



Club Newsletter

Christmas 2016

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FROM THE COMMODORE

Don't forget our new website aquastarclub.co.uk

Any suggestions for improvements please let me know as it is a 'joint venture' between my son and myself.

For those of you who have the Volvo branded VDO rev counters with the small LCD display for your engine hours, there is a high probability that it is either blank or fading, or comes and goes. The September issue of the (free) on-line 'Motorboat Owner' magazine shows how this LCD display can be replaced with a new one.

Their November issue has one of their 'really useful guides' to Saint-Cast, and their September issue one for the Channel Islands & Brittany.

2016 Club Rally

This year's September Aquastar mini rally was planned for Lymington where there were more Aquastars owned by club members berthed in one marina there than any other in England.

Star stopped off overnight at West Cowes for an exploration of the shops, and discovered even fewer than last year. The normal ones sadly seem to be being replaced by eateries and clothing shops. Nevertheless we did have a lovely takeaway fish & chips on the boat that evening.

On the Friday morning before departing to Lymington we visited the Sir Max Aitken Museum situated in the High Street. It was a fascinating visit and we would thoroughly recommend it for anyone with an hour to spare.

With two boats already on their home berth and the slightly larger Patience on a nearby long one, apart from Arabesque staying on the Dan Brown pontoon, Berthon kindly managed to put the remaining three 38s and one 33 all in a neat row on C pontoon.

This made it nice and easy for the commodore to get the rally off to a swinging start by hosting a "Pimms & nibbles on the pontoon" at 6 p.m. on the Friday evening for 21 people.

17 of us then staggered up the hill for a superb supper at the Angel & Blue Pig in the High Street where we were catered for admirably.



Saturday morning saw the High Street converted to an enormous street market. The commodore found a 'three piece step drill set' on one of the tool stalls, whilst Mrs Commodore immediately made a 'bee' line to the antiques fair.

Come 11 a.m. twelve of us assembled for a tour of The Berthon Boat Company's facilities and workshops by its MD Brian May.

What an amazing legacy unraveled - and they also built the first marina in the UK back in the 1960's. With a history that includes building lifeboats for the RNLI and assisting the SBS in its activities, it is no wonder that Michael Portillo decided to visit it during one of his Bradshaws excursions - though he did not spend the two hours which we did! It is a truly vertically integrated business and has a structure and ethos which has successfully weathered recessions and offers a prosperous future.

After lunch a group of us had a good walk to and around the salt marshes on the estuary.

Our annual club dinner for the 24 attendees was most efficiently hosted by the Lymington Town Sailing Club. The food was delicious and the portions generous. Aquastar MD Geoff Willson honoured us by coming over from the boat show for the evening, and my noble predecessor Tony also came (no doubt to ensure that we continued his tradition of keeping the wine flowing). The dinner was a very reasonable £ 22 a head for three courses, and Geoff most kindly covered the cost of the wine consumed.

Sunday morning saw the delayed arrival of Kapana IV, and the departure of Arabesque, Patience, October Star and El Finisterra.

Sunday afternoon saw Star unload its two folding cycles. We were thus able to explore the salt marshes even further towards Hurst Castle on the small wheels. A somewhat desolate but lovely vista with the Needles as the perfect backdrop.

On Monday the crew of the remaining boats Kapana IV, Gallant Lady, Star and Vectis all got a cheap day return train ticket and with the exception of the two ladies from Gallant Lady, enjoyed the boat show; (they did the more conventional form of shopping instead).

On Tuesday the skipper of Kapana IV had to return to work so the remaining three boats had a leisurely 8 knot trip to reach Island Harbour Marina in time for entry through the lock gates during 'free flow'. Supper was at the marina 'The Breeze' restaurant, which carried a splendid choice at most reasonable prices.

The six from Gallant Lady and Star walked alongside the river Medina to Newport for lunch on Wednesday on the nice and comparatively new footpath. Generous and welcome refreshments were had at the splendidly located Quay Cafe which has an outside area overlooking the water (or mud if it's low tide!).

Winding down the rally, the last supper for the three boats was held at the very convenient marina restaurant again. Vectis does need to be mentioned in dispatches' as having travelled furthest for the rally (albeit it spread out over the year), as it's home berth is at Ripon near York!

The three boats went their own ways the following day, Gallant Lady and Star spending one night together in Yarmouth, and Vectis going to sort out its berthing arrangements near Portchester for the winter. On Friday Star departed for a final week of cruising with three days at Weymouth, two at Poole and the last two at Bembridge.

2017 PLANS - July/August, Guernsey

The 2017 Aquastar Owners Club annual dinner will take place on the Saturday night of July 29th at the Guernsey Yacht Club in St Peter Port, Guernsey. We will be in its 'Commodore Room' - which has the balcony with the lovely view.

As this year's one was a success we again propose an informal supper the night before, probably at Pier 17, for those already there.

I have chosen that date as it has to be before the August 5th Aquastar yard shutdown so we can have a tour over their works at St Sampsons, and also to be able to enjoy the activities of the St Peter Port Town Carnival which is running between July 15th and 29th. That left two Saturdays, the 22nd and 29th, but a company called 'Princess Yachts' had already booked the 22nd!

Star aims to meet up with Gallant Lady the weekend before at the Victoria Marina. Subject to the weather we plan then to spend a couple of nights that week at Jersey and possibly perhaps also explore a few spots around Sark or Herm to drop anchor for a lunch or to dingy ashore. We would of course be delighted if any other boats would like to join us.

Of course if the weather is not suitable one can always explore more of Guernsey itself (don't forget for £1 you can travel all the way round on the bus - if you don't get off!) or even hire a small car as we have done on several occasions. There is of course that lovely walk round the cliffs to Fermain Bay which we always seem to do, where they offer superb lunch options overlooking the beach.

On the way back, after leaving Guernsey, Star and Gallant Lady have plans to visit Cartaret, possibly drop off at Alderney weather permitting, and finish up at Cherbourg before returning to our respective home ports of Brighton and Lymington.

2017 Aquastar Rally - weekend of July 29th

Names	Boat name	LOA (M)	Draft (M)	No. on board	Arrival In St. Peter Port	Interest in Jersey etc	Depart St. Peter Port	Interest in Carteret after	comments
Anna & Ingvar Svenson	Star	12	1.1	2	July 22 ish	Yes	July 31 ish	Yes	

Please let me know if you are potentially interested in just the dinner, dinner plus informal supper, or even some of the extended activities before and/or afterwards. If so please provide the necessary details to enter into the columns as far as is possible at this early juncture.

In my summer newsletter I shall be requesting final confirmation of intent and like this year be requesting that the cost of the annual dinner in the Guernsey Yacht Club is paid for in advance by way of a deposit (refundable if 1 month's notice is given).

Again to assist the restaurant with the planning of the menu and the numbers, I hope to be able to send out the menu in my next newsletter.

NEWS FROM 'THE YARD'

The Aquastar boatyard is busy building the next 2 Aquastar 430's, one of which is having the new electric sunroof option to the streamlined hardtop. Winter maintenance and upgrade is also underway with Aquastars coming back for work by the tradesmen who built the vessels. Seatrials are still being done, even though it is mid December, force 5 is a good test of the soft ride of the Aquastar hulls. Mods to the website are being put in hand to make it mobile phone usable, as well as ipads and tablets.

FROM OUR TECHNICAL DEPARTMENT

1. During our annual routine checks when Star was 'out-of-the-water' this spring, I measured a resistance between the propellers and the shaft anodes of 1 ohm and 4 ohms respectively. Though the experts say both readings are electrically acceptable, I thought the difference nevertheless to be significant.

Investigation found the flexible braiding linking the shaft brush with the earth wire connection on the high resistance side to be badly corroded and falling apart. If left much longer they would have become totally useless.

Two new sets of MG Duff EE2/208, which are very easy indeed to fit, resolved the issue. The braiding together with the other connections and terminals I have greased well to protect from the salty environment and slow down future corrosion.

2. Hot chilli powder added to antifoul.

The first time someone suggested that one adds chilli powder to the antifoul, I dismissed it as a crackpot idea. When a couple of months later quite a different source suggested doing it I thought that perhaps it was not such a silly idea and perhaps worth a try.

A cupful was added to each tin of antifoul and well mixed in (with the electric drill style paint stirrer). It will be interesting to see if we are able to notice any difference. If not sure then I might even do half the boat with and half without!

3. Do not copy your commodore.



This is a picture of our self powered Plastimo anemometer fitted on top of our Viking tri-lens passive radar reflector.

With the gales which we experienced last winter, I wondered if there was any point in letting the unit spin round for the winter months when we do not normally use the boat, wearing itself out. So I stuck some insulating tape round the joint to keep it from rotating.



When the time came this spring to remove the tape and use the boat, would it go round? No! The bearings had corroded enough to cause sufficient friction to restrain it. It was irreparable and a new unit was unfortunately required.

A price of £ 200 was quoted (almost the same as a new one). So instead, after some research on the internet, an identical motor (which generates the current to power the display) was found on the Radiospares website and purchased for just over £ 60. After some delicate surgery and soldering the unit was reassembled and has been working fine ever since. This winter I am leaving it well alone!

COMMODORE'S COMPLAINTS

1. We have a Plastimo Offshore 105 compass at the lower helm. You can imagine our confusion after we came back one evening last summer to see that its horizontal did not agree with our horizontal.

After checking between ourselves what we had been drinking, we confirmed that we were 'on the level' and in fact the compass was drunk - and with a large air bubble at the top and a wet patch of foul tasting liquor underneath.

Discussions the next day with a compass adjuster confirmed that we were not the only person who had been in touch with them over that very hot spell - the greenhouse effect had heated up the contents and caused the unit to burst its seals.

Despite sending it back to the importers for their attention, it transpired that such a unit cannot be repaired. Thus for the sake of a pressure relief valve a new one had to be purchased. As we had only paid to have it professionally swung two years ago, I am now learning how to do it myself. If very sunny a cloth will be placed on top of the plastic dome if no windscreen cover on.

2. Each time I transmitted on our ICOM radio the Raymarine AIS 500 unit noisily alarmed and said 'loss of AIS signal' on the display despite the ICOM radio being wired correctly through the bypass from the antenna output on the AIS transceiver. This was most annoying as one was obviously on the radio at the time and most likely also receiving berthing instructions.

Both Raymarine and ICOM said this should not be happening - (a familiar response indeed!)

I have now moved the ICOM onto its own aerial using my second antenna on the radio arch which was being used by the



Commodore getting 'stuck in'

'car' radio for the hi-fi system. For £ 12 at Halfords I found a perfectly adequate car radio antenna for this radio which is now tucked in the large space under the upper helm. Everything is now working properly.

REGALIA



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

Burgees are available at £17 for the small ones (13") and £22 for the larger ones (19"). These are also well made, sewn and come with the toggle and braid for attachment to your boat.

Payments made electronically are most convenient, and help keep our costs down. Please send an email so we know we are to expect a payment, and to what it relates, (burgee, tie etc.):

Account: The Aquastar Club;
Sort Code: 20-68-10;
Account Number: 43945057.

MEMBER'S NEWS

1) We are pleased to welcome two 33s and four 38s as new members to the club:

Paul & Jane Blampied, Aquastar 33 'Moon Spirit', St Helier, Jersey.

William Buckett, Aquastar 38 'Marorie May 3', Angus, Scotland but berthed at Southampton.

Roger & Lynne Snelling, Aquastar 33 'R-Star', Portsmouth.

Heidi Pigeon & Paul Le Roux, Aquastar 38 'Tres Bien', St Helier, Jersey.

Simon Polet, Aquastar 38 'The Graduate', The Netherlands.

Douglas Fisher, Aquastar 38 'Jacana', Gosport.

Jim Cole, who recently sold Jacana to Douglas, is looking for an Aquastar 33 to replace her. Any information on this would be gratefully received by Jim at: sales@pedroboats.co.uk

2) Heidi Pigeon, owner of the 38 foot 'Tres Bien', wonders if anyone has any tips on repairing or replacing saloon head lining. If so please contact her on heidi.pigeon@gmail.com

3) Mike Wills
has had his
blue hulled
'Windcheater'
repainted
white;

before:



afterwards



4) Neal Crookall writes:

Back in January Neal & Erika Crookall were invited to join a 'cruise in company' being organised from Kip Marina (between Greenock and the Isle of Bute). They invited Robert & Elisabeth Aldam to join them. Unfortunately several participants dropped out at the last minute and the event was cancelled. Neal & Robert decided to undertake the cruise on their own - here is their story:

"Monday 9th May dawned bright and sunny but with a strong easterly breeze. My wife Erika and I with the grateful assistance of John Robertson of Seatrek Marine Services set off from Kip Marina in our Aquastar 48 Azure with course set for Adrishaig on Loch Fyne.

We had arranged to meet our friends Robert & Elisabeth Aldam, who own an Aquastar 430 motor cruiser, at 16.00 for entry into the Crinan Canal.

The journey to Ardrishaig was magical with blue sky and seas and a strong wind astern for most of the way. Past Rothesay, Kyles of Bute, Tighnabruich, across the top of Arran and into Loch Fyne where the wind strengthened with gusts in excess of 40 knots, breaking white tops but no swell.

We arrived at Adrishaig at 15.45 where we saw Robert & Elisabeth's 'Scavaig' already in the Sea Lock being lifted ready to go through.

With the wind conditions as they were, we waited off the pier for our turn to enter but were eventually through around 17.00 with a place in the basin for overnight and early start next morning.

It had been a long held ambition to transit the canal and visit some of the outer islands in the magnificent cruising area off the west coast. But being in our 70's, as are Robert & Elisabeth, we were somewhat apprehensive about the 12 locks which have to be manually operated.

Robert had made enquiries about assisted passages and found 'Yot Spot' who offered this service which proved extremely helpful with the business of opening and closing of gates and cycling ahead to ensure the locks were ready for entry. Yot Spot also have a restaurant near the Ardrishaig basin where we had our meal on Monday evening and the haddock mornay was delicious.

The weather was good again on Tuesday but still with that strong easterly breeze. John's knowledge of the locks was invaluable and his skill of working the ropes fore & aft and also some lock gates greatly contributed to a smooth passage. The scenery was stunning with fresh cherry blossoms, vibrant shades of green and birdsong making it a memorable experience. We made it to the pontoons above lock 14 around 15.00 where we moored for the night and took the opportunity to top up the water tank and wash down the coating of salt spray from Loch Fyne. Dinner had been booked in the restaurant of the Crinan Hotel where a sumptuous 6 course meal was beautifully prepared and around 9.30 we experienced the spectacular sunset going down behind the Gulf of Corryvreckan (see picture below).



Crinan is a good stopping place with its boatyard and chandlery, together with the restaurant, bar & café facilities of the Hotel.

Wednesday morning was again bright and sunny but with an even stronger north easterly wind. John chatted to the lock keepers to arrange our passage through but wisely advised to wait until afternoon when wind and tide would be behind us. We spent the morning walking along the canal path, stocking

up with delicious sandwiches from the café and plotting the course to Oban.

It was necessary to keep the power on coming out of the Sea Lock to prevent being blown sideways and then we waited for Robert and Elisabeth to come through.

Off we went through the Dorris Mohr carefully avoiding the more turbulent water, past Craignish Point, through the islands and up the Sound of Luing past Easdale and Seil Island before entering the Sound of Kerrera and into the marina opposite the town of Oban.



We had radioed ahead to Oban Marina to confirm our berths for 2 nights and water taxi to the town for a meal only to be told both services were closing at 5pm.

This caused some consternation as our ETA was 17.30 and no food available on Kerrera Island!

However after contacting John's wife Lesley who had made the reservations all was sorted with instructions to help ourselves to vacant berths and transport was arranged for 18.00.

This worked well and we were soon at our table at Ee.Usk just a few metres away from the water taxi steps. Even though we were comparatively early the restaurant was very busy with a good selection of delicious dishes.

Transport back was arranged for 20.30 and we were pleased to find strong signals for telephone & WiFi at the marina.

We made arrangements with the helpful taxi helmsman to take us across at a similar time next evening.

Incidentally he was the owner of an earlier Aquastar 38 which he was restoring and was planning a trip to Norway.

Thursday was another lovely day with lighter winds and we made a passage to Lochaline for lunch.

Oban is a busy ferry port so it is sometimes necessary to wait for vessels coming in and out of the harbour before crossing the shipping lanes.

The entrance to Lochaline is a buoyed channel with a Calmac ferry jetty just inside. Further down the loch at Lochaline Harbour there are pontoons and an honesty box for visitors. Once ashore there is a pleasant coastal walk to the village and the special White House Hotel where the food is superb and beautifully presented.

On Friday there was more cloud and it was time to start the return journey. We had an unhurried passage past the islands again and arrived back at the Crinan Sea Lock around 14.00. This time both boats were squeezed in together but we were safely moored above lock 14 around 15.00. A lovely evening meal in the restaurant and spectacular photographs of another stunning sunset.

Saturday was another sunny day and we were all up early ready to transit the canal to Ardrishaig. At loch 13 we were met by the lads from Yot Spot who safely guided us through the magnificent scenery to loch 2 where we waited our turn to enter the Sea Lock and out into Loch Fyne.

Erika and I were greatly impressed with how well Robert and Elisabeth coped with the manoeuvring into the locks and working the ropes on their boat whereas we had the benefit of John's help to guide us through.

We made a quick dash to Portavadie, which is 'Scavaig's' home port and moored up for the night. A good meal in the restaurant then fond farewells to our lovely companions who we had shared so much together in what had been a fantastic and memorable 6 days.

With winds of between 25 and 40 knots most of the time we were all pleased to be in Aquastar boats with their tremendous sea keeping qualities.

An early start on Sunday with bright sunshine and Loch Fyne looking its best as we made our way back to Kip.

It had been an unforgettable experience made so much better by the help and guidance of John and our grateful thanks to him for making this such a special trip.

Neal Crookall Skipper 'Erika - Jo 111' 25/5/16

5) Paul Blampied writes: - MoonSpirit to Africa and back.

Aquastar 33 with single engine TAMD 370 P63, built 1996, purchased March 2013 3rd hand.

We always had plans to retire at 60-62 and sail off into the sunset. But as it turned out, lucky we were pushed into early retirement when the bank we both worked for in Jersey announced that everything was to transfer to the Guernsey branch taking about 18 months after which the Jersey branch would close. It seemed like the end of the world, both of us redundant at the same time, all our future dreams shattered. However several weeks later we realised the redundancy terms included the option for early retirement pension for staff over 50. I was already 51 and Jane would be 50 just before the end of the 18 month close down period. Suddenly this became the best thing work had ever done for us.

Although with a far smaller budget we could start our retirement plans 10 years early. Everything went as expected and by Sept 2013 we were both redundant.

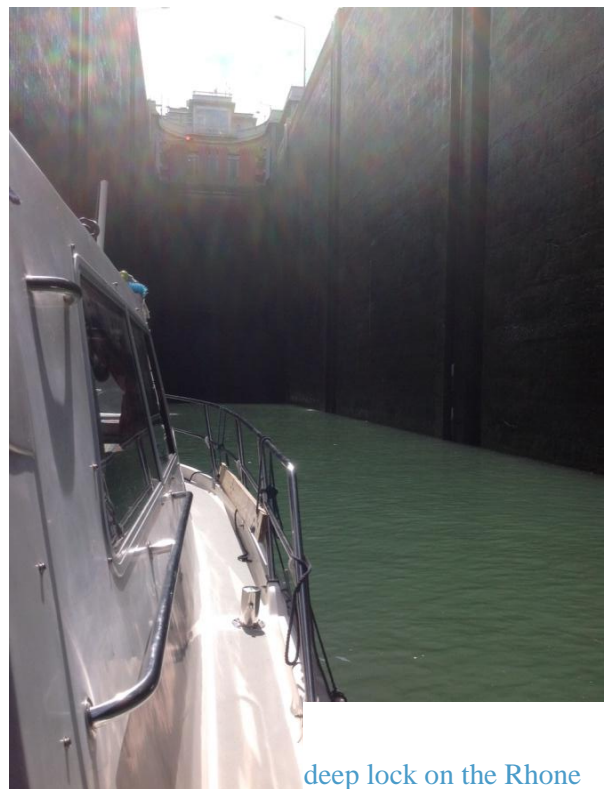
Much to the dismay of friends and family who expected us to tighten our belts and sell our small boat in readiness of forthcoming redundancy, we refused to conform. Yes we sold our small boat but then bought bigger, MoonSpirit a single engined 33" Aquastar. It was the smallest boat we worked out we could comfortably live on. Being from Jersey we needed something that was happy out at sea but also wanted to use the French inland waterways. The single engine with propeller protected behind the keel was ideal.

With a friend I motored MoonSpirit back across the English Channel in stormy conditions, which she coped with well. Apart from the stormy conditions, the trip was marred by net around the prop that the cutter eventually shook off and diesel bug causing the motor to stop just outside Guernsey, eventually the motor restarted and we limped into St Peter Port at tick over speed.

Single engined MoonSpirit has the same large twin 150 gallon tanks as fitted to the twin engined boats. MoonSpirit had been little use for several years before we purchased her, the main reason for the build up of Diesel bug. MoonSpirit was left in Guernsey for several weeks while the fuel tanks were cleaned out before finishing the last few miles to Jersey. Once in Jersey 9 months of renovations made the boat suitable for full time live aboard, for myself and wife Jane. This included fitting a Webasto full wet radiator central heating, air con, 400w of solar panels, microwave, inverter, electric heads, TV, life raft, bigger anchor, bigger batteries + battery monitor, shortening the radar mast, upgrading the electronics and a bigger fridge.

We set sail from Jersey May 2014 heading for the Mediterranean, up the Channel, up the Seine through Paris, down the French canal network, a long way east through Champagne country, the Rhone and Sone rivers finally arriving into the Med 1st Sept 2014 at Port StLouis. We had topped up with Red in Alderney (got the tides wrong and fought the Alderney race, got the Seine wrong and fought the river most of the way to Rouen) yet when we topped up again at Port StLouis it showed just how fuel efficient MoonSpirit is at River speeds, we had burnt 6 litres less than half a tank. 496 litres (An average of 3.6 mpg).

From Port St Louis we travelled East to Marseille and Cassis before turning West, we had intended staying on the boat for the winter, silly us assumed the south coast of France had to be warmer than Jersey? when in reality night time temperatures regularly drop well below freezing, (predominant winds with the Pyrenees one side and Alps the other funnelling wind of the mountains onto the French Med coast) when we realised this we arranged for MoonSpirit to be lifted out at Grande Motte and stored in a warehouse for the winter.



2015 Determined not to make the same mistake again, we now know for warm winter weather you need to be Barcelona or South of. By now we were starting to become more than a little worried that our Channel Islands red fuel (still only 50% diluted and looking as red as ever) would be very difficult to explain to French customs hundreds of miles and more than a year after we had left the Channel Islands. We decided we needed to do a long sea trip to empty the red. We weren't sure how we would like boating in Spain, (neither of us speak a word of Spanish) but we headed into Spain to give it a go and to clear out our fuel.

We got as far as Barcelona where we refuelled with white and stayed a month and decided yes we like Spain. Then heading back north into France, we had friends to meet at Toulouse. July and Aug was spent travelling along the Canal du Midi dodging hire boats as far as Toulouse and



Canal du Midi

back. September and once again we were back out into the Med at Port Nouvelle. Once again we set off for Spain, travelling a long way south down to Cartagena, we arrived 1 Nov for a very warm and enjoyable winter.

2016. So far this year, we left Cartagena and have travelled south down the Spanish Med coast visiting many ports, into Gibraltar, across the straits to Africa at Ceuta then down the coast to Smir in Morocco. (Thieving pick pockets got my wallet in Ceuta). Heading back across the straits to Gibraltar in very foggy conditions, trying to keep a straight line and right angles to the multitudes of ships in the shipping lanes was easy as all were broadcasting AIS, what was more disconcerting was a huge Whale bigger than the boat that appeared out the fog just off our bow, (dam whale was not only, not broadcasting AIS, but was also travelling the wrong way up the traffic separation zone).



We then continued slowly up the Spanish coast and eventually crossed back over into France towards the end of October.

The Spanish have residency tax rules if staying in Spain more than 6 months, so another winter in Cartagena is out and we are heading back to France.

Yes I know I said for a warm winter you need to be Barcelona or south of, but, we need to be back in Jersey by the end of next year, we also want to have at least a token look at Italy early next year before we start back. It's now the beginning of November and were trying to get to Toulon for our winter stop over. We are currently the wrong side of the Rhone delta hold up in Port Gardian waiting for a storm to pass.

2017 so next year's plan?

Toulon, to Monaco then into Italy before turning around and heading back along the French Med coast, into the Canal du Midi at Sete, travel along the Canal du Midi and Garrone river to Bordeaux, up Biscay to La Rochelle and then Roche Bernard where we will enter the Brittany canals and travel back to Jersey via Rennes and St Malo. (Home by October)

We're very proud of how our little single engined 33 ft Aquastar has performed. It has proved to be a very capable live aboard for the two of us with room for occasional guests. It has taken us through rough seas without complaint (although rolls like a pig) it's done everything we have asked of it. 4,200 nautical miles with no major mishaps or failures so far. OK there have been minor niggles:- the window seals leak, the alternator died (didn't like trying to power aircon via 2.5 kW inverter), a bow thruster relay failed and the water impeller failed.

Then what? I have always fancied visiting London, Amsterdam and Berlin by boat, (I already have a picture of MoonSpirit going by the Eiffel Tower, so pictures going under Tower bridge, and on the grand canal would fit in well)

And even further ahead?

The American great loop, a pipe dream? Not so sure.

Apparently the Aquastar 33 is small enough to fit onto a 40" container flat bed, which makes shipping across the Atlantic cheap. It's a two year journey. (New York, Inter continental waterway, Great Lakes, Canada, Mississippi River, New Orleans, Florida pan handle, back up to New York then shipping home again) A photo of MoonSpirit by the Statue of Liberty would certainly finish of my collection. (I know It feels like cheating to ever get a boat shipped anywhere, but the Atlantic is just so big there is no other way for a 33' motorboat)

Latest update (16 November):

MoonSpirit has made it to Toulon where we have now booked in for the winter. With aircraft carriers and other assorted French warships all around us, we should be safe this winter!

QUOTES ON BOATS - practical advice for the uncertain sailor on encountering uncertain water:

Brown brown, run aground,
White white, you might,
Green green, nice and clean,
Blue blue, run right through.

