

In preliminary testing I worked the Firefly batteries hard in a real-world (onboard, while cruising off the west coast of Scotland) partial state of charge operation. The goal was to minimize engine run times and optimize electrical system performance in an 'off-the-grid' situation with limited recharging opportunities. The kind of operating regime I followed spells death for most lead-acid batteries. In contrast, after two months of intensive cycling, the Firefly batteries tested out with 100% of the capacity with which they started. These are encouraging results which, if substantiated over longer periods of time, represent a 'game changer' in terms of lead-acid technology and boat electrical systems design. I look forward to collecting more data.     -Nigel Calder