

Case Study

Fischer Panda UK Powers Silent, Emission Free Cruising for Sacred Barge

As proud pioneers in the move towards electric propulsion, owners Dale and Alison prove that the technology enables a desirable lifestyle while also protecting the environment



The experience of electric cruising is the dream for an increasing number of barge and canal boat owners. Offering the idyllic appeal of quiet cruising along the UK's beautiful canals and rivers with no emissions and limited vibration, electric drive will be the preferred solution for many vessels passing through our inland waterways in the future as the move to alternatives to traditional petrol or diesel drive systems gathers pace.

Reducing fuel and cruising costs, an electric drive solution can benefit boat owners in many other ways. Systems are reliable, efficient and require minimal maintenance, plus there are the significant advantages of protecting the environment and ensuring compliancy for any newly designated low emission areas. An owner can save money on a CRT licence when the only means of propulsion is electric.

Leading the way in the field, Fischer Panda UK has brought all the advantages and possibilities of the diesel electric drive to recreational vessels. Supplying 100% battery, parallel hybrid and generator supported systems, Verwood-based Fischer Panda's full-system capabilities and service support offers more boat owners the opportunity to install a reliable, cost-effective electric drive on either a new boat or as a retrofit solution.

"We are pioneers and proud of that. I would recommend electric propulsion, as I am testament that it works."

Sacred barge owner Dale Canfield



Fischer Panda UK

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Fischer Panda generators and systems; HRO, Village Marine and Sea Recovery watermakers; Dometic air-conditioning; Mastervolt power electronics; CZone digital switching

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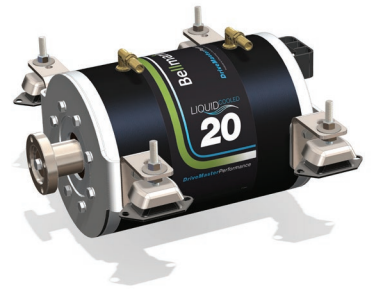
The owners of Elton Moss-built Kingsley barge Sacred, Dale and Alison Canfield, have been cruising with a Fischer Panda UK-supplied Bellmarine electric propulsion system and a Fischer Panda AGT 13kW, 48-volt generator since 2018. They use just solar energy in the summer, while needing the generator more in the winter months.

Dale said: "We decided on electric propulsion as we prefer to be pioneers and look to the future of boating, rather than the past. Alison felt she did not want to smell diesel and wanted a quieter cruising option. The Fischer Panda Bellmarine system has certainly lived up to expectations for ease of use, less maintenance, quiet cruising and free energy for most of the year.

"We are pioneers and proud of that, and very proud of Sacred. I would recommend electric propulsion to other boat owners. I disagree with people who say the technology isn't ready for boats, as I am testament that it works."

Sacred is 70ft long and 12ft wide, with three bedrooms and an extra room aft of the collapsible wheelhouse, with an outside terrace space on top of the extra room. Matching the high standard of the fitout, the owners requested the latest technology of propulsion to provide electric-only propulsion for virtual silent cruising and very little maintenance to the electric motor. The Bellmarine electric propulsion solution is a 20kW DriveMaster Ultimate water-cooled brushless motor system, with a maximum 1450rpm and torque performance of 132Nm. The 48-volt model is efficient and service-free, with reduced vibration and noise.

In the engine room, a Fischer Panda AGT 13kW, 48-volt generator by Fischer Panda UK is installed to help charge a huge battery bank consisting of eight 6-volt cells, each one giving 468Ah. A massive solar array on the roof consisting of ten 230-watt panels keeps up with most electrical requirements, while a monitoring system on the batteries automatically starts the generator if the batteries get down to 55 per cent.



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