

# WINNERS!



After an exciting few months, we now announce the winners of our inaugural Green Awards, which aim to recognise marine businesses who have taken steps to make their industry more friendly to the environment. The winners in our four categories are detailed here, with two special mentions for companies who showed outstanding dedication to environmental issues

## 1. PRODUCTS

### Hybrid Marine

**H**ybrid diesel/electric drives have been making a stealthy appearance in the marine market for a number of years, but Isle of Wight-based Hybrid Marine are the first to offer a viable add-on to existing engine installations.

Hybrid Marine's system mounts a 7.5kW electric motor in parallel with the existing diesel plant. By a system of clutches, the boat can then be propelled by electric or diesel power. When the diesel engine is running, the motor is driven in reverse to recharge the batteries, or charging can also occur under sail by the spinning prop driving the motor – this is known as regeneration.

The environmental implications of the system are considerable. Diesel engines are at their most efficient, and therefore least damaging to the environment, when they are run at around 75 percent revs and are fully warmed up. Sailors use the engine in that way when cruising, but also frequently use it in short bursts to leave or enter a berth. With the



choice of electric or diesel power, they can choose the most appropriate source to fit their plan for the day, and given the right conditions regeneration offers the possibility of operating solely by sail and electric power when day sailing.

There are of course problems from the added environmental cost of manufacturing the batteries and motor required, but for its saving on harmful emissions and facility to improve the environmental impact of an existing installation, the Hybrid Marine system is a worthy winner.

Hybrid Marine has recently reached an agreement with Beta Marine to offer complete parallel hybrid systems based on Beta's engines (pictured above).

■ [www.hybrid-marine.co.uk](http://www.hybrid-marine.co.uk)

### Wilks

**W**ilks are one of the UK's largest suppliers of PVC extrusions for use as fendering on boats or pontoons. (They are also the manufacturers of Dek-King teak effect plastic decking.)

For some time Wilks have had granulators installed in their factory, which grind down scrap PVC for recycling. They have now



extended the use of these machines by taking in old Wilks-supplied PVC from boat owners, and are using this material to produce a range of extrusions in up to 100 percent recycled PVC. To encourage customers to take advantage, Wilks are offering a 10 percent credit voucher in return for scrap material.

This scheme struck our panel as being beneficial to



the environment, the boat owner and also the Wilks business, and hence was worthy of a special mention in our Green Awards.

■ [www.wilks.co.uk](http://www.wilks.co.uk)

## 2. BOATS AND BOATBUILDERS

### Ronautica Eco Boat



**T**here's no such thing as a 'green' glassfibre cruising boat – the manufacture of the hull, rig and sails all create carbon footprints – but the Spanish boatbuilder Ronautica is making the effort to make a boat 'greener' to run than other mass-produced cruisers.

For a start, it's propelled by renewable energies. There's no diesel engine, but instead a silent electric motor that produces no carbon emissions, driven by a bank of high-power batteries that can be charged by the propeller while the boat is sailing as well as by the boat's solar panels and wind generator. As back-up there's a small low-energy consumption diesel generator which gives 80 engine hours on a tank of fuel: many more than if the same amount of diesel were used in a primary engine.

Ronautica say the electric engine is actually better than a diesel for low-speed manoeuvres because it has more accurate acceleration and deceleration, and it can also do a more rapid emergency stop, ideal in marinas or in a MOB situation.

Weight-saving ideas are used throughout the boat to make it lighter and therefore require less energy to drive. And what's more, Ronautica have found many ways to save energy onboard so that less domestic battery power is needed.

■ [www.ronautica.com](http://www.ronautica.com)

### 3. CAMPAIGN

## BMF/RYA The Green Blue

**R**adical protest, petitions, boycotts, sit-ins and daring Greenpeace stunts are not how everyone chooses to help save the planet: The Green Blue project takes the view that simple, everyday steps can also make a big impact.

Understanding that recreational boaters are already predisposed to being environmentally friendly has helped The Green Blue project manager Sarah Black and her team promote numerous environmental initiatives. They have compiled an exhaustive online research database, published a *Clubs Handbook*, spoken at more than 120 events and 'greened' several of them including the ISAF Youth World Championships in 2006.

But perhaps their greatest achievement is to engage and gain the trust of marine businesses. The online self-assessment toolkit was launched last year as was the Environmental Code of Practice website. And working out that clubs, businesses and marinas could actually save money on waste disposal by implementing a strict recycling policy has been a roaring success.

In the last 18 months recycling officer Dan Reading can claim to have saved 7.4 million litres of waste from landfill, and in the case of one marina alone – Haslar Marina in Gosport – saved more than £7,000 in landfill fees.

■ [www.thegreenblue.org.uk](http://www.thegreenblue.org.uk)



## Volvo Eco Challenge 2008



**M**icro-loans and grants are an efficient and innovative way to sponsor new initiatives, encouraging creative thinkers to take environmental action at a local level.

The Volvo Eco Challenge 2008 awarded £15,700 to 22 groups of young environmentalists implementing energy-saving ideas at their clubs. The company funded projects such as a marine biodiversity survey in Derwent Reservoir SC, several recycling projects and a group from a school robotics club that devised a timer for Highcliffe SC's lights and heating.

■ [www.volvocars.co.uk/ecochallenge](http://www.volvocars.co.uk/ecochallenge)



### 4. SERVICE

## Sunsail base, British Virgin Islands

**T**he British Virgin Islands are, simply, paradise for flotilla and bareboat charters, but this jewel of the Caribbean is vulnerable to pollution from charter boats and suffers a shortage of fresh water.

As the biggest charter company operating in the islands, Sunsail has declared itself 'committed to environmental conservation' at its BVI base in Road Town, Tortola.

The new laundry operation recycles treated water, saving 12,000 gallons a day. In the harbour, water quality is much improved thanks to a flow-through breakwater assisted by a pump. Sunsail is reducing pollution of

the harbour water by using biodegradable products to clean the boats at the end of each charter and using less toxic antifouling. And in another 'green' initiative the holding pump-out station is now linked to the town sewerage system.

Lex Raas, CEO of Sunsail's parent company, told PBO: 'We are very proud of what we have achieved so far with our new \$15 million base in Tortola, but there is always more to do.'

He added: 'Expect to see more innovative and energy-saving features on our new Sunsail yachts over the coming months.'

■ [www.sunsail.com](http://www.sunsail.com)



**See them at the Southampton Show!**

**HYBRID MARINE** – Stand **H022**

**WILKS** – Stand **D011**

**BMF/RYA The Green Blue** – RYA Stand **E039**

**SUNSAIL** – Stand **K072**