



Club Newsletter

January 2015

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MY Fastflow, Berth B36, Mayflower Marina, Plymouth.

FROM THE COMMODORE

Helen and I are back from our usual retreat in Tenerife for a few weeks into the wind, rain and cold here. Whilst I'm out there I look forward to returning to the UK but shortly after I return I realise why we go! We'll be back out there soon and back in the UK in April. I'm easily reached by email or phone so don't hesitate to stay in touch.

It was really nice to see so many of you at the Southampton show. In particular we were able to recruit a number of new members and held an agreeable get-together on the final Saturday. Working at the Boat show can be a fairly gruelling experience and we were glad of our helpers, particularly Alice, Ella and Gary. Special thanks to Mike Willson, Gary's father (and the owner of 2 Aquastars!) for a lovely evening cruise after the close of the show across to Cowes for supper. A truly memorable trip.

The more observant of you have already noticed that Geoff has a 38 called Fastflow listed on his brokerage page. This has come about as a result of the time we spend in Tenerife. The weather in the Canaries during the winter is so good one is able to go boating virtually every day. We are doing more and more there and are considering purchasing a larger boat, which we can cruise around the islands. Because we are away so much we are not doing so much with Fastflow and are looking around for something smaller which can be left on its own over an English winter without worrying too much.

The 2015 Rally 15th – 22nd August 2015

I don't think anything is going to happen with the sale of Fastflow very quickly and I expect to be around (with one boat or another) for the 2015 rally.

You will recall that I canvassed opinion on the location for this and almost universally members have voted for another Wescountry event.

Several of you want to attend the final of the National Fireworks competition which is to be held in Plymouth on the 18th and 19th of August so we will include this location and date. It follows therefore that the rally will begin on the Friday/Saturday the 14th/15th of August until the 22nd/23rd.

I thought the Dartmouth start to the rally was good and would be happy there. This would (hopefully) mean the start was a little bit closer to those of you who travel from points east.

Again there was a lot of support for the rivers and estuaries which make it possible to continue with the rally even in adverse conditions. Finally quite a few want to do the Scillies! I'm up for all of that and would thoroughly enjoy it.

Further comments and expressions of interest please!

News from the Yard

The yard is ticking along with a new 430 in build and a number of vessel refurbishments going on.

Membership News

We are pleased to welcome the following new members to the club:

Bob Medhurst – 33 aft cabin Ocean Ranger, Vectis;
Rowerth & Susan Spurrell – 48S, Clarsuma;
Jim Cole – 38 Aft cabin, Jacana

As usual I have attached an up to date membership list. Please check your own entry and let me have any amendments or corrections, particularly if you can update me on the year you joined.

The following letter from Adrian:

Hello Tony,

I love to read your stories from the journey you done from Plymouth.

Unfortunately its far too much to join this rally,s.

As we still have the original hull 808 Mercator we like to travel more often to inland waters as France and Germany.

Its not a must to sell her as we like for this occasion an 38 ft for travelling.

More space is needed as the journey would longer to travel that the reason we like to sail a 38 ft one.

I have noticed the membership number was started in 2002.

Thought this must be 1998 as we met Mark at this time as foundation-men.

Never mind, we has won two rallys...

If you know someone who like to do part exchange or sell his-her 38 ft to a smaller 33 ft O.C we appreciate an answer.

Kindly regards ,

Adrian Mole.

Jim wrote:

Dear Tony

As you may recall I own Aquastar 38 "Jacana" , I am looking for a Saloon table, which was missing on the boat, either new or used would be considered.

Hope all is well with you and look forward to hearing from you .

Kind Regards.

Jim Cole

The tables often fitted by Aquastar were gas strut adjustable by Besenzoni (model T132 MG) with a folding table top (with inset cup holders). I've got one on my boat. They are quite heavy and I know they are expensive. Has anyone got one they don't use or want? (Ed).

Geoff Cullington (cullingtons@gmail.com) sent this message:

We have a pair of pristine propellers which were spares for Symphony. I had more or less forgotten about them & they were in their original plastic wrappers.

They are made by BT Marine in 2007 and cost £615 each. The spec is 21x19.5 No 17576 Shaft 33mm, Keyway 9x5mm.

Would anyone be interested in buying them?

If so please make me an offer that I can't refuse!

Best wishes

Geoff Cullington

Mike (mikegodwin45@gmail.com) has some nice legs (despite needing a new knee!).

For sale a full set of aluminium legs manufactured by the Yacht Leg Company for an Aquastar 38. I can't vouch for it but they look unused and in very good condition. For sale as they are superfluous to requirements. Any SENSIBLE offers considered.

*Mike Godwin
07886177099*

The Technical Forum

Ingvar wrote:

As long as your fridge does not need more than 100 watts to run need a Waeco CoolPower EPS 100W. It's not much more than £25 too!

You just fit it into the existing 12 volt supply to the fridge and connect the box to the mains. If the mains is on to the box the fridge is no longer powered through the battery charger so saving it being potentially overloaded as ours was.

Ingvar has also carried out some useful work on fuel consumption on his 38 including optimum cruising speeds. He promises to let us have an article in the future which will be of interest to many of us.



At the show I came across this arrangement to allow an outboard to be folded into a small RIB as shown in the photo. The centre section of the transom hinges forward with the engine on it. The salesman on the stand said it was to reduce the overall length for bathing platform carried boats. I immediately thought of RIBs carried in snap davits that would avoid the need to remove the engine from the boat but the salesman insisted that it wasn't intended for that. It seems to me that the system could be easily improved to support the engine when folded and would be ideal as when the RIB was tipped up the engine could be 'handle down' as recommended by the manufacturers. The company is BHG Marine and it is their 'Cabrio' model. Might be worth a look by those of you who struggle to get an outboard off a tender and up a ladder!

Cripple cruising and hop along holidays. – from Mike Godwin

Little did I know when the Commodore invited Dave Thomas and myself along to the Aquastar rally in the Channel islands in 2012 that I one day would own one of these fantastic boats.

Then I had a Princess 25, renamed AQUANIB for the occasion, she tagged along surprisingly well to keep up with the big beasties.

I hadn't really appreciated the class of boats up till then although Dave, every week for at least five years, had shown me a picture of a 38 Oceanranger with a flybridge, fantasising over owning her. She was then called Tamahini and I was just polite and indulged his passion, yawning as he eulogised on and on. To be fair she looked a cracker, but so what?

A tsunami in my personal life in June this year left me starting to look for alternative accommodation to my comfortable house in Tavistock and I thought about my life long dream of taking a boat down to the Med for a few years and that was in my Rag and Stick days.

Now just turned 70 , with a new hip, a new knee needed, I knew my days on a yacht deck were finished. So why not a motor boat? Niblet the Princess 25 was too small for two of us, so I sat down with the criteria sheet with Dave who jumped at the idea of this new adventure.

First and foremost a boat with excellent sea keeping qualities, two cabins and bearing in mind the proposed cruising grounds a flybridge. We looked at a number of Princesses talked about Aquastars but imagine my surprise when all excited, a rare occasion for Dave, he appeared on Niblet's Pontoon stammering that he had just found that Tamahini was for sale down in Chatham.

24 hours later I was down there with Gary, the hull expert from M & G marine at Mayflower Marina. There in the Marina was this blue and off white beastie, now called Masai Moon, looking un peu sad and stinking of diesel, damp and other unpleasant odours. Gary like a ferret soon gave me the thumbs up although she was covered in water staining in the aft cabin where the starboard side locker aft in the main cabin had been leaking as well as the old mountings for the davits, now missing, had been bodged and leaked badly.

1985 build she was sold to the model Samantha Fox named then Foxy Sam. She had had her engines TAM D 41s replaced with two D4 260 hp beauties now with only 120 engine hours in 2012 and now bristled with brand new engine management systems, state of the art Raymarine navigation systems a superbly appointed galley a wooden interior in steamed teak easy on the eye and a forward cabin that had never been used. The flybridge was immaculate and she sported teak toppings on the decks, to say I was interested was an understatement.

To cut a long story short, I bought the motors and the boat came free in spite of a horror sea trial where we were powerless on the Medway as a container ship steamed towards us. That made up my mind that we needed to truck her down to Plymouth. She flew through the survey and I was fortunate to deal with Peter Norris of Clarke and Carter who is brilliantly efficient knowledgeable and simply a credit to his profession.

August the seventh saw me on my knees beside the delivery truck with tears rolling down my cheeks. My new baby had arrived and all the horrors of my annus horribilus just faded away.

In my life when making serious purchases the process always had a small element of disappointment but not with this baby, she has just got better and better. Newly christened Nibby, after my 69 year old teddy, he is installed and in command in the rear cabin.

Her fuel tanks were full of nasty crud her heat exchangers calcified, diesel leaking where the former owner had yanked out the generator, no anodes and bolts left she had not been winterised or touched for at least 18 months. A travesty but on the hard for five weeks Mick and Ian of M&G crawled all over her, shafts out, new boxes, cutlass bearings, all new skin fittings including those needed for the new Genny and the Aircon

that is due in in February, a massive clean of the tanks and a great saving of diesel, now known as liquid gold and a new bow thruster motor.

Launch day minus 24 hours both engines purred into life and Mike Barnham the electrician was unravelling spaghetti junction wiring and cussing loudly at his latest discoveries. In went AIS transponder and all instruments were working as she was hoisted in. All tributes to M&G not a drop of water on any of the new fittings. A new set of signs with a large lettering saying FLYBRIDGE on either side only to annoy the commodore, unfair really as Tony has been a great help and inspiration in the project.

22hours of proving everything has run like a dream and on a flotilla run to Fowey in the company of Fast Flow, Nibby nearly outran her competition at 23 knots not quite flat out. The fuel flow meter simply had a fit while I throttled back as fast as I could!

We fitted a Paguero generator in December, 4.5kva that purrs away merrily forward of the D4s, the rear decks are being stripped and Dave's davits no longer required for his boat go on in January. And there is a host of other lesser jobs that I am doing, carpets odd lining tears and carpentry all hopefully giving my cheque book time to cool down.

Early May will see us over to Guernsey for a cheaper fuel up and then on to the N. Brittany coast for a surfeit of sea food and round the corner to spend the summer tonking down the west coast and hoping to winter N.Spain or Porto.

Then on down turn left, work our way up the coast taking in the Balearics and Sardinia aiming for Marseilles for the second winter. Then on skidding down the expensive west coast of Italy on into the Greek isles and even as far as Turkey for the third winter. Year four up the Adriatic Serbia Montenegro etc and then the final destination driving my girlie into VENICE a sea distance of well over 5000 NMs. Then if we are still alive, in funds, and ready for more either truck her home, sell her, or retrace our steps with a southerly bias, Malta, Cyprus etc.

Whatever happens on our cripple cruise we will let you know how we get on. I really think you ought to have an Aquastar rally in the Med. we hope to be there and am sure we will pick up some new friends on the way and swell the Aquastar membership. Usual commission please Commodore!

Happy New Year

Mike Godwin
07886177099

Regalia



We have some very good quality new club ties and these are available by post. Design is shown and the logo is woven into a dark blue tie and is very smart. Price is £15.

Burgees are still available at £15 for the small ones and £20 for the larger ones. These are also well made, sewn and come with the toggle and braid for attachment to your boat.

Check your Moorings!



I was over in Alderney doing some work for the RNLI recently when I came across this yacht that had foundered on the rocks near Braye Harbour. The mechanic on the crew told me that it had broken free from its moorings during the very heavy weather.

Wandering around the marina here in Plymouth I'm amazed to see boats worth many tens or even hundreds of thousands of pounds secured with something I wouldn't let Helen hang washing on!

There are probably a few storms to come.....

PAYMENTS TO THE CLUB

Payments made electronically are convenient, much appreciated and keep our costs down. Please add a note to any payment confirming what it relates to (e.g. burgee, tie, subscription etc.).

Name of Account: The Aquastar Club, Sort Code: 20-68-10, Account Number: 43945057.

ARE WE ADDRESSING YOU CORRECTLY?

Email is our preferred means of contacting you, it significantly reduces our costs and minimises the work required of your lazy Commodore to put the newsletter together and to provide attachments and it saves trees! So if you've received this newsletter through the post it means that **we don't have your up to date email address**. If that is the case we would be grateful if you would kindly let us have it (send it by email!).

Yours Aye

Tony

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We hold information on our members in electronic form in compliance with the Data Protection Act for the purpose of running the club. To help us comply please check your details and let us know of any errors or changes required (including if you wish to be deleted from the register of members). Information we hold is shared with other members of the club but will not be disclosed to parties outside the club except with the express permission of members affected.