



# Club Newsletter

Summer 2018

## CONTACT US

Ingvar & Anna Svenson  
Twitten House, Furners Green  
Uckfield, Sussex  
TN22 3RR

phone : 01825 740467  
mobile: 07711 836274  
e-mail: inesvenson@gmail.com

## FROM THE COMMODORE

Don't forget our website [aquastarclub.co.uk](http://aquastarclub.co.uk)

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

The April 2018 on-line edition of the free 'Motorboat Owner' magazine will be of interest to those Aquastar owners who intend to join this year's club cruise in company with its in-depth article on the Torquay Marina, and for those looking in the opposite direction the March edition has an excellent guide to the Eastbourne Marina.

## 2018 Cruise in Company plans or Go West, young man, Go West

With due respect to the famous words of Horace Greeley, and not having been totally put off from boating by last year's rash of mechanical problems, Star (from its new home berth at the Chichester Marina together with Flight - also berthed there) plan to meet up with Gallant Lady and Kapana IV (both berthed at Lymington) at Weymouth on the weekend of June 30<sup>th</sup> / July 1<sup>st</sup> for a two to three week excursion.

The plan is to aim for the Scilly Isles, though we will be grateful if we get as far as Falmouth, bearing in mind the vagrancies of the British weather. Some of us may well remember that in the 2015 rally the weather was so uninspiring we all decided that Plymouth was quite far enough! Enjoyment rather than distance is of course the overall aim.

As mentioned in the Christmas 2017 newsletter as we are now consistently getting a low numbers of boats actually turning up 'on the day' for the annual rallies, and for the commodore doing the organising it gets rather embarrassing having to contact several restaurants, clubs and marinas each and every time someone pulls out, we have accordingly agreed that it would be simpler and more efficient if we assemble a nucleus of interested boats and then inform those others who may be interested of our provisional plans giving them the option of joining us for some or all of the time.

Marina accommodation, revictualing, places of leisure and refuelling can then be arranged as the need arises with a minimum of pre-organising (and multiple post cancellations!).

We will however continue to alternate for the foreseeable future each year between the Channel Islands + France and the south coast of England as this was the desired consensus from

the survey of member's wishes I did a couple of years ago. However should there be significant interest in alternative arrangements do please pass this on to me.

In addition to the 4 vessels mentioned above, to date we have had interest from one other boat to possibly join us after the first few days.

### NEWS FROM 'GEOFF'S YARD'

*At the yard we have been busy relocating our office to our St Peter Port address to replace the St Sampson's address as from the end of May.*

*Our new contact details are:*

*Aquastar International Ltd  
Pitronnerie Road Industrial Estate*

*St Peter Port*

*Guernsey*

*GY1 2RH*

*Email: [aquastargsy@gmail.com](mailto:aquastargsy@gmail.com)*

*Tel: 01481 244550*

*We have had a busy spring doing refit work and the relocating to the St Peter Port address.*

*The Aquastar Brokerage very active for the Aquastar pre-owned motor Yachts, priced right the boats find new owners.*

*Look forward to hearing owners cruising news and any refit, new teak decks etcetera, please let the yard know for end of summer booking in.*

### NEWS FROM 'M & G's YARD'



Aquastar 74 in the hoist



Aquastar 48 in the boatshed behind the tractor

*M&G has had a busy winter and now we are in to the usual Spring rush.*

*Our Boat shed at the main shipyard came on stream in September 2017 and has a capacity for six boats of mixed sizes.*

*My Aquastar 48 fits in there nicely and the largest boat we have had in is the Guernsey Seafisheries patrol boat Leopardess at 61ft. We can move boats up to 30 tonnes on boat trailer in to the shed and larger boats up to 75 tonnes are placed by our boat hoist in the yard. The boat shed allows us to undertake any work irrespective of the weather outside.*

*From August to November we shall be running our antifoul removal packages where we blast off the many layers of old antifouling back to the gel coat and we then apply from two to five*

coats of International Gel Shield and either two coats of antifouling or Copper Coat. Most boats will have this work undertaken indoors but if the boat is too large for our shed we will undertake it outdoors in good and settled weather.

We have an old Aquastar 38 in the yard at the moment which came in with fuel bug contamination. M&G are fabricating new aluminium fuel tanks as the originals have corroded through.

In 2017 we completed the Repower of a Jersey Aquastar 38 with a pair of Volvo Penta D6 370 hp and the boat is going very well (topping out at 28 knots). M&G are Volvo Penta dealers and the D4 or D6 go well in the Aquastar 38 so 180 hp to 400 hp per engine. If anyone is thinking about an engine replacement we have attractive packages in our quiet period from July to November.

If anyone is passing through Guernsey you are welcome to pop in to our yard to visit our chandlery or to discuss any potential work and see our facilities. Should you have any problems with your boat in the Channel Islands give us a call on 01481 243048 or out of hours on 01481 240599 or [Boatyard@mge.gg](mailto:Boatyard@mge.gg)

## FROM OUR TECHNICAL DEPARTMENT

### 1) Addition to ships spares.



After the experiences last summer of every boat on the rally having at least one mechanical 'issue', and especially in deference to that of Gallant Lady who discovered a cracked engine exhaust bend on its last day in Cherbourg, we have added the above to our ever increasing onboard store of spares.

The exhaust lagging may be purchased from A.S.A.P. Supplies amongst other suppliers, and we decided to buy two Holts bandages from Halfords having read the advice from a previous commodore (Member's news item 3 below).

## 2) Sir, your 15 year service is due (£s - lots of).

Star had its annual engine servicing done just before Christmas, and this included the important 200 hour tappet adjustments which are necessary for the 2002 KAMD 300 Volvo engines (280 hp and they do not have hydraulic tappets). We have since been mulling over the extra work we discovered needed doing at the same time, and it seems that, certainly for many of the Volvo engines at least, one seems to need to have a lot of extra cash available at the time they approach 15 years of age.

Not only being unused for most of the year, unlike a car, and sitting in a salty environment for all of it as well, is of course not ideal for boat engines. This is a list of the non-routine additional engine work which we have had to carry out in the last few years:

After 12 years - replace seawater pump seal and worn wear plate

- 'Rydlyme' descaling of salt water circuits (could have waited another year)
- replace turbocharger exhaust elbows (corroded through and one dripping)

After 13 years - replace crankcase oil separator traps (one blocked and leaking crankcase fumes)

After 15 years - turbos serviced (one with stiff bearings and the other with some blade damage)

- rebuild exhaust pipe bend flange (side against turbo corroded and leaking gas)
- one salt water pump drive dog (breaking up)
- service fuel injection pump (cage inside breaking up and scoring pump casing)
- service injectors - transom getting dirty, (new nozzles required as worn out)
- very close inspection of all cooler end caps with an illuminated video borescope.

(N.B. this November 2017 service was indeed an expensive one!)

## 3) No need to live with a drip.....

The lower helm on our 2002 Aquastar 38 had developed a small but irritating leak over the last couple of years whereby about one or two drips a day of hydraulic oil would drop off the bottom of the steering column behind the wheel. As my deck shoes often reside on the foot rest below the steering wheel this was beginning to become somewhat irritating to 'him who wore them'.

Advice received was that this was simply wear on the shaft seal and quite normal.

The Seastar service kit is obtainable from Hypro Marine of Lymington,

telephone 01590 681446, and their product code is HP6032. The cost is £ 27.16 plus VAT. It is very easy to fit and even comes with proper instructions.

We are now drip free.



**4) One of our new members** Eric Richardson, has an usual propeller shaft seal on his 1994 Aquastar 33. In case anyone else is trying to find out who made it he very kindly has asked me to pass on that the manufacturer is 'Profiseal' from Germany and here on the right is his photograph of it in situ.

**5) On Star our fresh water pump** seemed to operate every time we opened a tap, and ran all the time it was open in a departure from its usual more restrained behaviour.

We discovered that after unscrewing the tyre type valve from the top of the Jabsco accumulator we could use a fender/bicycle pump to re-pressurise the accumulator. The recommended pressure is 10 psi.

Normal operation of the water pump has been resumed with the pump now behaving properly!



For those boats that don't have one, the Jabsco website gives the advantages of having one as: *The Jabsco Accumulator Tank is intended for installation in any water system supplied by a pressure switch controlled water pump, for example Jabsco pressure pumps, as found on boats, caravans, motorhomes, coaches, and recreational vehicles.*

*The accumulator tank smoothes water flow and reduces on/off cycling of the pump by reducing the variation in pressure and flow between the pump and outlets in the system.*

*The even flow of water gives better control of hot water temperature especially noticeable with instantaneous gas water heaters and showers.*

*The reduced on/off cycling reduces noise from the pump motor, and from shock pressures (water hammer). It also reduces battery drain, and gives longer pump life.*

## **COMMODORE'S COMPLAINTS**

1) Some of you will remember my comments on the 'Scare Gull' back in my Easter 2016 Newsletter which I purchased to try and keep the seagulls off our boat in Brighton. It broke within one month of purchasing it. This I replaced with the slightly more expensive 'Gull Sweep' which lasted three months, though it did withstand the winter gales before deciding to give up. This was kindly replaced by our friendly Brighton Marina chandlery free of charge.

The replacement one survived the 2016/2017 winter, and in fact only broke just before last Christmas two weeks after arriving in our new home berth in Chichester.



I shall not be replacing it. They do not seem to be 'fit for purpose' as the plastic is the weak point on all of them as the attached photo shows.

2) Well this comment was not from me but from one Aquastar 33 prospective purchaser arriving in Plymouth to inspect Water Bear. He discovered that the council grandees had cancelled Christmas and instead called it the Winter Festival.

What is the world coming to - Tony Giblett over to you to save it!

## 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 also 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:

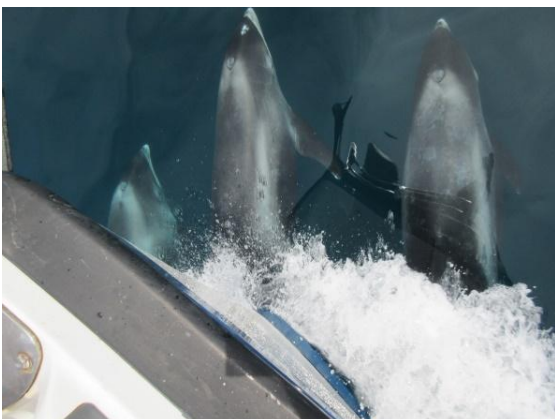
Mr Gerry Jackson - Aquastar 48, Lady Daphne, moored at Sant Carles de la Rapita, Spain.

Mr Bob Ashmore - Aquaster 34, Witchcraft, moored at Dun Laoghaire, Ireland.

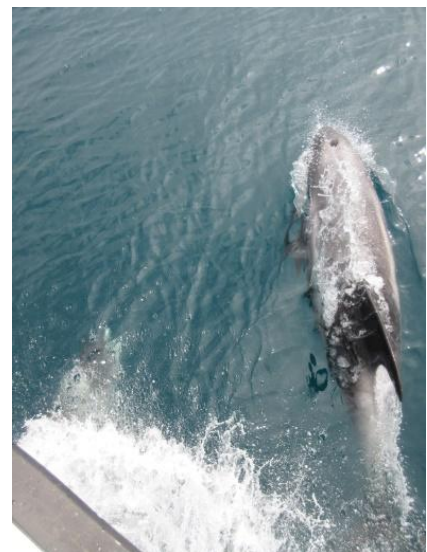
Mr Ronald Sandford - Aquastar 38 (stretched!), Cardones, moored at Bucklers Hard.

Mr Kevin Bird - Aquastar 27, Cygne, moored at Plymouth.

2) Message from Bob Stevenson of 'Arabesque' (Aquastar 38).



Having gone to the "Dark Side" some twelve years ago I expected that I would never again have the pleasure of being escorted by a pod of dolphins. I was sure the noise of Arabesque's



powerful twin engines would always deter these most friendly of creatures.

But in June Arabesque was returning to the Solent, passing south of the Eddystone light when a pod was spotted ahead.

I slowed to tick-over speed, six knots, to allow their safe passage but no, the whole pod headed our way and played off our bow wave for a good fifteen minutes before their leader called time and they were away.

### 3) Advice from a previous commodore - Nichola Lane.

Our last voyage on Timbo was completed with several Halfords exhaust bandages wrapped around the starboard side exhaust bend pipe. The boat was due to come out the water soon afterwards so a temporary fix had to be found. You might like to tell other owners that a whole bandage goes around the pipe less than twice if you want to keep some onboard!

### 4) David and Hazel Lewis (Aquastar 33 'Tiggi of the Towy') write.

#### DESTINATION ISLE OF MAN 2017-18

To fill you in on our journey story so far. We left the Towy Boat Club at Llansteffan on the morning of Friday, 25th August. Once over the Bar, we tested the autopilot several times and found that it was not working correctly. In manual mode, Hazel steered Tiggi for 40 miles to Dale at the entrance to Milford Haven. We were not able to secure a berth in Milford Marina so we motored about 10 miles up the Haven to Neyland, where we stayed until 31st August. There, we had a stroke of luck because on an adjacent berth, we met Trish and Mike Taggart who, by chance, had installed an almost identical Raymarine Autopilot on their vessel "Sontay" a few months earlier. They told us that their installation had been certified by Neyland Marine Services Ltd, who were agents for Raymarine installations and whose operatives service the electricals on tankers and other vessels in Milford Haven. We contacted a Mr. Gordon Davison who came a day or so later, proceeded to run some tests and upgraded the system through the Raymarine website. We re-ran the dockside wizard tests and then went out into the waterway, north of Coshston Point, where we circled to orientate our compass in a process called linearization. After this, we proceeded to test the pilot in both auto and track modes which worked satisfactorily. Having solved the autopilot problem we filled Tiggi's tank with diesel, left Neyland on Thursday, 31st August, setting off down channel to Milford Marina where we had booked a berth. Once in the marina, we visited the town to stock up our stores for the journey. On Friday, 1st September, we locked out of the marina at 0730 and set off down channel, heading first towards St. Ann's, then NW towards Skomer and were delighted to find that the sea state was fairly calm.

South of Ramsay Island, heading NW with turbo in, we were galloping along at 10 kn when suddenly South of the Bishop's Rock, the alarms went off, water temperature over the top and oil pressure low. Immediately we throttled back, proceeded to the stern and were pleased to see water coming out of the exhaust. We saw the dials slowly returning to normal and, after a while, resumed our journey at 8 kn; Tiggi was like a limpet sticking to our track across the Irish Sea to Arklow. We have not used the turbo subsequently but will discuss the problem later on in the journey.

After several days at Arklow, we motored up the coast to Dun Laoghaire where in sunshine, we let the wind blow the cobwebs away, as we walked south to Dalkey Island near Sorrento Point. On Thursday, we continued North, around the Ben of Howth to Malahide inlet, a narrow not very deep channel, between sandunes, part of the Fingal coast, where people have roamed since 6000 BC. It used to be an industrial town, producing silk, cotton and cod liver oil, today, it is a holiday destination, with a vibrant centre, where small traders of all descriptions abound and, of course, Guinness flows in every pub. The marina setting is both scenic and, we believe,



Tiggi outside Arklow marina

safe and Swansea planners could learn a thing or two from the architects who designed the flats around the western edge.



The entry channel with Hazel towards Malahide marina

Our original plan was to motor from Malahide to Carlingford Lough where, from Warrenpoint, we were going to enter a canal to Newry which you will recall was a hotspot during the troubles and then motor east across the Irish Sea to Peel on the Isle of Man. However, that night we heard a forecast which suggested that, probably six lows would hit the UK in the coming weeks. We took the view that it would be better to proceed to Holyhead, almost on the UK mainland, from where it is a short 5 hour hop to the Isle of Man and store her in Holyhead Marina until May 2018.

Then, with the hope of better weather and longer days, we could spend the month cruising around the Island and, perhaps at the end of May, see part of the TT Races.

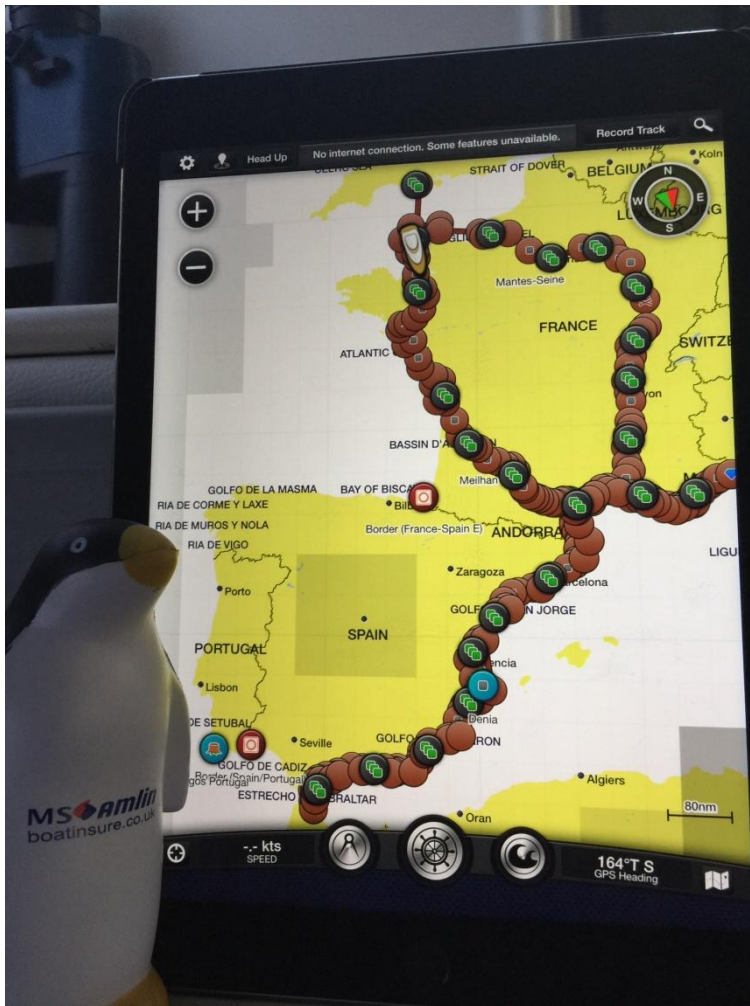
Over the next week-end, we visited a Castle, built by the Normans, where we saw an amazing painting of three family members where the faces and eyes of the children in the picture turned towards the viewer from any direction. Here we had found the "Mona Lisa" on steroids. That evening, we heard that the wind was moderating and changing direction which we knew would flatten the waves in the Irish Sea so we decided that, next day, we would venture out heading for Holyhead some 65 miles away. When we were more than 20 miles from the Irish Coast, the sea became lumpy and David retired to lie on the bed! He was in no state to supervise progress so Hazel was in complete command for over 5 hours. In the last 1.5 hours of the journey, when the sea had moderated and the tide was helping to make progress, we upped the revs. to about 2,150 which brought the turbo in and we did not have a problem. So, on a flat calm sea, we entered Holyhead Harbour in blazing sunshine on Sunday afternoon, the sun was so strong when we turned to the SW, even with our sun blinds fully drawn, we could hardly see where we were going.

We spend several days exploring Holyhead before we caught a train south through attractive border countryside with stops at rural market towns before arriving at the City of Cardiff, then West along the coastal belt to our home base at Llansteffan. This gave us an opportunity to look after our gardens for two weeks, finally picking sweetcorn, aubergines, melons, peppers and other vegetables to replenish our stores before heading back on the four and a half hour car journey to Holyhead.

Next morning, the Principal of Stuart Marine and deputy engineer on the Holyhead Lifeboat came to winterise our Perkins Sabre engine. Stuart Cramp changed the engine oils, fuel filters and checked the quality and concentration level of the antifreeze solution. Then, he took off the alternator drive belt cover, this brought into view a group of relays. As he investigated, a wiring screw fell out! Obviously, since the turbo problem at Ramsey Island, we had been journeying on a single screw thread and a prayer!

**5) Paul Blampied (Aquastar 33 'MoonSpirit') writes:**

PART 2 OF "FROM JERSEY TO AFRICA AND BACK", (part 1 was in the Christmas 2016 newsletter).



The route taken

To recap we left Jersey beginning 2014 up the English Channel to La Havre through the French inland waterways via, Paris and Lyon, coming out into the Med at Port St Louis. Along the French Med coast overwintering in La Grande Motte. 2015 more of France then into Spain where we overwintered at Cartagena. 2016 we continued down the Spanish coast until we got to Gibraltar, then across the straits to Ceuta in Africa and Morocco (encountering a huge whale in the Straits of Gib on the way back) before starting to head back travelling up the Spanish coast, expecting to overwinter in Barcelona but eventually ended up in France at Toulon to overwinter 2016/17. Which is where we last left the story.

### The continuation 2017/18

Toulon hadn't been our first choice (we had intended to stay at Port Forum in Barcelona but marina building caused us to leave) Toulon turned out to be a bloody cold place to overwinter, in hindsight there were far better places we could have chosen. There was not a single other British boat and only half a dozen live

aboard most of whom didn't speak English. We thought about moving on but costs and the winter weather was against us. Toulon marina had a very expensive day rate and a cheap monthly rate. The catch was the monthly rate was only available booked and paid for on the 1st of each month and if not booked you reverted to very expensive day rate. Every time month end was approaching, yes you've guessed, strong winds arrived and were forecast for at least a week, stopping us departing and causing us to book in for yet another month. But having said all that, Toulon's a nice city and we enjoyed ourselves. Being the home of French rugby it was a great place to watch the 6 nations.

Over winter MoonSpirit was lifted and bottom pressure washed. Strangely Toulon being a big port and French main Naval dockyard was difficult finding someone to service MoonSpirits TAM D P63 motor. There was the local Volvo dealers but they were booked months in advance, it took over a month before they came to quote on servicing and sorting a small oil leak from the Turbo. Clearly they had too much work, the €5000 quote was horrendous, much of it being the turbo rebuild. Luckily we then bumped into Patrick an Irish dude at a nearby port, looking after a sail charter fleet. Patrick put us in contact with the mechanic who maintains his fleet. The mechanic run up the motor, took one look at the Turbo and said (in French via my mad French friend Richard who was translating) nothing wrong with that apart from a split oil return pipe. (Richard explained the French tend to have three prices:- one for locals, one for idiots from Paris and one for foreigners) His quote to service the motor and repair the turbo oil pipe leak (just a leaky pipe, but turbo had to come off to get at it, so including a turbo de-coke) a far more respectable €1,100.

We departed Toulon 28 March. This supposed to be our final year in the Med before returning home to Jersey We wanted to get going early and see some more sights first. Heading east from Toulon we got to see Antibes, Saint Tropez, Cannes (Cannes was lovely and a remarkably cheap marina to stop at, only €14 a day, if only we had made it this far before

stopping for winter) Beaulieu sur Mer, Monaco (nice but expensive, so we only stopped one night) then to San Remo in Italy. San Remo was lovely and we came to the conclusion we want to see more of Italy. We spent several days in San Remo agonizing over;- do we continue further into Italy ? or turn around and head home to Jersey (as we had been promising everyone at home) to really see Italy we decided would need at least another full year. In the end it came down to the toss of a coin. (Italy lost)

10 April we departed Italy heading back West. It's time to head for home. Doing our best to call in at any French ports we'd missed while going east. Frejus and Gruissan being the two French places that stand out. (If we ever had enough money to buy an apartment overlooking a marina in France it would be one of them,). On 17 May we left the Mediterranean at Port Nouvelle, turning into the French Canal System to transit through the Canal du Midi.

A week in Toulouse the mid point of the canal system to catch up with friends who live there. We also got chatting to a English guy called Neville who had also just arrived in Toulouse with a boat he had bought in Italy and was slowly heading back to the U.K. with. Interesting chap who turned out to be involved in marine conservation, now my daughter had recently finished studying Marine biology at Plymouth University and was looking for a way into marine conservation or getting to do study for a PhD. Phoned daughter back in Jersey handed the phone to Neville and asked him to talk to her. (6 months later with the help of contacts provided by Neville daughters is now engaged in a PHD study) it was a good chance meeting.

Unfortunately a few days after leaving Toulouse and Canal du Midi becomes the Garonne canal we only got as far as Moissac when the bow thruster failed (most essential on a single engine boat) We back tracked up the canal to Castelsarrasin where a helpful Christophe at boatyard Fluvial arranged to lift MoonSpirit out. The old Nobles bow thruster had burnt out. We had expensive decisions to make. Nobles no longer in production used a different size tunnel and different mounting method to other bow thruster manufacturers. The motor and thruster drive are one unit, they don't separate. Christophe could send the unit off to be rewound or he could order and fit a new modern unit fitted. The rewind would take a couple of weeks but cost more than a new thruster unit. A new thruster on the other hand although initially less would entail the additional cost and time of cutting out and fibreglassing in a new tunnel, more expense and three weeks. We went with the rewind option to be back in the water within 2 weeks. The Nobel's was sent off, two weeks turned into more than a month (the rewind place closed down for annual French holidays) before it returned. It would in hindsight been quicker to get a new one fitted.

Castelsarrasin is a lovely scenic nice rural French town, but not somewhere to be stuck for a month, out of the water in a July heat wave. (Boat air conditioning doesn't work when you're living on board on the hard, the air con needs water to circulate) we left the boat for one of the 4 weeks catching the train back to Toulouse to be in an air conditioned hotel and meet up again with our friends who live there.

Thruster repaired we continued our journey, finally locking out through the infamous lock 52 into the Garonne river on 24 July. A rather wet and windy day. For the first time in ages after or the slow tick over canal speeds there was parts of this wide very fast flowing river where MoonSpirit could finally blow some cobwebs out of the exhaust. Unfortunately Bordeaux inner basin was closed due to refurbishment works and we had to use a river pontoon. This was not good, we had intended staying a week to get to know Bordeaux but the speed of the muddy brown river scared us, the river flow past MoonSpirit moored to the pontoon was so fast I'm convinced I could have water skied behind the stationery boat. Even more scary was seeing whole enormous trees washing by, that night we didn't sleep well hearing river flotsam scraping down the side of the boat, we are only a 33ft boat, getting hit by a full sized tree at that speed would have been enough to have holed us.

We departed Bordeaux early the next day, windy and still raining, a very fast and turbulent river run down the Garonne stopping, for several days at Pauillac then on to Royan, most of the time the fast moving river at times making us feel like we are white water rafting, except the white water was the consistency of dark brown soup, even the spray hitting the screen was turned into

muddy streaks by the windscreen wipers. We spent a week at Royan waiting for the weather to calm down, (welcome back to the Atlantic!) We had a lovely walk from Royan to find the memorial to the SBS cockle shell heroes of WW2 and marvel at the way they had managed to travel along the river that had thrown our 33 ft boat about but doing it loaded down with limpet mines in flimsy fold up canoes.

We spend a lot of time waiting for the wind to drop. Leaving Royan is not simple in a small single engine motor boat. Only an hour of slack water 14 miles further downstream from Royan when the outgoing river balances out with the incoming Atlantic tide, little idea of sea conditions until your out of the estuary. Then it's a long hop around ile d'Oleron to get to La Rochelle. The inner route inside the island is a lot shorter but everyone advised against it, something to do with fast tides and over falls. We opted for the outer route which is longer and fully exposed to the Atlantic with just a tidal fishing port which does not welcome pleasure craft as a possible bolt hole. (A bit of a concerning trip for a small single engined Aquastar which had spent the last three years on rivers, canals and a relatively tame Mediterranean)

31 July the wind had dropped, but and not wanting to leave Royan in the dark, I compromised on departure time leaving an hour later than ideal as dawn was breaking. Once out it was apparent the wind had not dropped as much as expected, the rougher than expected water slowed us further. By thirteen miles out we had by now totally missed the river tide balance of slack water and had to turn back.

Two days later on 2 Aug in perfect conditions catching slack water exactly we had a lovely run to La Rochelle, securing a berth in the inner basin, we love La Rochelle and stayed for two weeks followed by three days at Ile de Re.

Our month stuck in Castelsarrason meant we didn't have much time to spend along the Atlantic coast and on 18 August we passed through the Arzal barrage into the Vilaine river. Nice run up the Vilaine to Rennes then through the Rance canal system to St Malo where we were stuck in bad weather for a week before the final hop back to Jersey on Sunday 17 September 2017. We had covered 5,450 nautical miles.

The winter period, Jane managed to find a six month work contract (thank you Jane it's given us the money to renovate) Me I have spent all winter, a total gut and refit of MoonSpirits interior. New headlining, wall coverings, revarnish all woodwork, replace all lighting, upgrade the central heating, new carpets, complete new heavy duty stainless steel canvas arch with built in dingy davits etc.



Entering La Rochelle



Just arrived back in Jersey - flying all the flags



Master cabin refit



New heavy duty s.s. canvas hoop, incorporating dingy davits

At the time of writing (Easter 2018) the refit is complete and MoonSpirit is now out for anti fouling. Janes work contract will finish middle of May and we're planning to go in company with another Aquastar (an older 32 foot aft cabin Aquastar Revilo) on heading towards La Rochelle for the summer.

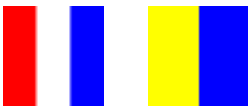
### WORDS ON THE WATER

You can say a lot at sea by just raising flags. Here are some signals that our navy should still recognise. I trust those on our cruise in company this year will at least remember the last one!



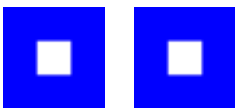
**O L**

Heave-to or I will open fire on you



**T K**

I require provisions urgently



**P P**

I am emptying my tanks



**G T**

I require ice and lemon !