



OUR CONTACT DETAILS

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If you're visiting, do let us know.

COMMODORE'S JOTTINGS

Hi Everybody,

Apologies that it has taken us such a long time to get this newsletter out, but we are not sure where the time went after the Boat Show. We have just returned from our annual pilgrimage to Florida, but this year we were really adventurous and took in Georgia and South Carolina as well. We would thoroughly recommend Savannah, even though our tour guide kept apologising because his commentary seemed to concentrate on driving the British out. Since it was over taxation from Westminster we were able to say that we fully understood and nothing had changed! A bit of disappointing news was that the Inter-coastal route from New York to the Florida Keys is not maintained throughout, which may have blown one dream for our retirement.

Those who receive their newsletters by email will have already seen the letter from our fellow member, David Norman, regarding the services on offer at his boatyard in St Sampsons. We are sorry that the lateness of this mailing means that you will probably have missed the opportunity to take up the Autumn Works Package offer.

Finally our best wishes to you all for a thoroughly enjoyable Christmas and many happy days on the water in 2008,

Nichola and Ron

ARE WE ADDRESSING YOU CORRECTLY?

Please let us know if any of your details contain any errors or need any changes. We sometimes get forgotten when members change address. Also some more **mobile phone numbers** would be welcomed as this could easily be the first line of contact when somebody spots you.

Factory News

Geoff reports that the plans for the 78' boat are well underway. It will have a hydraulic swim platform, which enables easy launching and recovery of the tender.

In the last newsletter we told you of our experience of the stabilisers on the 48' Sea Mickle. There was much interest in both these and the new GRP radar arch/covered aft deck arrangement at the Boat Show. This has resulted in at least one new order and two retro-fits – one on the demonstrator which has been sold, and the other on Wind Cheater. We were very glad of the side covers on Sea Mickle during the Boat Show, it may have been sunny but the wind was very cold. We had many envious looks, not only from show visitors but also from the other exhibitors around us. Next season there will be 6-7 boats, including a new demonstrator, on the water with the new arrangement so we will have to stop using the stainless steel radar arch as the indicator for Aqua-Star spotting!

CREWSAVER ISSUES LIFEJACKET SAFETY WARNING PRODUCT RECALL:

Crewsaver's lifejacket servicing department says there is a problem with the United Moulders' Mk3 Standard Automatic Head fitted to Crewfit and Survivor inflatable lifejackets.

Tests indicate that this component, which was fitted to Crewfit and Survivor lifejackets manufactured before 1997, is now at the end of its safe and usable life and should be replaced.

Crewsaver insists it's essential that the head replacement be undertaken by the company. 'On no account should you attempt to replace this yourself,' said Crewsaver.

The company strongly recommends that owners of Crewfit or Survivor lifejackets with an Mk3 Standard Automatic Head fitted should contact Crewsaver on + 44 (0)2392 528621 or email sales@crewsaver.co.uk to discuss the replacement process.

New Members

The Boat Show produced a healthy crop of new members who we are delighted to welcome to the Club:

Martin & Laura Billings	Oxford	Snow Goose	Chichester Marina
Martin & Jacqueline Files	Surrey	El Finisterra	Haslar Marina
Sarah Fraser	Hampshire	Crossbow	Lymington River
Paul & Di Haines	West Sussex	Saturn's Moon	Chichester
Nicholas & Joan Hamilton	West Sussex	Vectis	Northney Marina
Jim & Jill Hilson	Hampshire	Premier Crew	Med based
Mike & Sue Roach	Devon	Vita	Dartmouth
Geoffrey & Susan Taylor	Dorset	Star of Arne	Poole

DON'T FORGET THE DISCOUNTS!!

Benefits to members are available from:

<u>Supplier</u>	<u>Contact</u>	<u>Offer</u>
Aqua-Star	Geoff	Spares & construction parts at cost + 10% to Club members
CJR	Mark Russell 01703 639366	Call for special prices on props/sterngear
Euronav	Mark Day 01705 373855	20% off chart systems
Galleyslave	Birgit Morris 01527 592089	10% off unbreakable glasses and dinnerware
GJW Direct	Jo Griffiths 0151 236 6848	10% additional discount from boat insurance
Greenham Marine	Andy Haynes 01590 671144	Call for prices on autopilots etc.
Halyard	James Grazebrook 01722 710922	7.5% off exhausts etc.
Liquid Engineering	Gerry Yeatman 01794 884963	15% off diesel bug treatment
Marine & General Eng.	David Norman 01481 245808	Repair yard, chandlery in St Sampsons
Marine Electronic	Nicholas Heyes 01179 830770	Various
Marlin Marine	Alan Soper 01703 231306 27.	5% off Iveco engine sales
Reed's Bookshop	Roger Hunter 0181 941 7878	Discuss direct
Toomer & Hayter	Vivien West 01202 515789	Discounts on upholstery
Vetus Southern	Richard Yates 01703 672277	10% off Vetus equipment

Tales from October Star

Towards the end of July we were pleased to receive a letter from Bill and Ann Bache relating the exploits of October Star. They set out for a cruise of the Channel Islands and Brittany, which had things gone to plan meant we would have met up with them in St Peter Port prior to the rally.

On the 4th June, Bill and Ann joined up at Lymington with friends who own Cardonca, a 38ft Aqua-Star which was completed by the Elephant Boatyard on the Hamble and spent the next five weeks cruising in company. They had planned to visit Cherbourg, St Peter Port, St Helier, St Malo, St Quay, Portieux, Binic, Lesardrieux, Treguier, Trebuerden, St Peter Port and finally Lymington before returning to Swanwick by the 8th July. In fact they left St Peter Port at the same time as the first (and only?) boat arrived at the Victoria Marina for the Aqua-Star rally, their intended two night stay having been extended to a nine night stay while they waited for the wind to drop and the sea to become something approaching 'slight'(now where have we heard that before?).

Bill did try calling us from somewhere off Cap de la Hague on the Saturday of the rally but unfortunately his transmission did not reach us in Weymouth Marina! They presumed correctly that the boat they could see in the distance was not Timbo.

Timbo's Christmas Present

As you hopefully are enjoying the Christmas and New Year break please spare a thought for me - himself has arranged for new teak decks to be fitted to Timbo over the festive season, so it seems sensible to do the anti-fouling at the same time..... Fortunately it will be undercover.

Boat for Sale

La Meuse – Channel Islands 32

This aft-cockpit boat is being sold by Chris and Angie Driscoll, having already replaced her with Kayber Star. If you could try to interest any friends, relations or colleagues in her, they would be most grateful. Her condition is newly anti-fouled, serviced and ready to go. The information below has been précised plus there are many photos of her and a complete write up, so please contact Angie in case the précis is erroneous or misleading.

LOA:	9.90m (32.48ft)
Year:	1988 (launched 1989)
Beam:	3.20m (10.5ft)
Draft:	0.84m (2.76ft)
Displacement:	7 tonnes
Hull Material:	GRP
Hull Type:	Semi-displacement
Engines:	Twin Volvo TAMD41 200hp Diesel Shaft Drive
Engine Hours:	1,073.4 (approx)
Tanks:	Fuel: 2 x 100 gallon steel tanks; Water: 50 gallons in one GRP tank
Range:	200 nautical miles
Designer:	Buchannan
Builder:	Silva Yachts
Location:	Hayling Island, South Coast, UK
Price:	£69,000 VAT Paid

The hull has been professionally osmosis treated, is finished in Awlgrip navy with Nelson-style rubbing strakes at bulwark and above waterline levels. A stainless steel plate protects the bow from the anchor.

The GRP superstructure has been repainted in a light blue non-slip finish, with access to the saloon being via a single width door on the portside of the aft cockpit. A wide bulwark surrounds the aft deck with a lift-up door giving easy, wheelchair friendly access to the swim platform. Storage space is available for legs and tender oars, with potential for a lazarette. Stainless steel rails offer protection forward of the aft-cockpit area. The bathing platform is a teak lattice over a stainless steel frame attached to which is a bathing ladder.

The boat has twin stainless steel shafts with 3 bladed bronze propellers and is fitted with rope cutters. The cruising speed is approximately 15 knots with a maximum speed of 17 knots. The following navigation equipment is fitted: Richie compass; Target Navigator Pro-Plus; Furuno Navnet; Raytheon ST6001+ Autopilot; Furuno GP-31 GPS Navigator. The helm position also houses the Volvo Penta engine instrumentation and throttles, Eltrim trim tab controls, Marine-Care dual watch system, control panel for wipers, lights etc., Kelvin Hughes clock and barometer, searchlight controls. A 2006 Vertex Standard VM3500 E DSC VHF and extension speaker are fitted.

The interior is finished in high quality hand crafted teak and is heated by a Mikoni hot air system, with a Honeywell temperature control fitted in the saloon. There is a versatile saloon area, forward double cabin outside of which is the bathroom opposite the well fitted galley. The blue colour themed saloon has seating for four people around a dining table which can also be used on the aft deck or stowed. There are both helm and navigator's seats. There is stowage space under the seating, a drinks cabinet and an LCD TV set in teak cabinetry. Ample mains and 12 volt sockets are fitted, plus a further cabinet houses the Zinc Saver II Galvanic Isolator (30 Amp) and a Hager Mains switch and circuit breakers. Access to the engine room is via the saloon deck plates, the complete deck being removable for major servicing. Fittings in the galley include a double stainless steel sink, an Eno 3 burner gas hob, a Smev gas oven, a 900W microwave, three storage cupboards plus an external plate/cup holder, an Engel fridge/freezer, a cutlery drawer, plus an XM Pro-dry dehumidifier. There is a fire extinguisher and blanket in the galley, plus a fire extinguisher in the saloon. The bathroom includes a stainless steel sink, electric flush heads, a hot/cold shower with a teak grating and shower drain in the floor plus 3 storage cupboards.

The deck equipment consists of an anchor roller on a bow fitting, an electric anchor windlass, anchor chain with chain and warp, stainless steel fender racks on the forward guard rails. There is a Tinker Tramp tender, stowed on chocks on the wheelhouse roof and powered by a Johnson 3.3hp outboard engine. The cockpit is covered by a full canopy.

This précis of the description without the pictures does not do the boat justice, so do contact Angie Driscoll if you think you know of somebody who may be interested in this well fitted and very capable boat, which has crossed the Channel many times.

Aqua Libra, Michael and Margaret All Safe and Sound

In mid-October we were very pleased to receive this letter from Michael and Margaret Woollard, as they were able to confirm they were safe and sound! Hopefully things are getting back to normal on both the rivers and more people will have Christmas back in their homes or in something better than emergency accommodation.

“This has certainly been a different and difficult summer for boating whether one cruises at sea, as most of you do, or are based further inland on the rivers as my wife and I are with ‘Aqua Libra’ at Tewkesbury Marina, with most of our cruising on River Severn and Gloucester and Sharpness canal.

This year we were able to take advantage of the lovely weather earlier in the year and enjoyed many good days afloat. However, we had planned to go across and join the ‘Lydney Docks Boat Gathering 2007’ over the weekend from Saturday 7 July, but earlier rains had swollen the rivers and between the Warwickshire River Avon bringing water down to Tewkesbury to add to the already full river Severn, the water backed up quite a lot. Unfortunately the high river level meant that the road bridge air draught clearance from the Marina was insufficient for us to pass under even with the radar arch swung down, so we missed the Lydney Boat Gathering as did many others.

However, a week later the water level had gone down sufficiently for us to get out from the Marina, and we cruised down the River Severn to Gloucester, having to sign the BW disclaimer form as the river was still in flood. Then it was down to Sharpness and subsequently across to Lydney, a short crossing just before high water on rather a wet evening where friendly helping hands were there to take our ropes and invite us across to the Yacht Club, where later that evening we were made very welcome.

Following a pleasant few days at Lydney Docks we returned to Sharpness and moored on canal, intending to stay a couple of days before travelling back to Tewkesbury. But then the heavy rains came, the like of which we hadn’t experienced in this area before with the subsequent major flooding following, and the emergency services all being used to aid people in distress.

The media reported constantly on the current conditions and the local radio was our main guide as to what was happening. We had no TV on board so saw no pictures (which on reflection are pleased about). Tewkesbury town and district had been hit hard and had no water; but we were actually very lucky being on Aqua Libra at Sharpness as we were safe and had water, the only slight disadvantage was the canal level being lowered by half a metre just in case the river Severn flowed over the top of Gloucester Lock and the lowering of the canal may have taken the excess water. In the event the rising river level stopped just short of flooding over the lock gates at Gloucester.

It was a week before we could get back to Tewkesbury, using public transport, but much longer before conditions were suitable for river navigation back up to Tewkesbury with Aqua Libra. Our flat near the river being on first floor was okay but the entrance areas and garages in the complex flooded to about 3 feet depth. Our vehicle left at the marina was fortunately parked in a safe place whilst several others were completely submerged. We were truly lucky, as was Tewkesbury Marina too, which benefitted from having new floating moorings installed over last winter, plus some hard work by marina staff, so their moored boats kept safe; unfortunately some of facilities are still drying out and have to be decontaminated and refurbished, and there needs to be much done to repair places where the bank edges have been weakened and washed out.

On both the rivers, Severn and Avon, there are a lot of smaller marinas and boat moorings which have really been hit hard and suffered damage and boat loss with many being swept away, some recovered with small amounts of damage whilst others not so good. Also, many riverside hostelrys were flooded, so many sad and sorry sights. Currently around Tewkesbury many people are now living in caravans whilst their homes are made habitable, with many folk not looking forward to a winter living in a caravan; so many stories and everyone with a tale to tell. Margaret and myself, we are two of the fortunate ones and really have Aqua Libra to be thankful for as this helped our lives through the bad flood.

We have just got back from another visit to Sharpness and also a bit farther this time as we went down the Severn estuary to Portishead and back the following day, just to round off our main cruising for this year, which on the whole has been enjoyable.”

Let us hope that lessons are being learned each time a flooding disaster occurs so they quickly become a rarity.