



Club Newsletter

Easter 2017

CONTACT US

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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 us who do their own equipment installation, and like me get easily confused with interfacing data from different generations of equipment (as well as different manufacturers when I have to), in the February edition of Practical Boat Owner you will find what is probably one of the best articles I have ever read on data systems for boats.

It covers the development and differences between the NMEA's such as 0180, through 0182, 0183 up to 2000, as well the variations such as the Raymarine Seataalk^{ng}, Seataalk¹ and the Simrad Simnet, as well as how to interconnect equipment of different ages.

The following link is an entertaining speeded-up view from David Norman's (MD of Marine & General Engineers) Aquastar 'Marauder' moving down the road from their yard at St Sampsons. <https://www.youtube.com/watch?v=LjweGUpkLfc&feature=youtu.be>

If you are into Facebook they also have other interesting news and videos if you search under 'Marine & General Boatyard'. Yes this is indeed a plug for them - you will see why later!

2017 Club Rally - proposed plans

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| July 21 st / 22 nd | Star & Gallant Lady & Kapana IV meet up at Cherbourg, then weather permitting visit Carteret. |
| July 27 th Thursday | Star & Gallant Lady & Kapana IV arrive at St Peter Port, Guernsey. |
| July 28 th Friday | 11 a.m. Trip round the Aquastar works at St Sampsons and meet Geoff, ask questions, and check out his spares.
7 p.m. Informal supper, at "Pier 17". |
| Saturday July 29 th | 7 p.m. Official club dinner at the Guernsey Yacht Club, St Peter Port. We will be in its 'Commodore Room' - which has the balcony with the lovely view. |

Due to popular demand, as last year's informal supper the night before the club dinner was a success, I have made a booking for the Friday evening at Pier 17, which has been historically a great favourite amongst Aquastar owners.

I have chosen that weekend 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 runs between July 15th and 29th.

Star aims to meet up with Gallant Lady and Kapana IV the weekend before at Cherbourg. We plan then to spend a couple of nights at Carteret, hopefully returning to Guernsey on Thursday July 27th.

We would of course be delighted if any other boats would like to join us for this 'pre-cruise'.

After the 29th if you are staying on we could explore a few spots around Sark or Herm to drop anchor for a lunch or to dingy ashore.

Of course one can always explore more of Guernsey itself (don't forget for £1 you can travel all the way round on the bus - until you get off!) or even hire a small car as we have done on several occasions. There is of course also 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 hope to drop off at Alderney, weather permitting, before returning to our respective home ports of Brighton and Lymington. (N.B. Gallant Lady has been known if getting low on wine, to divert and revictual at Cherbourg!)

2017 Aquastar Rally - weekend of July 28-29th

Names	Boat name	LOA (M)	Draft (M)	No. on board	Arrival In St. Peter Port	Interest in Cherbourg & Carteret before	Depart from St. Peter Port	Interest in Alderney after	N.B.
Anna & Ingvar Svenson	Star	12	1.1	2	July 27	Yes	August 1 -3 ish	Yes	
Ray & Maureen Grimwood	Gallant Lady	12	1.1	4	July 27	Yes	August 1 -3 ish	Yes	
David & Karen Starkey	Kapana iv	13.1	1.3	2	July 27	Yes			
Barry & Carole Alford	Patience	13.9	1.2						
Geoff & Christina Willson	MD Aquastar Ltd								dinner only

Deposits.

For those interested and able to join us I will require your confirmation of intent by May 28th, and like last year, request that the cost of the annual dinner is paid for in advance by way of a deposit (refundable if 1 month's notice is given).

The cost of the dinner at the Guernsey Yacht Club is £ 20 per person for three courses, plus coffee or tea afterwards.

To secure you place please transfer this amount, for each person attending, to the club account at Barclays; The Aquastar Club, account no. 4394 5057, sort code 20-68-10, by May 28th.

I would be grateful if you would inform me by email when you have done so.

To assist with planning and specifically the mooring at St Peter Port, could those interested also please give me to the best of their knowledge the information required to fill in the above table for their party.

David Norman, MD of M & G Engineering has most generously offered to cover the cost of the wine consumed at the dinner.

David has also well most kindly donated a prize consisting of a quick hoist out, pressure wash, inspection and re-launch at their yard round the corner at St Sampsons. Any legal suggestions for the prize category will be gratefully received - such as furthest distance travelled to reach the rally?

And now to the food:

Menu:

Smoked Salmon and Crab Cocktail

Breaded Mushrooms and Garlic Mayo Dip

Home made Leek and Potato Soup

Crispy Honey Roast Duck, in a Orange and Brandy Sauce

Cod Loin served with a Seafood & Tomato Sauce

Vegetable Curry , Rice and Naan Bread

Eton Mess

Apple and Blackberry Crumble and Custard

Profiteroles and Chocolate Sauce

Tea and Coffee on request

Again to assist the Guernsey Yacht Club please also let me have your menu choices by the same date of May 28th.

NEWS FROM 'THE YARD'

Not a lot this time, unless you want to upgrade to a 74 footer - the Aquastar Alkioni has gone on to Geoff's brokerage listing.

Additionally the first Aquastar 43 Mark 2 Hardtop model is launching this month.

We will no doubt see more on our visit of July 28th.

TECHNICAL TIPS

1) Talking about M & G Engineering, I can indeed personally vouch for not only the range of services they offer but also their efficiency and professionalism.

Literally on our first proper trip after purchasing our 38 when we came across from Brighton to join the rally, we limped into St Peter Port on one engine. With hindsight I should have known better, because as Star had been sitting in Chichester Marina unused for over one year when we bought her, we inadvertently also bought the dreaded fuelbug. (If you want to 'read all about it' please see my article 'Bug'ed in Guernsey' in the September 2014 newsletter from our website).

M & G promptly came to our rescue, sorted out our problem and cleaned out our tanks and fuel. As our engines were 12 years old David Norman recommended that I also took the opportunity to carry out a Rydlyme treatment on our salt water cooling systems, which removes the lime scale build-up from all the pipes and tube-stacks without having to dismantle them all.

In a subsequent discussion by chance he also mentioned that the water injection bends only seem to last 10 to 12 years on the Volvo engines. That was in the summer of 2014 though fortunately ours looked fine at that time.

However when back home in Brighton doing the winter servicing a few months later I noticed a weeping of rust coloured drips from one of the water injection bends. The local Volvo dealer confirmed that it was definitely 'gone' and I ordered what were the last two from Volvo central stores. The engineer said that they probably would not have even got us to the Isle of Wight - that was a close shave indeed! They had lasted exactly 12 ½ years - thank you David for your timely advice! However that was another £ 540 plus labour into the bilges....

2. One of one's worst nightmare is to be locked inside a boat, and that nearly happened to us (OK we do have a door to the upper helm but that is not really the point - no one wants the main sliding door to become un-openable).

Having experienced it (we have been both locked out in the rain, and locked in) - and having taken the lock apart and seen what caused it (disintegration from corrosion), I would strongly recommend anyone who has a temperamental sliding door lock to replace it as soon as possible.



inside when finished

The whole lock assembly for a 38 at least can be obtained on the internet via 'Nauticlick'. It is a Mobella Talon part no. MM-01-111-60, 22.5-A-27mm thick (anodised aluminium), and is their item number 6592 ref.121881.

The kit also included a nice new catch to sit on the frame for the sliding door to lock on to. However the aluminium stand-off block for this catch on the frame of our boat was half way corroded through as well, - so to do a proper job I naturally wanted to replace this side as well.

But as the two short bolts which held the catch to the block were stainless, and the block as well as the door frame were aluminium they could not be unscrewed, so they had to be drilled out.



outside when finished

As normal high speed drill bits are pretty useless on stainless steel this was an ideal opportunity to use my left handed cobalt molybdenum drill bits which drilled them out like the proverbial hot knife through butter.

After then removing the old catch I also drilled out the next set of two stainless bolts which held the aluminium block to the aluminium door frame.

All that was then required was to have a non metal stand-off block to avoid future corrosion difficulties and a new way of fixing this to the door frame as the thread in the aluminium door frame was by now no longer existent as it had corroded away too.

With help from those very nice people from Seaglaze, who in fact supplied the original door and frame, (and in fact also make windows and hatches for the boat) a kit has been produced.

When the existing fillings have been removed all that is required is to pass two stainless 25mm countersunk M4 bolts through the catch, through a pre-drilled nylon stand-off block, through the existing two holes on the door frame, through a thin 2mm nylon insulating block on the other side and into the pre-tapped stainless steel backplate on the outside of the doorframe.

I have smeared white Sikaflex round the end threads of the two bolts (which are perfectly flush with the backplate), edges of the outside (and in the old holes in the aluminium frame) so it blends in nicely with the white door frame and to keep seawater out from the new bolts and the bolt holes in the aluminium frame.

These kits, which in fact produce a much longer lasting and stronger arrangement, can be obtained from Seaglaze (ask for Jane Anderson).

3. If you have an outside helm where the black powder coated aluminium controls of the (Volvo) engines have started to miscolour and you don't want to paint them or have them shot blasted and re-powdercoated, I have discovered a most satisfactory temporary solution.

Having tried everything from black permanent marker to Fertan, the best solution to restore them back to black I have discovered is 'CarPlan Black Trim Wax'. You wipe it on but must then let it dry. It will last for the best part of a year before you have to reapply it.



4. For those that still have real teak decking on their boats, if it has not worn through (or like ours tries to come unstuck), you may be interested in knowing that 2 years ago we moved over to treating it on an annual (or bi-annual) basis with Boracol wood preserver on the recommendation of, once again, David Norman, of Marine & General Engineers Ltd. Though it does not bring back the original colour, and if you are happy to restore it to the clean silver-grey weathered colour, it is one of the easiest and most successful alternatives we have tried out.

As it is basically a biocide and wood preserver it works by killing off the mould and algae which lives in the wood surface.

Incidentally it also comes 'recommended' by Practical Boat Owner magazine in their February issue, and we have just bought a new 5 litre container of Boracol 5Rh from Advanced Chemical Specialities Ltd for £ 36 plus delivery. We will indeed continue to use it each year.

On my wife's suggestion I have also used it on our teak garden table to great effect!

COMMODORE'S COMPLAINTS

Why do fuel hoses perish always at the wrong time - at least this one was not on our Aquastar but on our old 4 HP 2-stroke OMC-Johnson outboard motor last week.

We had picked up the end buoy in the Clamerkin Lake reach of Newtown Creek and wanted to take the dingy to The New Inn for an evening meal. Fuel in at the top = fuel drips out at the bottom. Local wildlife and skipper not amused. Investigation showed that the two ends of the fuel hose had perished where they fit onto the fuel filter. Pub dinner unfortunately off - wife fortunately came to the rescue.

Back home we have just found a really helpful firm (Southcoast Marine, Mike Vincent, 01202-482695) who can supply the kinky moulded fuel hose and a new filter. If your outboard is very old (ours is from the last decade of the last century) do check the ends of all the fuel hose pipes.

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.

Price is £15.

Burgees are still 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 the following new members to the club:

Gary Neville - Aquastar 430, Temerity, moored at Beaucette, Guernsey.

Eric & Avril Richardson - Aquastar 33, Starwatch, moored probably at Lowestoft.

Dennis Kerr - Aquastar 48s, Aquila, moored at Largs.

Victoria Borwick - Aquastar 33, Vectis, currently moored at Portchester.

Martin Lofthouse - Aquastar 38, Tami Tass, moored at Crinan.

2) **Jim Cole**, who recently sold Jacana to Douglas Fisher, is looking for an Aquastar 33 to replace her.

Any information on this would be gratefully received by Jim at: sales@pedroboats.co.uk

3) **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

Dennis Kerr, recently joined (see above), writes:

Having sailed for many years in the Greek Islands and all over the west of Scotland we decided to have an easier life and buy a really sensible strong motor boat to take us anywhere in our advancing years. Having looked at Nelson's, Searangers and the like we were delighted to find Aquila our Aquastar 48s.

Aquila was for sale in Hamble Point Marina, a convenient 450 miles south of North Berwick east of Edinburgh where we live. We went south a few times to convince ourselves that she really was what we wanted, finally doing a deal with Ancasta and then discovering that the owner lived very close to us in Edinburgh and we have mutual friends. A small world !

Having done all we could ashore by way of antifouling, anodes, stern glands etc etc. We launched on 7th March and had the engines serviced by the previous owners recommended mechanic. All engine anodes changed, oil and filters, new belts, coolant etc.

We fired up everything seemed perfect for our shakedown cruise to her home base in Lags, a mere 750 miles away.

We had a very pleasant dinner in Hamble and filled the galley with sufficient provisions for our journey.

Day 1

We cast off on 8th March with a reasonable forecast and planned our first easy day to Weymouth, the plan soon changed when we hit enormous seas at the Needles and a new forecast of a gale later, plan B was put into action and we were alongside in Poole Yacht Haven by 1415.

Day 2 had us casting off at 10.15 and motoring down the buoyed channel, at 10.40 I went below to do my engine check and was a bit alarmed to see water gushing from the aft heads wash hand basin and on opening the engine room door was confronted with 2 feet of sea water washing over the port engine gearbox, we are sinking ?

I managed to shut the port seacock and stop the boat to investigate the problem, we anchored outside the fairway and started bailing fast, with the aft cabin bilge pumps on manual override and the manual pump doing well I got the water level down to a manageable level, just before the manual pump snapped off its mounting due to over enthusiasm on my part, an engine room bilge pump will be fitted soon.

On investigation we discovered that the source of the leak was the seawater cooling pipe from the oil cooler to the exhaust had parted company from the engine and had been pumping the sea straight into the boat not into the exhaust. Loose jubilee clips had caused the pipe to slide off. On checking the starboard engine we discovered the same fault. So much for professional mechanics Having dried everything off we got underway at 1430 and decided to go to Portland Harbour to rest for the night, we entered Portland harbour on a radar controlled approach as visibility had clamped down to near zero by 1620.

Day 3

We awoke to dense fog and had to wait until visibility improved by 1000.

Casting off we knew we were in for a day of radar and GPS plotting the entire day to our planned overnight in Dartmouth. We encountered heavy seas in the Portland race, but were happy that we had cured the engine problems and that the boat was running well, forecast 3/4 becoming S/E 4/5 later vis poor/mod. Aye right, pea soup !!

Day 4

As we still had many miles to go, I decide to change the gearbox oil in the port engine as the ingress of seawater had contaminated it and it looked a bit grey, having done that we set off for Falmouth, the forecast was reasonable and vis good.

Passing the Edystone Light at 12.45 the vis again started to deteriorate and we crept into Falmouth on radar with no visibility, my wife on the bow to aid our approach buoy spotting, we eventually got alongside at 1930 and refuelled for our next big push North round Lands End.

Day 5 Gale bound in Falmouth.

Day 6.

Having lost a day we decided to do an overnight passage from Falmouth to Dublin, missing out our planned stop in Milford Haven.

Cast off 0800 from Falmouth on a clear morning, what a nice change to be able to see where we were going. Passing the Manacles, Lizard Point and then Lands End our turn to starboard to head north was a great boost to our morale. Passing the Smalls the sea was settling down into a nice long swell and we had a pleasant moonlit night sail and arrived into Dun Laoghaire Marina at 0845 the following morning. Having refuelled at a very friendly Irish rate of 1euro a lt. we saved £300 on our top up in comparison to the rip off of £1.35 a lt in Falmouth, beware of harbour trusts !

Having had a wonderful lunch in Dun Laoghaire we went into Dublin on the train to see the sights. As in Edinburgh Dublin has a lot to offer, pot holes tram works and lots of static traffic, a life at sea beckons.



Day 7

saw us casting off in glorious sunshine for Campbeltown ,Mull of Kintyre. A great day at sea with spirits high and the boat cruising at 15knots enjoying its new load of Irish diesel. All was going really well until we entered the buoyed channel to the new Marina when the port engine non charging light came on, oh bother. On investigation I discovered the fan belt tensioner had run its bearing and decided to part company with the engine, lying in the middle of the engine room very hot to the touch. We went alongside on the starboard engine and as evening was upon us we decided to make enquiries on repairs the following morning. As there are no Volvo Penta agents within 150 miles of Campbeltown, and a new pulley being unavailable for days, we called in a favour from a local friend who had had an engineering business there. Hamilton Bros sent down their friendly local mechanic and he looked at the pulley and said, aye its a pretty standard looking bearing, I will see what I can do. 1 hour later he returned with the pulley fitted with a new bearing, (part no 6304) £6.50. I fitted the pulley back on the engine and we were back at sea by 1200.

Day 8

Or short trip to Largs Yacht Haven went without incident and we arrived at 14.30 in fine but windy weather. We had made it. We now know the boat inside out and know that she can handle anything that nature decides to throw at it.

As a precaution I have now changed the starboard engine tensioner bearing and am looking forward to a trouble free season.

If any member knows how to get the aft cabin aircon unit to blow warm air your advice would be most helpful. The main wheelhouse blows lovely warm air about whilst both cabins fight it with blasting cold air at their occupants.

Happy sailing to you all, and have a great season, and drop in for a gin if you see Aquila on the West coast.

Yours aye.

Dennis L Kerr

QUOTES ON BOATS

The original metric system was invented in England and has been used for several hundred years afloat.

The basis is the fathom - 10 fathoms make a shackle, 10 shackles a cable and 10 cables a nautical mile of 6,000 feet.

A nautical mile at sea level as we all know subtends an angle of one minute of the earth's circumference. This enables distances easily to be measured in nautical miles.

A handwritten signature in black ink, appearing to read 'Dennis L Kerr', with a long horizontal flourish extending to the right.