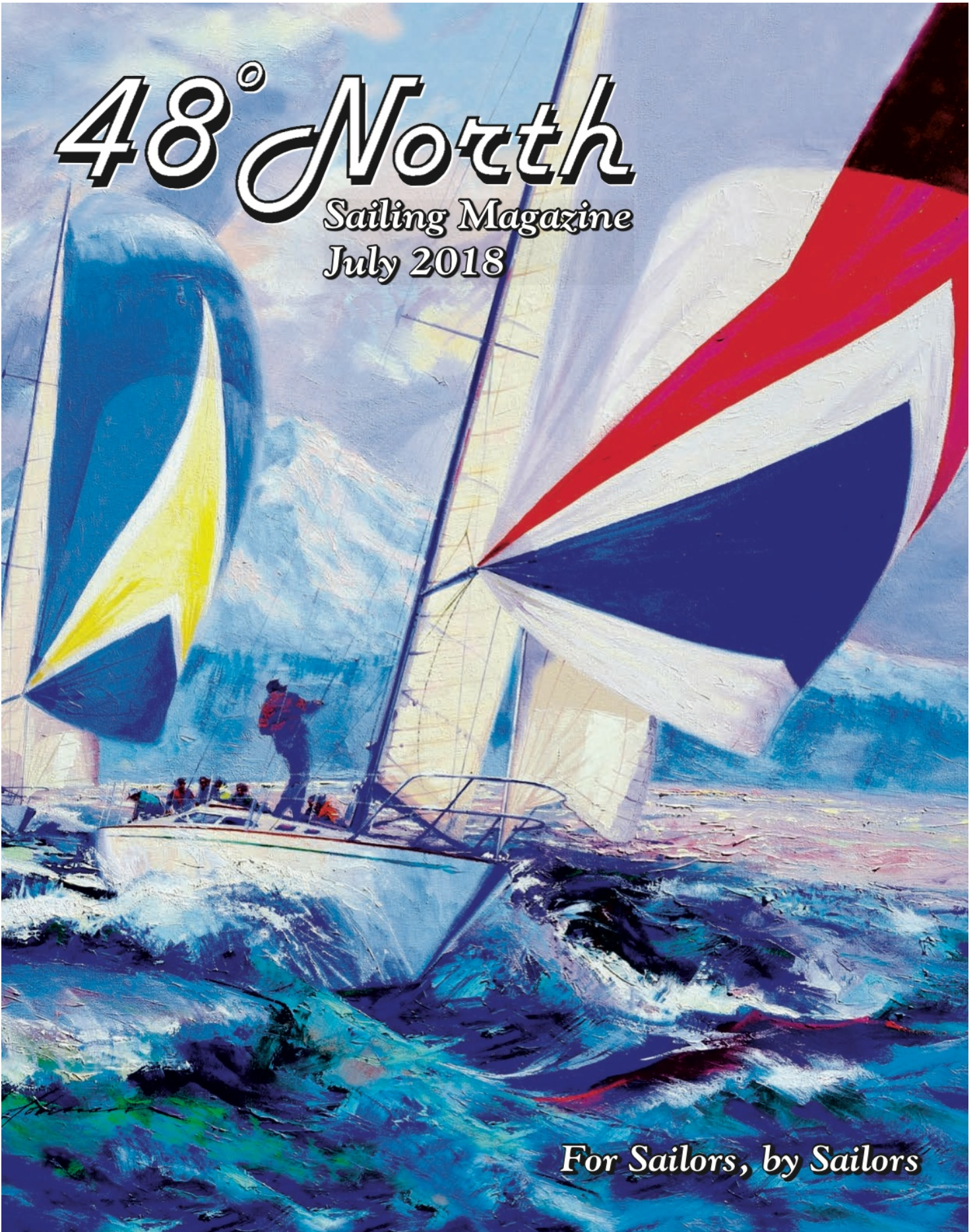


48° North

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For Sailors, by Sailors



This month, the 48° North team had the opportunity to demo a truly unique product: the EP Carry Electric Outboard Motor from Electric Paddle. We don't always do personalized product reviews, but in this case, we thought our readers would like to know more for two reasons: first, this product is designed and made in North Bend, WA, by a pair of northwest boating enthusiasts; second, weighing 21 lbs (motor and battery), this is the lightest outboard motor we've ever seen and, thus, is a great option for those who are moving a motor from their cruising boat to the ship-to-shore dinghy frequently. This is an impressive outboard in a very small package.

We wanted to do an authentic (unguided) demo, so we went from outboard-in-a-box to zipping around the marina with the motor in the same afternoon. As we un-boxed, I was relieved to see that there wasn't any real assembly required. The battery even comes fully charged.

We did get the instructions out, but we found that we were able to intuit what needed to happen next at about the same rate as we were able to read the instructions. I am accustomed to the "normal" order of operations for putting an outboard on a dinghy: stand outboard up, pass outboard to a helper, get into the dinghy to get balance and find stable footing, have helper hand outboard to me, lug the outboard onto its mount. With the EP Carry, holding the motor in one hand, I just stepped into the dinghy and easily secured it onto the transom board. Cutting the weight of an average outboard nearly in half makes a huge difference.

We connected the battery line and thought we were ready to go. This is where we hit the one snag (that we surely would have avoided if we had just read the instructions thoroughly) - there is a magnetic safety switch that must be seated in the end of the throttle arm in order for the outboard to run, functioning as the kill switch on other outboards. It needs three seconds to disengage that safety feature. Once we figured that out, the little outboard was



operational. Of course, out of gear, there's no idling, so there's no motor noise. We tested forward and reverse at the dock and cast off the lines of our 10' rigid inflatable test dinghy. It's worth noting that many small outboards do not have reverse, and require you to spin the motor around to back out. It's nice to have an actual reverse gear - it just removes one of the ways to screw up docking. Even in gear, we all immediately noticed that the motor is quiet. It's not silent - there's the sound of spinning parts and the whirring propeller, but compared to the alternative, it's really quiet. I was impressed by the combination of 180° of rotation, and the the bottom-less RPM capacity (fuel-based outboards need to maintain a certain throttle to idle, not so for electric), and began



experimenting with making the dinghy turn within its own length, which it easily did.

As we got out into the fairway, we wanted to see what this little motor could do. I had been intrigued by the propeller design - it's a simple two bladed prop with long, narrow blades. It reminded me of some of the blades I've seen used in pedal drives for the Race to Alaska. This is in contrast to most gasoline outboard propellers, which often use triple blade propellers with wider blades. As soon as we put the EP Carry in gear, I felt all the efficiency and bite I would have hoped for. So while the propeller is different, the experience in application was as good as three-blade propellers I've used. **Our whole team agreed that this little outboard's power exceeds expectations. In neutral current conditions, with two adults and a child in the dinghy, we made 3.9 knots of boat speed at full throttle.**

Battery usage is an understandable concern for anyone using electric propulsion. The 24v battery, which is also lighter weight than you'd expect, will run at full power for 1 hour, or 2 hours at half throttle. I would guess that cruisers who anchor most nights might invest in a second battery, so that you can have a backup that's always fully charged. But an hour at 3.5+ knots will get you from your boat to shore and back in anchorages in the northwest. The manual indicates that a full charge will take fewer than five hours and there are options for AC or DC charging.

Our whole team took turns driving the EP Carry, including Scott's four-year-old son, Kai. Everyone found it easy and fun to use. **Considering its simple functionality, small package, and light weight, the EP Carry immediately enters the conversation as a top option for a ship-to-shore outboard.** We're not the only ones who think so. The EP Carry won awards as one of *Boating Industry Magazine's* Top Products for 2018, as well as the Innovation Award at the Miami International Boat Show. The fact that it is designed and built just outside of Seattle by fellow boaters, well that's just gravy.

by Joe Cline