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Volume 16 Number 2 Summer 2003

Electric Boat **NEWS**

The Journal of the Electric Boat Association



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***Geehi goes to Sea • 21 Years of the EBA
News from all the Shows***



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Information sheets from the Electric Boat Association

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3. **ELECTRIFYING YOUR BOAT** by Hawthorne & Wagstaffe
4. **HULL DESIGN FOR ELECTRIC BOATS**
by Andrew N Wolstenholme
5. **LEAD ACID BATTERIES – OPERATION & MAINTENANCE**
by CMP Batteries
6. **HIGH SPEED ELECTRIC BOATS** by Lorne Campbell
7. **HYBRID POWER** by John Hustwick

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CLEAN, QUIET, DEPENDABLE, POWER

EBA CALENDAR

July

- 13th** **EBA represented** Steam and Electric Boat Day,
Sudbury
- 19th – 20th** **EBA represented** Thames Trad Boat Rally,
Henley

August

- 22nd – 25th** **EBA represented** IWA National Festival,
Beale Park, Pangbourne

September

- 6th** **EBA event** Norfolk Cruise weekend
- 7th** **EBA represented** incorporating Silent Sensations
- 12th – 21st** **EBA interest** Southampton Boat Show

October

- 13th** **EBA Event** Laying Up Supper
Maidenhead Rowing Club

**For further details of the above, or notice of other events,
please contact the Secretary**

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Cover Picture: Geehi leaving Adelaide Outer Harbour
Photo: Tony Zerna
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Electric Boat Association

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The Electric Boat Association is on the Internet.

The World Wide Web Address is: www.electric-boat-association.org.uk
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“When will they have their 21st Anniversary again?” asked a hopeful small visitor to our celebrations at Bisham, a tribute to the success of a very special occasion attended by over a third of the EBA membership from all over the country as well as France

and Australia, along with 26 electric boats (and plenty of sunshine for the four solar powered ones). There will be a full report, including the morning’s Biennial General Meeting, in the next issue of the magazine, but meanwhile I hope the three small photographs below give the flavour of a wonderful day.

One good suggestion made during the BGM was that there should be an open forum for ideas in the magazine. I will be very happy to include an Ideas section in the next issue, so please think of any points you would like to raise and send them in. The EBA is happy to take up suggestions on behalf of members with relevant authorities and event organisers – an example is the letter on page 14 which has led to charging facilities for electric boats being offered for the first time at the Henley Traditional Boat Rally.

Only halfway through the boating season with many more events to come, let’s hope the good weather and happy atmosphere of the 21st Anniversary Day sets the tone for the rest of the year.

Sylvia Rutter

Copy Deadlines:

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

Autumn Monday 1st September

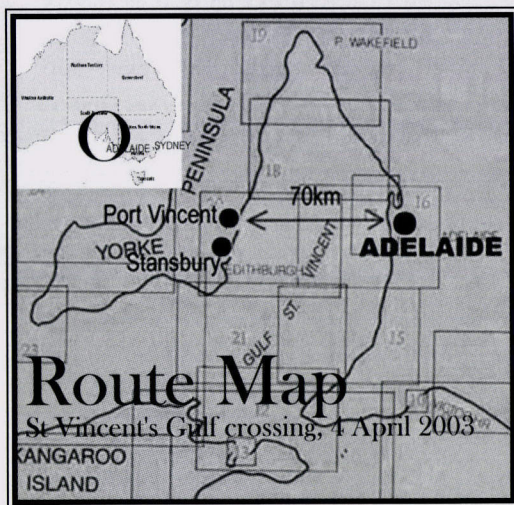
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GEEHI GOES TO SEA

In April Australian EBA member Charles Fitzhardinge crossed the 40 mile wide Gulf St Vincent in the 19 ft electric launch *Geehi*, built by Duck Flat Wooden Boats of Adelaide and powered by a 24v Lynch motor with auxiliary solar panels. The adventure began after *Geehi* had been trailed from Sydney to the Goolwa Wooden Boat Festival near Adelaide. Charles takes up the story:



Adelaide to Port Vincent by water instead of by road. The map showed the distance to be about 70km. *Geehi* was designed to cruise for about 8 hours at about 5 knots. Thus she should travel 40 miles, 70km, on a single charge. No margin for error – a recipe for poor seamanship!

We toyed with alternatives to obtain extra range, including:

- Carrying extra batteries (simple but not going to extend our electric boating experience).
- Carrying a generator to recharge the batteries on the run as a form of hybrid power.
- Using solar or wind power to generate enough electricity to extend our range to a safe minimum.

Given the sunny nature of South Australia in early Autumn we decided to take the third option. We therefore left *Geehi* in Adelaide and commissioned Troy Ryan (Offshore Energy Pty Ltd Adelaide) to add the solar panels to *Geehi*. The roof had room for 2 panels each of 100 watt capacity. Since we cruise at about 720-1000 watts (30-40 amps x 24 volts) we expected the solar power to add 1.5-2 hours to our range. In normal service such panels would easily recharge the batteries between weekend uses, thus being a practical energy source.

Over the week before the Stansbury regatta I anxiously watched (from Sydney) the Adelaide weather. SE Gales, rain and other

At Goolwa we learned of the Stansbury and Port Vincent Regatta to be held a couple of weeks later across St Vincent's Gulf from Adelaide. Gradually the idea possessed us of taking *Geehi* from

nasties. By Wednesday the forecast indicated these would abate somewhat by the Friday, the appointed day for crossing, with SE winds 15-20 knots and 1-1.5m SE swell indicated.

Thursday morning I joined a Virgin flight to Adelaide. I collected *Geehi* from Duck Flat in Mt Barker and launched her at the Royal Adelaide Yacht Squadron marina at Port Adelaide. Here we were given a comfortable work berth to complete fitting of the solar system.

Early next morning, armed with a cut lunch, we were joined at the Squadron by Robert Ayliffe of Duck Flat Wooden Boats, with his own Norwalk Islands Sharpie *Charlie Fisher*, which was to act as our sailing companion across the Gulf. It was a beautiful clear, and at this early hour, windless morning.

Our intended 8am start was delayed by relays of Media including ABC Radio and Television and the Adelaide Advertiser. All wanted pictures of us setting out, and all wanted to ride in the electric boat. Two attempted starts were foiled when we received mobile calls to ask us to return for yet another journalist!

Finally, at 10am we left for the final time. In the lee of the Adelaide Hills we were sheltered from the wind, and *Charlie Fisher* (under sail) fell slowly out of sight astern. We ploughed steadily on at 4-5 knots, drawing 30 amps, 8-10 of which was coming from the solar panels.



Leaving Port Adelaide

The sea can seem a lonely place in a small boat as the land fades to a hazy blur. Two men in a boat, Troy Ryan (the solar panel man) and myself. Our only companions were the dolphins who occasionally visited and played briefly around our bow.

About 8 miles out, we passed 2 live sheep ships anchored in the gulf, presumably waiting for the end of a war in another gulf far away. Twice fishing boats came crashing through the waves on their way back to Adelaide – they seemed to be making heavy weather of the sea, on which a stiff 0.5m chop, with occasional white horses added to the 1-1.5m swell as forecast. By contrast, at our leisurely



5 knots, with the swell rolling in from the port quarter, we were quite comfortable!

Lunch eaten with the low-lying Yorke Peninsula taking shape and still no sign of *Charlie Fisher*. By about 3pm we began scanning the horizon for the beacon on the Orontes Shoal. The chop was becoming steeper and white horses more prevalent suggesting the shoal may be near (our draft was far too shallow for the shoal to be any concern). No sign of the beacon; the batteries on our hand-held GPS were low and we felt we were possibly north of our intended track.

Soon we were able to pick up the water tower of Port Vincent (our intended destination). Sure enough, well to the south; we would have to cover a fair bit of extra distance in order to track south to the harbour.

At about 5 our peace was broken by a simultaneous outburst of "message" beeps from our mobiles and a crackle from our radio. *Charlie*

Fisher had reached the beacons marking the spit outside Port Vincent and had met there the St Vincent Coast Guard, who were waiting to escort us into the Port.

Soon we were able to see the red sails of *Charlie Fisher* and then the low outline of the Coast Guard boat. We identified our position by radio and the Coast Guard came over to guide us to their base, where unbeknown to us a Civic Welcome had been organised – half the town and all the school were on the beach to meet us!

The welcome we received at both Port Vincent and next day at Stansbury will long be remembered. The next 2 days were taken up by the Stansbury Regatta – a run with about 50 vintage, classic and other boats 20 odd km down the coast to Stansbury followed by a very well organised, laid-back, and thoroughly enjoyable boating get-together.

The return to Adelaide on the Monday was as uneventful as the original crossing. Similar winds and seas (now both from the NW) but overcast and later raining. No extra power from the sun on this trip (charging at less than 2 amps). To avoid the risk of coming in to Port Adelaide after dark in heavy rain and with flat batteries, we decided to tow *Geebi* behind *Charlie Fisher* for 2 hours after lunch. This was accomplished without fuss – the 23ft ketch was able

to tow us at over 5 knots on a nice shy run.

Geebi returned to Sydney just in time for the Solar Boat Races held each year on the Olympic Rowing Course at Penrith (formerly held on Lake Burley Griffin, Canberra), where she cleaned up her class (Open General Class for 'practical' multi-passenger boats rather than experimental boats carrying 1 or at most 2 people). Here she won the 'Short sprint', the 'Long sprint' and the 'Endurance run' as well as a special award for the 'Most environmentally friendly boat'.

So what have we proved? We already knew the advantages of electric power for estuary and river boating. Quiet, clean and cheap to run – a full charge, 8 hours running, costs less than \$1 (around 40p). The addition of solar power regeneration has proven easy.

The economics are less certain, as the boat could be recharged for a 'lifetime' for the cost of the solar panels, but if mains power is not available solar (or wind) are certainly viable alternatives. Such a long voyage (70km, 8 hours) is a clear proof of the practicalities of electric power.



At Sea

Photo: Fleurieu Photographics

Charles Fitzhardinge is the Manager of Solarboat Pty based at Woolwich Marina on Sydney Harbour.

www.solarboat.com.au Tel.: 61 2 9879 4222

Email: charles@solarboat.com.au

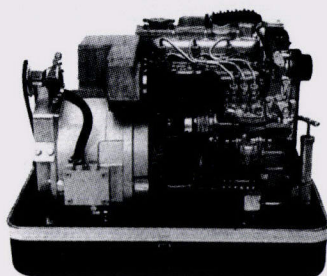


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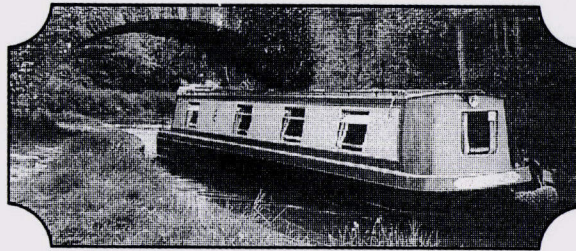
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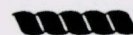
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BOATS ON SHOW

Boats on Show, held at Penton Park on the Thames near Chertsey from 16th to 18th May, saw the debut of the new EBA stand, a new electric punt and a new EBA business member. Unfortunately the weather took the theme of Christenings rather literally and produced copious amounts of rain for the whole weekend.

Over a hundred exhibitors, including many local boat builders, braved the weather, anchoring stalls and exhibits against the wind and rain. Some intrepid visitors took part in the Try-a-Boat scheme which was expanded to include safety demonstrations on the lake and the river. The Show also hosted the regional finals of the RYA/Honda Youth RIB Challenge and British Canoe Union races.

Tony Edwards, the EBA's new Advertising Manager, joined EBA Chairman John Hustwick and Secretary Barbara Penniall on the new EBA stand and enjoyed talking to visitors and meeting business members exhibiting at the Show. The previous EBA exhibition stand, donated second-hand by Chloride, had served well for five years but after a lot of travel and attendance at 17 shows it was definitely time to invest money in a replacement. The new stand is lighter and easier to erect and dismantle as well as providing a very effective background for photographs and information. Three new members joined the EBA at the Show, taking advantage of the special Show offer of a reduced subscription for the first year.

Hambleden Sales and Charter unveiled their new electric punt which attracted a lot of interest, even with the screens in place



Tony Edwards on the EBA stand

against the weather. It required only a small amount of imagination to picture it floating down the Thames on a sunny day stocked with a picnic hamper and a bottle of something cold.

Creative Marine introduced a new business member, who joined her parents Roy and Julia Lawson on their exhibition stand. At only four weeks old, Amy Louise wasn't quite up to discussing the finer points of boat-building with prospective customers but she is clearly already shaping up to become a valuable member of the Creative Marine team.



New punt from Hambleden



Dave Millin on the Pb Batteries stand



(Very) Creative Marine

Photos: Ian Rutter

NEW THAMES GUIDES

Help is at hand for boaters on the Thames with a new series of 44 pamphlets covering each lock and upstream reach along the river from Lechlade to Teddington.

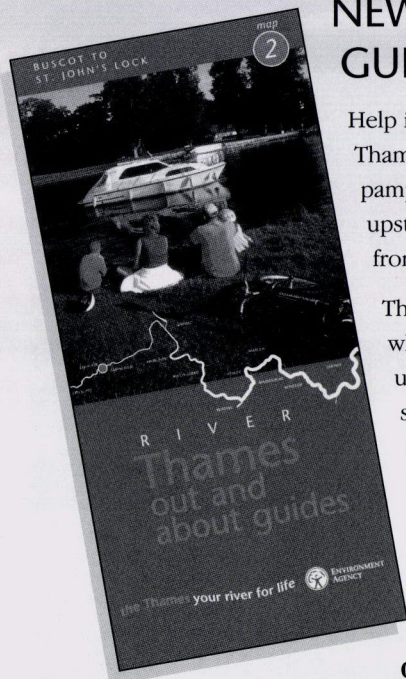
The new 'Out and About' guides, which open up as a map, give useful information on local services such as shops, pubs, moorings, sanitary stations, charging points and boatyards.

The leaflets are available at 50p each from all locks or from the Thames Information Line on

0845 601 5336, which can

also provide the full set in a ring binder for

£12.50 plus postage and packing.



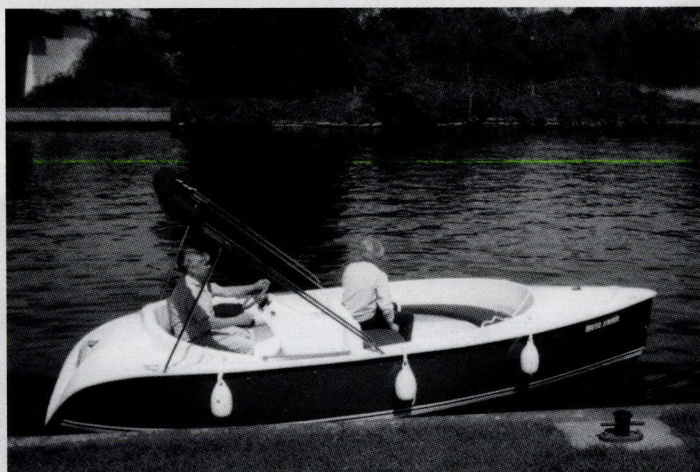
NEWS FROM JOHN WILLIAMS BOATS

John Williams Boats of Stalham in Norfolk have had a very busy spring season selling three 18 ft Zelec electric launches, one to Winchester, one to Harlow and one to Windsor.

Over the winter period they also built one of their 21ft Festival electric launches which has two berths, cooker, toilet and sink. It will be moored on South Walsham Broad in Norfolk.

For more information contact Sandy Williams on 01692 580953

Email: johnwboats@aol.com



'Zelec' Electric Launch

SYMPOSIUM IN HOLLAND

The Dutch Electric Boat Association organised a symposium called 'Electric Boating Upstream' on 16th May in the beautiful setting of the Miranda Pavilion in Amsterdam which attracted 120 participants. Discussions centred on the use of electric boats for leisure and nature conservation and on technical developments in electric propulsion. In glorious weather visitors enjoyed short trips in nine electric boats on the river Amstel during the symposium.

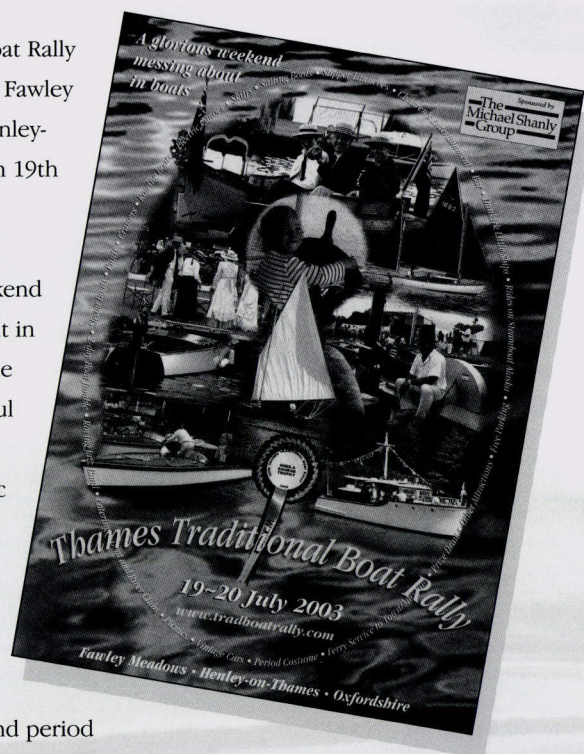
THAMES TRADITIONAL BOAT RALLY

The Thames Traditional Boat Rally takes place at Fawley Meadows, Henley-on-Thames on 19th and 20th July offering 'a glorious weekend messing about in boats' with the usual colourful mix of skiffs, punts, electric launches, steamboats, sailing boats, Dunkirk

Little Ships and period costumes. Also on offer are a display of vintage cars, a roving jazz band and a 2-day Boat Jumble.

Further information from the

website: www.tradboatrally.com or telephone 01932 888415



SOLAR CHALLENGE IN FRANCE

Fifteen solar powered boats are booked for the Solar Challenge finishing in Rouen on 3rd July. As well as EBA member Cedric Lynch, representing the UK, there are 9 French competitors, 2 from Germany, 2 from Italy and 1 from Belgium. The German boat *Vechtesonne* (named after the River Vechte in Lower Saxony where she operates as a passenger vessel) was built in five months



by young people on a sponsored project for the long term unemployed. At 3.8 metres wide she will need a special cradle for the transport to France.

More information on the Vechtesonne from
gbq_jugend@yahoo.de or the website www.catamarans.de.



Vechtesonne

Photo: Horst Dudeck

INLAND WATERWAYS NATIONAL FESTIVAL

More than 540 boats have already signed up for the four-day festival which takes place over the August Bank Holiday weekend at Beale

Park, near Pangbourne on the River Thames.

Over 200 exhibitors will be at the show with new and used boats, boating accessories, clothing and services for boat owners.

The festival is open from 10am each day and tickets cost £7.50 for adults (£6.50 in

advance) with four-day tickets £15. Children under 16 and wheelchair users get in free of charge.

More information from 0870 240 2438
or www.waterways.org.uk/festivals.

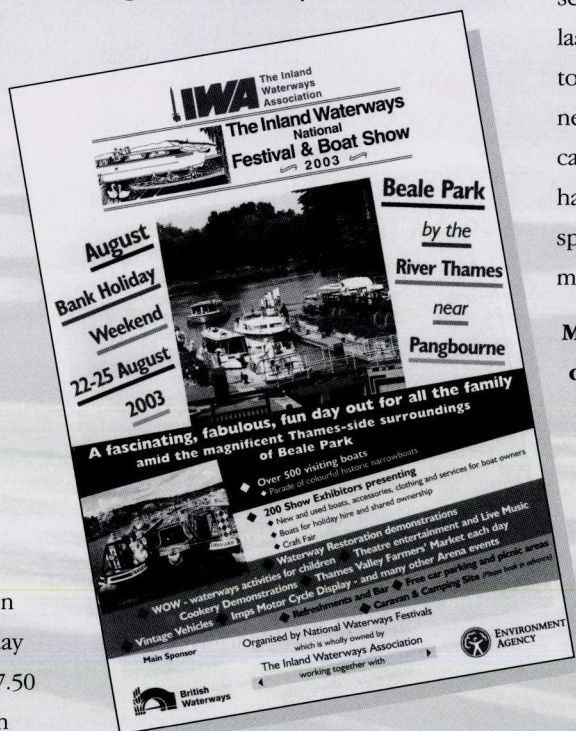
ELECTRIC BOAT GATHERING IN MARYLAND

The American Electric Boat Association is organising a gathering of electric boats in Maryland from 3rd to 5th October. The event will begin with the Wye Island Challenge, a race of nearly 24 miles which starts and ends with four miles of open water, won last year by Tom Hesselink in his 22 ft Budsins Wood Craft launch with an average speed of 6.44 mph. In third place was Phil Donahue in his elegant 24 ft Elco Fantail. This year the EBAA hopes to include a multi-hull division as Paul Kidd, in second place last year, plans to bring his newly developed catamaran which has clocked a speed of 12.7



mph in initial trials. *Phil Donahue in the Wye Island Challenge*

More information from www.ebgathering.com
or email Tom Hesselink on tom@budsins.com.



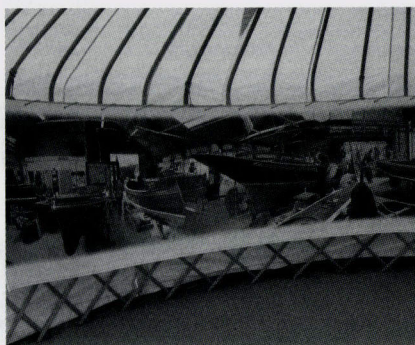
BEALE PARK BOAT SHOW



Boat which sold in the first hour

The Boat Show at Beale Park, near Pangbourne-on-Thames, was first held in 1999 and then again in 2000. The Foot and Mouth epidemic sadly prevented the Show taking place in 2001 but following requests from many of the original exhibitors it was revived this year over the weekend of 6th – 8th June.

Exhibitors and visitors alike praised the wonderful atmosphere and the beautiful site as well as the Organiser, EBA member Richard Howard, "who gave 110%" said Dave Millin of Pb Batteries. The EBA stand,



Henwood & Dean's yurt

There was a lot of interest in Henwood & Dean's new Mongolian yurt, replacing the conventional tents which they have hired in the past. Based on a design which the Henwoods had seen at the Eden Project in Cornwall it has a traditional curved frame, made in Wales, with light canvas sides from Devon and a panoramic photograph of their Hambleden workshop printed on the inside.



Mike Williams on the Chloride stand

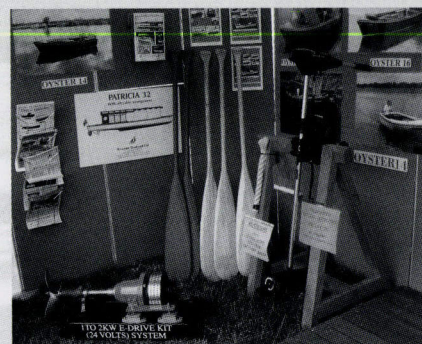
on the lake, trying out a small canoe with an electric outboard, spun it round and flipped it over. Fortunately he appeared unhurt, if rather wet, and although the motor went under water it was successfully dried out. The brand new battery, however, was lost.

manned by Barbara Penniall and John Hustwick, attracted a lot of visitors and ten new members joined the Association. Creative Marine sold the boat on their stand – a 21 ft Frolic – in the first hour of the Show.

There was a dramatic incident when a visitor

Lucie Henwood explained that this was a way of bringing their workshop to the Show and demonstrating that the whole boatbuilding team was very important to them.

Bossoms unveiled a new electric motor based on the E-drive but now fitted with a more efficient Lynch motor. The 24 volt system is available up to a maximum power of 2 KW.



Bossoms new motor

Photos: Ian Rutter

Lakeland Electric Boat Centre



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21 YEARS OF THE EBA

Edward Hawthorne, made an Honorary Member for his services to the EBA, and Kevin Desmond, founder Editor of Electric Boat News, have trawled the EBA archives to produce these words and pictures from the Association's first 21 years.

SUMMARY

In 1981 eighty three interested parties attended a meeting at the House of Lords arranged by Jestyn the Viscount St. Davids and agreed to form an Association to promote the use of electric boats and the industry and activities associated with them.

As a result on May 20th 1982 a meeting attended by seventeen of the supporters formally established 'The Electric Boat Association'.

Viscount St. Davids and Rear Admiral Percy Gick were the inspiration for the EBA and

Newsletter No. 1 written and published by the Viscount St. Davids 1983

by hard work, example and enthusiasm guided it through its formative years. Although there have been changes over the years, the concept of an association of industry, business and users together with the objectives which they proposed remain those of today. Sponsorship by a variety of organisations including the Lead Development Association, the Electricity Council, some of the electricity distributors and industry members, particularly the major battery manufacturers, has been a very important factor in enabling the EBA to achieve and expand its activities.

The Newsletter, first published in 1983, became the staple source of information and contact for industry and users. In 1988, Kevin Desmond and the Lead Development Association took over its production and printing respectively, changing its name to 'Electric Boat News'. Volume 3 No 3 published in 1990 appeared under Kevin's editorship as a professionally produced magazine with illustrations and in this form has been regularly distributed to members, the press and other interested parties.

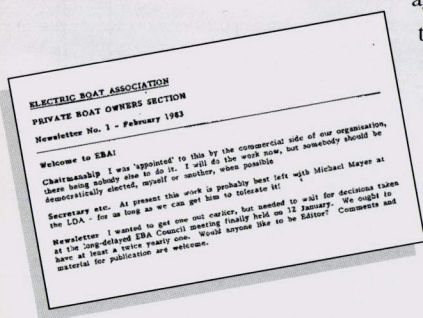
The main objective of the EBA has always been to encourage an awareness of electric boating through demonstration and the media. The first time that an electric boat was exhibited at the London Boat Show was in 1984 and business members have been at every show since. EBA Trade and User members have attended a steadily increasing number of shows and festivals throughout the country. During the year 2002 over 70 electric boats and 23 exhibits were present at 11 events.

EBA members have contributed to many seminars on electric boating and provided several articles and talks. In 2003 EBA Chairman John Hustwick presented a paper to the International All-electric Ship Conference, a forum for those involved in the study, development and manufacture of all kinds of electric ships.

Contact with the senior levels of government has always been an important activity for the EBA. In the early days this was readily achieved by Viscount St. Davids. In 1998 the Waterways Minister, Alan Meale MP, took part in a private discussion and demonstration rides with EBA members at Maidenhead. In 2001 this was repeated for Lord Whitty, Minister for Food, Farming and Waterways, when the discussions were widened to include representatives from the Environment Agency, British Waterways, the Broads Authority and the British Marine Federation. During the last eight years the EBA has participated regularly at the meetings of the influential Parliamentary Waterways

Committee when MPs and representatives from industry and other interested parties meet to discuss issues and question Ministers.

The first Information Sheet was published during 1991/92 and there are currently seven in print free to Members.



*Viscount St. Davids in Silver Sail
Photo: Edward Hawthorne*



*Percy Gick (EBA President 1988-2001)
in Electra of Emsworth Photo: Kevin Desmond*



*Percy Gick's electric launch Patricia at Cowes in 1972
Ferrying the Duke of Edinburgh to his yacht
Photo: Kevin Desmond*



BOAT SHOWS

At the London Boat Show in 1984 Bossoms Boatyard exhibited their launch *Patricia* and provided space for an EBA stand which was sponsored by the Electricity Council. In 1987 the Steam and Electric Launch Company exhibited their electric Frolic. The EBA's presence was especially marked in 1991 when a Frolic 21 gave rides round the pool to 5780 visitors. 1993 was another high point when the EBA, sponsored by the Trade Members, featured a boathouse right in the Central Poolside Feature with four boats moored alongside including Colin Facey's new electric cruiser, the 21ft *Silent Poppy*. Dr. David Bellamy, the well-known environmentalist, supported electric boating in a succession of interviews on national and local TV, radio and press.

At the 1992 Show nine electric boats were exhibited by four companies and over the next few years several new electric products were introduced: in 1994 Walton Marine offered a 27ft. Slipstream six-berth diesel-electric hybrid and STELCO showed the John Moxham designed ECO22 Hydraflow low wash hull; 1995 saw The National Rivers Authority and British Waterways displaying a new charging pillar with card reader; in 1996 STELCO Electroyacht unveiled its 700 Deltic and TELCO presented its Voltaire 16;

and in 1997 Haines Marine produced their E-Evolution electric cabin cruiser with propulsion system by Brimbelow Engineering of Norfolk.



The EBA stand on the central pool at the London Boat Show 1993



*Beale Park Boat Show 2002
Photo: Tony Ellis*

The equipment manufacturers regularly display their products suitable for use in electric boats: Chloride Motive Power show their monobloc deep cycle batteries; Fischer Panda demonstrate their small diesel generators; there are electric outboards to be seen on several stands; Curtis introduced the pulse modulated variable speed motor controller; and there are displays of chargers and instrumentation.

Although the London Boat Show is the premier exhibition, electric boats are to be seen at the Southampton Boat Show and others have been promoted on sites providing both land and water facilities. Silent Sensations on the Broads, Penton Hook near London and Beale Park near Reading have been very popular and the new All Electric Boat Show at Hartford Marina near Huntingdon has been a great success. The EBA has had its stand on shore and boats afloat at all of these and the EBA stand is often to be seen at other more general shows around the country.



All-Electric Boat Show at Hartford Marina 2002

Photo: Barbara Penniall

21 YEARS OF THE EBA

RALLIES

Lord St. Davids was very farsseeing when he insisted that a distinct 'User Group' should be formed within the EBA on an equal footing with the rest of the membership. He realised that electric boating would be marketed by the users and owners of boats who would be seen on the waterways and could give their friends and others the experience of being on an electric boat. It was therefore not long before the idea of an electric boat rally was mooted. In 1988 Ken Barge, Doug Cornwell and friends at Wargrave came up with the idea of a parade of electric boats decorated with flowers to take part in the annual Wargrave Garden Festival.

Nineteen boats were present and the boat judged to have the best decorations was awarded with a decanter personally and beautifully engraved by Ken Barge himself.

The Wargrave Rally became a regular feature of the electric boating year, with 27 boats attending the 1992 rally, and continued to spread its wings by being held at different venues downstream, both at members' private houses and at other moorings such as Temple Island at Henley. Following Ken's death in 2001 the rally has since been organised by the Association as the Thames Rally in his memory.

Electric boats started appearing on the Broads during the 1980s; for example the Richardsons at Potter Heigham built up a fleet of four Frolic 21s which by 1986 had carried 7000 passengers. Other boatyards were turning out or hiring electric boats but the

first rally had to wait until Peter Howe attracted a few boats to his 'Silent Sensations' rally in 1994.

The latest rally to be set up was in 2002 at Hartford Marina on the River Ouse in connection with the Huntingdon Boat Show.

Electric boats are often to be seen at regattas and rallies of other Associations. In 1991 at Cookham Regatta 17 electric boats of 12 different types took part in the parade of over 100 craft including some of the Dunkirk Little Ships. In 1984 six electric boats

participated at the Inland Waterways Annual Rally and some form of EBA representation has taken place ever since. The hybrid steam and electric boat, Ian Rutter's *Irene*, is often to be seen at Steamboat Association rallies.

Electric saloons, slipper launches, open boats and punts are regularly displayed at the Traditional Boat Rally at Henley and a prize, the Simonds Trophy for electric boats, was introduced in 2000 and won that year by Bryn Evans with his restored saloon boat *Lisbeth*.

As early as 1984 it had been hoped that a rally on Lake Windermere could have been organised but the first electric boat for sixty years, the Frolic 21 *Humming Bird*, was not launched until 1990

and the first rally had to wait until 1998 when seven electric boats assembled at the Steamboat Museum.

Whenever possible an EBA presence with stand and boats is made at River Festivals, such as the Shrewsbury River Festival in 2000 and the River Stour Festival in 2003.



IWA Rally Salford Quays 1998
Photo: Barbara Penniall



Lisbeth

Photo: Sylvia Rutter



Windermere Rally 1998

Photo: Barbara Penniall

EBA CHALLENGES AND TROPHIES

The first electric boat challenge in the world was laid down in 1886 when the 36ft. steel-hulled *Volta* crossed the English Channel from Dover to Calais and back in a total time of 8 hours and 5 minutes, stopping at Calais for just 42 minutes. This record has never been exceeded. One of the aims of the EBA when it was formed was to 'arrange projects related to..... the operation of the electric boats', so it was not long before records were attempted and became the challenges of today.

The Cross-Channel Challenge

This is split into two divisions:

The Volta Challenge for the battery powered electric boat which

beats the 1886 record. The only recorded crossing of the Channel since then was made in 1995 when H.J. Alkena and 4 crew crossed in an 8.6m launch from Calais to Ramsgate in 7 hrs 15 mins and returned the following day in 6 hrs and 30 mins.

The Solar Challenge for the boat operating under solar power only during the

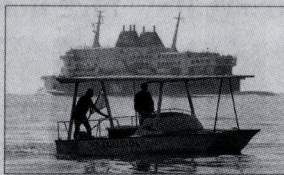
Solar power propels boat into record books

23/1/97
BY NICK NUTTALL
ENVIRONMENT
CORRESPONDENT

A SOLAR-POWERED British boat made history yesterday by becoming the first such vessel to cross the English Channel.

The *Collinda*, a 20ft catamaran with 20 solar panels, travelled the 21 miles from Dover's western harbour to Calais in 7hr 18min. A rival solar-powered bid by a German team is not scheduled for another three months. A French team may also attempt a crossing. The first electric-powered craft to make the trip was the *Volga*, 15 years ago. Malcolm Moss, the 52-year-old businessman behind the attempt, said the voyage would herald the coming of electric and solar-powered boats to rivers and lakes. "If you look at the Thames there are diesel boats there with engines spewing out muck and pollution. I know lock keepers with asthma because of the fumes," he said.

"Solar is now a real and clean alternative. The costs are falling all the time. This boat will go at six miles an



The *Collinda* arriving at Calais harbour yesterday

hour which is the speed limit on the Thames. If it's a grey day it will run five hours on its batteries and it will sail all day if it's sunny," said Mr Moss, who runs a chemical company in Ashford, Surrey. Mike Oram, skipper of the support vessel, the *Argentan Blue*, said he knew of at least two failed crossing attempts by solar-powered boats. "They were too flimsy and had simply strapped the panels on the side. This is the first serious attempt with a properly designed craft."

The £25,000 *Collinda*, designed by a Cornish company,

Modular Mouldings, who make racing craft, has room for ten people in its glassfibre hulls. The panels deliver 1.4 kilowatts to the electric outboard motor. The panels were supplied by Intersolar of High Wycombe, Buckinghamshire. The panels cost £8,000 contributing to a total cost of £25,000.

□ The record for the fastest crossing is held by a HoverSpeed hovercraft which made the trip in 34 minutes 23 seconds in October 1991. The Gossamer Albatross, a pedal-powered aircraft, made it in two hours 49 minutes in 1979.

Collinda crossing the Channel
Times Newspapers 23 July 1997

entire crossing. The first attempt to cross the Channel by solar only was made by Theodor Schmidt in 1988 who launched his boat at Folkestone but had to abandon the crossing when only 1.5 miles from Cape Gris Nez. The second attempt was by Malcolm Moss in *Collinda* in 1997 who successfully covered the distance from Dover to a beach 2.5nm from Calais (because he was not permitted to enter Calais harbour under solar power) in 6 hrs and 8 mins.

World Speed Record

In 1989 Fiona, Countess of Arran, in her hydroplane *An Stradag* fitted with four Lynch motors, established the first officially acknowledged World Speed Record for battery electric boats by achieving 50.825 mph over a 1 km course at Holmepierpoint,



71 year old Fiona, Countess of Arran capturing the World Speed Record in 1989
Painting by Arthur Benjamins

Nottingham. Norm Boddy in America established a new record in 1994 at a speed of 55.913 mph and this was beaten by Dave Mischke in Dave Cloud's *Electricar Seattle* in 1995 at a speed of 70.597 mph.

Non-stop Endurance Record

Seeing how far an electric boat can go on a single charge of its batteries was first established unintentionally in 1983 when a holiday-maker 'abused' the Original Boat Co's 57 ft canal hireboat *Electric Monarch* for 70 miles without recharging her batteries.

In 1985 Kevin Desmond and Rupert Latham piloted a 21ft Frolic *Cliveden* non-stop for 24 hours up the Thames from Staines to Bisney, a distance of 71 miles, and raised £1000 for the BBC 'Children in Need' project.

Thus was the EBA Endurance Record born. In 1986 Kevin and Rupert in another Frolic completed 101 miles in 23 hours around the Broads from Wroxham to Norwich. In 1997 the 29ft saloon launch *Wagtail V* travelled 116 miles. The present record, registered in the Guinness Book of Records, was set by Emrhys Barrell and his team in 2001 when they completed a distance of 137 miles in 30 hours in the Saloon Launch *Pike* – a 100 year old launch restored by Richard Leeson.

The record for boats with electric outboard motors was

established in 1991 by Victor Johnson in his Motorguide Challenger with a distance of 80.2 miles.

Speed Record Solar

In 2000, Cedric Lynch in his solar powered canoe achieved a speed of 5.48kph on a 50 metre stretch of the River Arun, Sussex and this was entered in the Guinness Book of Records.

Who will mount the next challenge, and what developments will there be in the next 21 years of the EBA? There are interesting times ahead.



The saloon launch *Pike* setting the Non-Stop One-Charge Endurance Record in 2001
Photo: Ian Rutter

NATIONAL TRAIL BOAT RALLY

Barbara Penniall reports on the EBA's visit to Constable Country



Rosette

Photo: Barbara Penniall



Cedric Lynch and Tony Rymell

Photo: Barbara Penniall

The EBA joined the River Stour Trust for the IWA's National Trailboat Rally held at Sudbury over the late May Bank Holiday. *Rosette*, one of the Trust's two electric trip boats, cruised constantly the entire weekend. EBA member Tony Rymell willingly demonstrated the advantages of silent propulsion and Cedric Lynch, supportive as always, showed the efficiency of solar power.

The EBA stand, manned all weekend by John Hustwick and Barbara Penniall, promoted the benefits of electric boating on a particularly delightful stretch of the River Stour. Our presence, at the invitation of the Trustees, was to encourage interest in electric boating on the navigation, following the recent feasibility study by the Environment Agency on the future use of this inland waterway.

Five new members joined the Association but many more people expressed serious interest in purchasing a craft or converting their current boat to electric propulsion.

The EBA is committed to supporting events like this throughout the country, where we have the opportunity to bring electric boating to the public's attention and we hope that in the future the EBA stand will be seen as far afield as possible, demonstrating the advantages of our preferred style of boating.

LETTERS

From Kevin Desmond, Bordeaux, France

Dear Sylvia,

As founder-editor of EB News, which started fifteen years ago as a roneo-ed four-pager with no illustrations, please accept my sincere congratulations for a finely edited issue, full of interesting content and preparing the EBA and electric boating for a positive 21 years to come. It can now be regarded as the voicepiece, worldwide, for news and advice on electric boating and will, I feel sure, continue to promote our steadily growing cause.

Please could we have a small section on progress in fuel-cell vehicles, on land – as this exciting technology will undoubtedly end up 'on board'.

Encouraging all your readers to participate, with you, in your challenging task.

Kevin Desmond

From Patrick Brady, Sunbury-on-Thames

Dear Sylvia

We attended the 2002 Traditional Boat Rally at Henley in our canoe Black Dog, recently restored to electric propulsion by Tom Jones Boatyard.

We thoroughly enjoyed the event, but wonder whether consideration could be given to recharging. I spoke to the hardworking man in charge of the electrical system at the event but he was surprised that I should want recharging facilities to be provided; should the event also provide coal for steam launches and diesel or petrol? He didn't think this through!

We were saved through a kindly provided private supply, but we can't have been alone with this problem. If events want electric boats to attend, could they offer on-site or local recharging points?

Yours sincerely

Patrick Brady

Editor's note: Barbara took this up with the organisers of the Rally, who say that they should have sufficient generator capacity to cater for charging electric boats. Anyone requiring charging facilities should notify the organisers in advance and bring a standard charging lead with them.

NOTICEBOARD



WELCOME TO NEW MEMBERS

Private Members	Location	Boat where notified
Alex Covell	London	
John Whitaker	Wroxham	Olive & Paulo
A Bellis	Dorking	21ft Regatta Launch
Mr and Mrs P Swann	Staines	18ft Zelec
Winchester Marine	Winchester	18ft Zelec
Mrs M Nichols	Harlow	18ft Zelec
Guy Cook	Walton-on-Thames	Jill
Terry Wood	Reading	Chamerette
David Wilson	Gt Chesterford	
Doug Scott	Holywell	
Alan McBride	Coventry	
Richard Hyde	Huntingdon	
Stephen Marlow	Nottingham	
Graham Harding	Trowbridge	
Erica Mahon-Kavanagh	Staines	Eirene Frolic 21
Adrian J Stabbins	Windsor	
D Mitchell	London	
John Douglas	Shepperton	
Trevor Cole	Rutland	
Michael Smith	Colchester	Knut
Stephen Bunting	Colchester	
Dave Smith	Henley-on-Thames	Annie Rose
Roger Woodhouse	Sheffield	
Tony Rymell (welcome back Tony)	Bridgwater	Viany
John Hobbs-Mallyon	Bisham	Cobweb
Mr Findley	Wallingford	Frolic 21
Dr A J Hale	Huntingdon	Tatania Frolic 21

Kit Shann	Crymych, Pembs	Vaviam
Karen & Phil Smyth	Thames Ditton	Polly
Sue & Raymond Koomen	Henley-on-Thames	Messina
James Schaffuk	Rye	
J G Gabbatiss	Stockport	
Sid Hayman	Sawbridgeworth	Aslan
Luis Sanchez-Asiain	Spain	
Bob Cooper	Ashford	Jennisue
Jon Tacey	Hurstbourne Tarrant	
Simon Stacey	Wootton-under-Edge	
Barry Hibbert	Cookham	
Jan and John Beckett	Huntingdon	Scoop 1



EBA ACCOUNTS

The Accounts of the Association for the year ended 30th March 2003 were presented at the Biennial General Meeting on 21st June. Any member not present who would like a copy should contact the Secretary or Treasurer.



INDEX OF ARTICLES IN EB NEWS

John and Barbara have prepared a categorised index of the main articles in Electric Boat News over the last five years. Barbara can provide photocopies of any articles you might have missed at a cost of £1.50 each.



STANDING ORDERS

If you don't already pay your annual £25 subscription by standing order, please consider changing to this method as it makes the Secretary's job very much easier. Barbara has a Bank Mandate form which she will be happy to send on request.

TECHNICAL REPORT

Electric Contact

In the second of a series of interviews with EBA members about their boats, EBA Technical Officer Paul Lynn meets Paul Wagstaffe to discuss *Wagtail V*.



Wagtail V Photo: Emrhys Barrell

EBA: Your boat has become very well known on the River Thames and at EBA meetings and rallies. However, many of us are unaware of her technical features. Could we start with a brief description of *Wagtail V*?

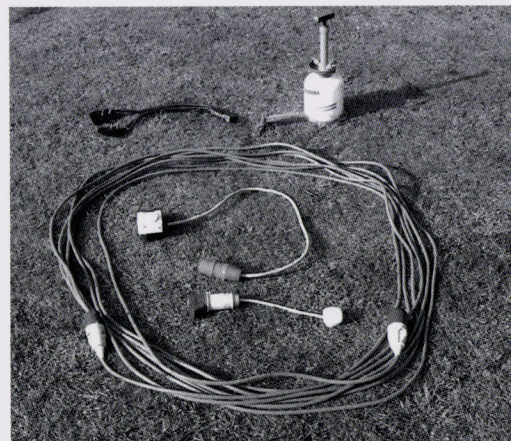
PW: Yes, of course! She's a 3-ton replica Edwardian launch based on a 29 ft Frolic grp hull with 7 ft beam, fitted out in teak and launched in 1990. My wife Pat and I specified a boat with plenty of accommodation: two single bunks, a galley and toilet in the cabin and a large forward cockpit with seating for eight which converts to a double bunk.

EBA: That all sounds most enticing! And how about things electrical?

PW: We have a 3 kW (4 HP) Nelco propulsion motor operating at 72V, supplied from a twin battery bank. The boat achieves the Thames speed limit of 5 mph (8 kph) on a 25A draw, representing 1.8 kW; but if we need increased range we can reduce speed to 4 mph and use 1.1 kW. The peak current of 50A is useful for emergency stopping and manoeuvring.

EBA: I know that you have put a lot of thought into the design and use of your battery system. This will interest our readers.

PW: *Wagtail V* has two 72V battery banks each with a nominal capacity of 170 ampere-hours, with independent plugs and sockets. We can run on one bank at a time, or on both using a wire harness. For most of the season we give a good discharge to one battery bank at a time, making it work harder. It's our experience that the batteries don't give their full capacity or range on the first two or three trips of the season, but they soon pick up. One bank was replaced in 2002 after 12 seasons use. The other bank still stores at least 100 Ah, so we don't feel it owes us much!



Fully prepared for battery charging

EBA: So your present total battery capacity is around 250 Ah at 72V, or 18 kW hours. If my sums are right, this gives you about 50 miles maximum range at 5 mph, or about 65 miles at 4 mph. This seems pretty generous, although I assume you normally try to avoid complete battery discharge. Could you also say a few words about battery maintenance?

PW: I use a Hozelock Garden Pressure spray pump to top up the batteries with distilled water – it has a trigger switch and makes the job much quicker and cleaner. Also, one must always think about the batteries in winter. With the boat still in the water it's a good idea to run the motor for an hour or two to make the batteries work, and then recharge. As an alternative we are thinking of using a set of car headlamp bulbs to partially discharge the batteries two or three times over the winter months.

EBA: The other big issue, while on the subject of batteries, is recharging.

PW: That's right. We have a 7-day timer on the mains supply to turn our charger off after we leave the boat, and to turn it back on to top up ahead of the next weekend's use. The charger is rated 3kW maximum. Our equipment includes two orange 25 metre outdoor extension leads, plus short 16A to 13A conversion leads, for connection to a variety of charging points when on the move. For safety reasons we make sure there is a Residual Current Device (RCD) at the shore supply point.

EBA: *Wagtail V* sounds very shipshape indeed, and we wish you and Pat many successful cruises in the future.

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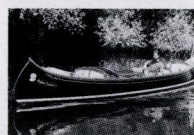
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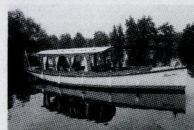
Mayfly 16



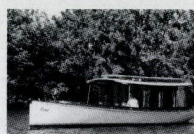
Frolic 21



Thames Canoe



Frolic 31



Frolic 36

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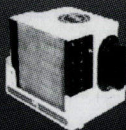
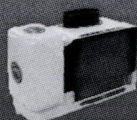
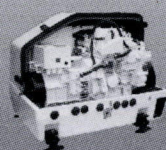
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HUNTINGDON ELECTRIC BOAT

2002 saw the first EBA Electric Boat Event at Hartford Marina on the River Great Ouse – 200 miles of waterway with (as yet) only a handful of electric boats. This year's event, which took place over the early May Bank Holiday weekend, aimed to build on the success of last year's show.

The idea was to encourage people living close to the River Great Ouse who might not yet own a boat to experience the delights of electric boating. With support and sponsorship from the Environment Agency the EBA were able to provide a large marquee for business members to display products and information and the adjacent slipway was handy for launching boats for visitors to admire and to try out.



The Show at Hartford Marina

Photo: Ian Rutter



Hampers of Cambridge stand

Photo: Ian Rutter

Vetus distributors French Marine Motors were new exhibitors at this year's event, along with Hampers of Cambridge, who passed round some mouth-watering chocolates as samples of their wares.

Four new members joined the EBA, one within minutes of the opening of the exhibition, and a number enjoyed trips in the Thames Electric Launch Company's Interboat 16, Electron, and Dragonfly 12 around the marina and out on the river. It was also good to see so many existing members, including Hans and Betty Asyee all the way from Holland.

John Scott of French Marine Motors said that he had attended much bigger boat shows where the electric boats and associated equipment had been far more spread out and difficult to find, and it was an advantage to be at an exhibition exclusively for electric boats. Dave Millin of Pb Batteries said that the Show represented very good value for money. He paid tribute to Barbara for organising the event and said he would like to see more businesses exhibiting next year.



Hans and Betty Asyee on Electron

Photo: Barbara Penniall



After the serious business of Saturday's Show, Sunday saw EBA members and friends cruising on the River Great Ouse in glorious sunshine. But not before the EBA had fielded a team for a quiz on local radio. Barbara Penniall reports:

EBA GREBE FACES STIFF OPPOSITION FROM TIGER CUB

The day of the cruise from Hartford Marina to St Ives dawned promisingly clear and bright. Could this be a good omen for the quiz organised with Radio Cambridge? Scott Deverell, Marina Manager with a great sense of humour, had entered the EBA to take part in a phone-in quiz – then left on holiday. His deputy, Bill Caldwell, John Hustwick, Barbara Penniall and Cedric Lynch (please let us have lots of questions on nuclear physics) were left to uphold the honour of electric boating against Linton Zoo.

A good opportunity to tell the audience (most of whom were probably EBA members sitting outside listening on their car radios)



The Quiz Team

Photo: Paul Wagstaffe

about the electric boat cruise that morning, whereas all Linton Zoo had to offer was snakes, spiders – oh and a baby tiger cub which they managed to mention at every opportunity – as far as we were concerned no contest for the attention of the discerning listening public.

After a gruelling hour of questions, the EBA team emerged light-hearted into the sunlight, having won by 1 point. We were greeted by a cheerful crowd of EBA members and a flotilla of boats ready to cruise towards St Ives and lunch. *Rhapsody*, John Hustwick's launch, carried our President and his wife, Aitken and Frances Clark and EBA secretary, Barbara, followed by Chris and Jo Fairman's skiff with Bill Glanvill, Paul and Pat Wagstaffe in *Piec* with Taff James, Emrhys and Linda Barrell in *Electron* cruising with Hans and Betty Asyee and Pat James. The day was hot, sunny and offered a clear blue sky. Travelling with us under solar power was Cedric Lynch in his canoe,



Aitken and Frances Clark on Rhapsody meet the Wagstaffes and Taff James

Photo: Linda Barrell

and he had to be reminded that we had not applied to the EA for a speed exemption concession!

It was a wonderful day in great company. The River Great Ouse is a completely unspoilt stretch of inland waterway with very few craft and where electric boats are a rarity. We were welcomed with interest and approval by both walkers and other boats when passing through locks on the journey and when we eventually stopped for lunch at the Dolphin Restaurant.

It was such a pleasure to welcome not only our President and his wife, but also Hans and Betty who had travelled from Holland for the weekend's events. Other EBA members who had taken the time and trouble to support both the show and the cruise were rewarded by a relaxing day, sharing the pleasure of the cruise and an occasional glass of wine. Taff and Bill had had the onerous task of researching local hostelrys to find suitable venues for Saturday's evening meal and the cruising lunch and, of course, Hartford Marina hosted the entire weekend with their usual good natured efficiency.

After such a successful weekend, you can be sure it will be included in next year's calendar.



Cruise on the Ouse

Photo: Linda Barrell

ELECTRIC BOAT ASSOCIATION SHOP

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

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

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

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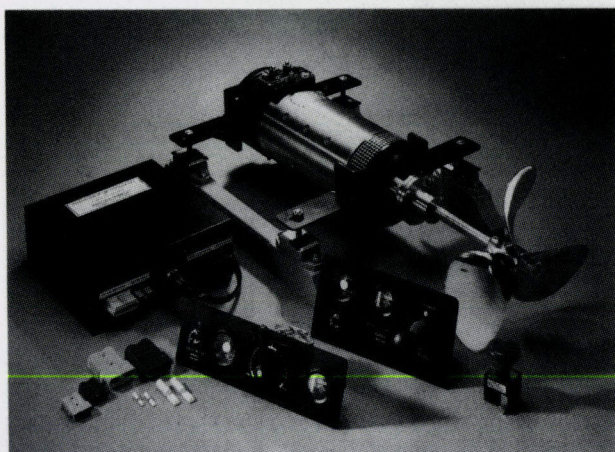
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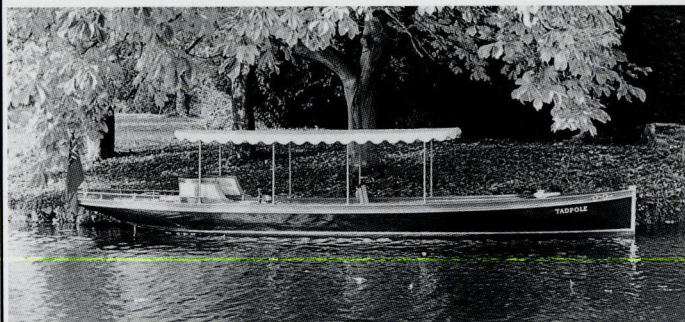
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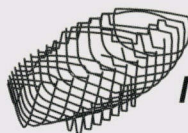
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