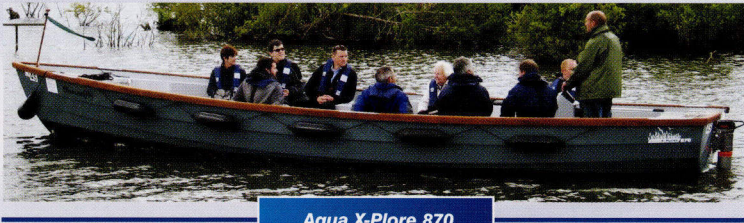
Thames Canoe (Four Winds) 25'-3" x 4'-8" with upgraded 2.5kW motor and 48 volt battery system, together with purpose made galvanised road trailer. 6 seat interior beautifully crafted in mahogany and cane with 14 plush cushions. Dual helm stations and fitted with speed/distance log, showing less than 200 miles from new. Arguably the most elegant of its type and in mint condition. £28,500. Contact: John Sangster on johnsangster@msn.com or call 01628 626833 for details.

Shardeloe Professionally built 18ft river launch converted to electric by Thames Electric Launch Co. New batteries and Boat Safety Certificate 2010. Comfortable two berth cabin, galley, character features, space for Porta Potti. Ideal for leisurely cruising, picnics etc. A much loved boat admired wherever she goes. Price: £12,000. Contact: helenbest97@googlemail.com

Pictures and details of all the 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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