



Club Newsletter

Summer 2019

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FROM THE COMMODORE

Don't forget our website aquastarclub.co.uk

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

The January 2019 on-line edition of the free 'Motorboat Owner' magazine will be of interest to those Aquastar owners who are thinking about visiting Falmouth, and the February edition has another very comprehensive destination guide to Honfleur. The April issue of Practical Boat Owner also has an interesting article on lithium batteries as an option for the domestics.

APRIL SHAKEDOWN OUTING

Partially to ensure all is running well after all 8 of our heat exchangers were taken out for servicing last winter (see 'Commodore's Complaints 1' article below for details), and also for Gallant Lady to further ensure her two new engines are running sweetly, the two of us left on Sunday April 7th and met up at Yarmouth for dinner at our favourite 'lava stone' restaurant 'On The Rocks'.

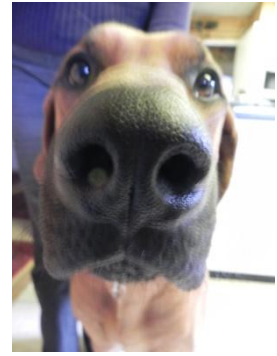
Any visit to Yarmouth is incomplete without a walk along the old railway line (with the ship's dog) down the Yar to 'The Red Lion' at Freshwater.



After two nights we moved to Bucklers Hard for the next couple of nights, where we were most impressed with their totally new shower + toilet block.

Because of the heat exchanger work Star had had done we 'drove' the 25 miles to Yarmouth at displacement speed so as not to work the engines too hard on their first outing and the final oil and water levels were as at the beginning. However on the shorter 11 mile trip to Bucklers Hard we did wind them up to 16 knots and after letting them cool down the checks on the next morning showed a cupful of coolant in the engine room and both plastic tanks down by a good ½ an inch to well below the minimum! A detailed under floor inspection could not find any leaks, so the puddle was mopped up and the two expansion tanks topped up to their usual level.

At Bucklers Hard no visit is complete without a walk along the river (with the ship's dog) up to Beaulieu where we had our usual prawn salad at 'The Old Bakehouse Tearoom'. The crew of Gallant Lady agreed it was the biggest and the best prawn salad they had ever eaten. Next door is the small shop where we also pick up our newspaper - they informed us that with effect from the end of this month they will no longer be selling newspapers as they were in fact losing a couple of hundred pounds a week providing this service. Unfortunately there is no other shop in the village that does so visitors to Bucklers Hard will have to do with only being able to receive ones on the weekend in the main months of the year from the marina.



That evening for dinner we checked out the 'Yachtmaster' bar at the local 'Master Builders' as is customary - we were not disappointed; it was as brilliant as always.

The last two nights was spent by us alone at Bembridge as Gallant Lady had a family event to prepare.

Alone was almost the right word, we had never seen Bembridge so empty, just as well in fact because with only three of the four toilets working one rally would have seen the start of the usual queue forming for the facilities. They are hoping to have the long overdue new and bigger facilities started towards the end of this year .



Again no visit to Bembridge is complete without an evening meal at 'Baywatch on the Beach' where the owner Paul said that it had only opened for dinner the previous evening; interestingly when we visited last April we had dinner there on the very first night that it had opened for the season!

Back in the 1960s and 1970s on the other side of the harbour was a depository for old MTBs and MGBs when there were over a dozen of them. I remember visiting inside one on many an occasion in those days. Unfortunately this is the very last one there, in a sad state indeed. Its plaque reads:

- Motor Gun Boat no. 320, Little Hampton, Sussex, 1941,
- 12th Flotilla, Great Yarmouth.
- D-Day 1944.



An inspection of the coolant water levels revealed that they had both dropped again to below the minimum, but this time there was no water in the engine room. This confirmed that there had been in fact no leak but instead the tilting up of the bow of the boat on the faster non-displacement trip had moved spilt liquid from the service, which had not been mopped up, and had most likely been hiding under the battery compartment. They were duly topped up a second time, a total of $\frac{3}{4}$ litre into each coolant tank.

After the final trip back to Chichester at normal engine speeds we were pleased to see that no more topping up was required and hopefully we can now assume that all the air has been eliminated from the freshwater cooling system and that the normal levels will remain. Now just need to refill my 5 litre container of 50-50 ready-mixed coolant-inhibitor.

2019 CRUISE IN COMPANY. (Bookings are now closed).

The current line up is for the same three Aquastar 38s that last summer went to the Isles of Scilly, together with an horary 37 foot Windy from our local club (the Chichester Yacht Club), which does go rather faster than us Aquastars.

We will be joined by three other Aquastars at St Peter Port for the club dinner. The itinerary is:

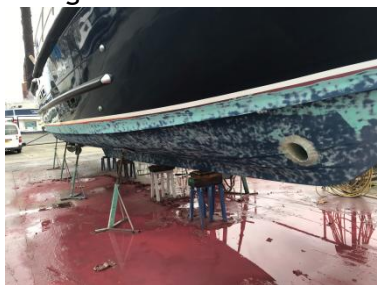
- Depart June 20th for a couple of nights at Cherbourg,
- Take in Alderney - only if weather is amenable, for a night or two,
- Guernsey for several days including opportunity to fuel up, do some sightseeing and check out those crab sandwiches at the Pleinmont Beach Cafe,
- Aquastar Owner's Club annual dinner on Monday June 24th, at the Guernsey Yacht Club,
- Marine & General Engineers Ltd have very kindly offered to show a group round their works on Tuesday 25th to see what they do, how they do it, and give a Q&A session on boat maintenance.
- Carteret - tides permitting, and/or
- Granville -tides permitting,
- St Malo, and possibly the River Rance, or
- St Cast,
- Guernsey, to refuel, prior to returning home, (via Cherbourg for at least one boat!), by July 11th or 12th at the latest.

NEWS FROM 'GEOFF'S YARD'

Concentrating on brokerage and engineering work, including stabilizer maintenance, layout changes and spring refits.

NEWS FROM 'M & G's YARD'

Doing a lot of abrasive blasting off of old antifoul. This is followed by filling where required,



degreasing, then the application of 5 coats of International Gelshield before the two coats of antifouling.

We have replaced the fuel tanks in a Jersey based Aquastar 38 where the aluminium tanks had corroded through.



In addition a fair amount of teak work was carried out. The picture above shows a new heavy duty swim platform (using 45mm stainless steel tube) fitted with solid iroko planks on an Aquastar 38.

The larger picture above shows the same Aquastar 38 aft cockpit. In fact this is the one we re-engined two years ago with a pair of Volvo Penta D6 370 hp diesels with new gearboxes, shafts, propellers etc!



Ever since we became energy conscious and changed our old bulbs to LEDs, we have found that those in the saloon may be great for reading and my wife's tapestry work, but if entertaining, or especially watching TV, they are rather too bright and dazzling.

After a perusal of the internet and numerous questions later, a firm called LEDSave Ltd was found to be able to supply just what was required.

This consisted of 5 metres of 5050 RGB+W LED strip. 5 metres was in fact the length required to go below and behind the roof lining where it covers the side curtain rails on a 38.

The warmest light that was available was 3000K (2500K would have been even warmer but was not available to the DIY market).

As the kit was to be 12 volt powered no transformer was required, only a remote control transmitter plus a wireless receiver. The whole kit cost £ 59.50 and the few inches that were left over are shown in the first of the two photos.

An unused dashboard switch - one that actually said 'Upper helm fridge' was utilised for the power source and fortunately the fuse rating was just sufficient for the new requirements.

This picture shows the finished effect in 'white' mode (with a couple from a neighbouring boat of the 'rag & stick' variety). All colours and colour combinations are possible from the remote controller, as well as brightness, and should the need ever arise, various combinations and speeds of disco style lighting.



3. Index of technical information from previous newsletters.

I have produced a listing of articles/snippets which I have written of a technical nature from previous issues of the newsletter and put it at the top of the 'Newsletters & Articles' page of the website. I include a copy of it here for your information: -

- Summer 2019
 - water filtration
 - LED lighting
 - Volvo KAMD300 heat exchangers
- Christmas 2018
 - Fuel polishing systems & fitting
 - gelcoat polishing
 - Bembridge Bar
 - wi-fi booster
- Summer 2018
 - steering column oil leak
 - fresh water accumulator pressurising
 - 'Scare Gull' v 'Gull Sweep' update
- Christmas 2017
 - rudder stock greasing
 - 'Aspen' premixed 2 stroke petrol & ethanol in fuel
- Easter 2017
 - replacing a sliding door lock on a 38
 - water injection bends (on KAMD 300)
 - renovating black powder coated engine controls
 - 'Borocol' teak deck treatment
- Christmas 2016
 - shaft brushes
 - 'Plastimo' anemometer repairs
 - ships radio and AIS interfering
- Summer 2016
 - fuel consumption of clean v dirty hull
 - battery monitor issues
 - shore power monitoring update
- Easter 2016
 - 'Scare Gull' v 'Gull Sweep'
 - Aquastar 33 fuel consumption curves
 - Volvo KAMD 300 fuel flow monitoring kit
- December 2015
 - fridge - mains v 12 volts supply update
 - AIS signal monitoring software
 - shore power monitor
 - 12 volt relay issues
- January 2015
 - fridge - mains v 12 volt supply issues
- September 2014
 - fuel bug

COMMODORE'S COMPLAINTS

1. Heat exchangers - all 8 of them...

At the back of my mind was the unfortunate experience of one of the other 38s two summers ago between Sark and Guernsey; one of their engine oil coolers unfortunately dumped all its engine oil in the bilge.

On each of our 2002 Volvo KAMD 300s there is one for each the turbo air, engine freshwater coolant, gearbox oil and engine oil coolers. As we believe they had never been removed for inspection, and the last time the salt water cooling system had been descaled was 4 years ago, we were advised that they should be removed and inspected, and descaled at the same time. This left hand photo shows the corrosion on the joint of the port engine oil cooler end cap with the main body. Due to corrosion the 'O' ring seal at the end was only just holding! The right hand photo shows the cleaned inside tube with a bit of the rim missing where the 'O' ring sits. All 7 of the other ones were found to be fine. Our local firm in Chichester recommends a descaling (with Rydlyme or equivalent) at least every 2 years.



2. This is the main and original 2002 engine room bilge pump. Unfortunately it has historically always sat on a slowly increasing pile of rust and this was found to be due to its base being made of mild steel.



A replacement new one on EBAY costs in excess of £ 500; so.....

The mild steel mounting was almost rusted through so the rust was removed, treated, and finally coated with Hammerite.

In rough weather water comes into the engine room through the engine room air intakes (a design 'issue') and swishes across the engine room floor on its way to the bilge. To help stop the pump base sitting in salt water any more a mounting base was cut out of a nylon-type bread board and this further raised by sitting on rubber grommets.

As it was taken out of the boat we thought we should take the opportunity to check the impeller. As you see from the picture it was very stiff and one vane had even broken off. Force 4 quoted a two week wait so one was ordered off the Jabsco website and arrived two days later (at a cost of £22 + VAT + delivery).

The pump is a Jabsco 23920-2213 (the literature says 'up to 50 litres a minute')

The impeller is a Jabsco 7273-0003B.

Anyone else not checked their bilge pump impeller recently.....?

3. Ever since purchasing Star 5 years ago, we have been slightly concerned about evidence of recent (salt) water in the flat bilge area below the rear cabin floor. Apart from the one obvious source being in the sump of the 'keel' coming out when the front of the boat is tipped up, (it get in there from the poor design of the 38 air intakes), I have found it / another source.

The generator exhaust pipe from the generator goes through three grey boxes (water lock then silencer and finally the anti siphon), with all 6 connections double jubilee clipped. However all 12 jubilee clips were loose! These had most likely worked loose over the last 16 years of use - now all is tight and hopefully watertight to boot!

4. Last summer we were getting slightly concerned about the port engine hunting around 2750 rpm if we were increasing our speed slowly, as we do when warming up the engines. It often took several attempts for the engine to pick up when we wanted to go faster than 2750 rpm.

On our Volvo KAMD 300s the turbo is supposed to cut in around 2000 rpm, with a small overlap with the mechanically powered supercharger from which it takes over (see page 2 of my Christmas 2018 newsletter - yet again the turbo boost gauges which we fitted upon buying the boat proved invaluable in helping fault find.). An extract from the workshop manual explains further how the two are supposed to operate in conjunction with each other:

The mechanical compressor (supercharger) boosts the engine through the turbocharger (and the charge air cooler). When the turbocharger begins to boost and the turbocharger boost pressure exceeds the compressor pressure by more than atmospheric pressure the check valve opens and air is supplied to the turbocharger directly from the air cleaner. The engine becomes an exclusively turbocharged engine. The check valve consequently remains open even when the compressor is disconnected at a drop in engine speed; the engine takes air directly from the air cleaner.

We were advised by Volvo that the flap or 'check valve' could be sticking and to replace the unit. This I did whilst at Berthon Marina in Lymington and we subsequently noticed a significant improvement. However there were still a few remaining coughs and hesitations when we slowly went through that speed range. The helpful man from Volvo said that the next thing to do was to investigate the engine EDC (electronic control unit) which could also cause that fault as it incorporates the air pressure sensor.

As a replacement EDC is significantly more expensive than a new 'check valve' assembly, we decided that when the annual engines service was carried out in the following November we would first get the engineer to swap over the EDCs between the two engines and see if the problem moved to the other engine. This was duly carried out, which naturally then additionally necessitated a recalibration of both the lower and upper helm controls!

Our April Solent based outing surprisingly did not show up any problems on either engine so we will see how the summer cruise goes.

MEMBER'S NEWS

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

Mr William Mason, Falcon11, Aquastar 33, berthed at Dartmouth.

Mrs Di Haynes, Amazing Grace (was Patience), Aquastar 45, berthed at Dartmouth,

Mr Adrian Clayton, Romaniki, Aquastar 33, berthed at St Peter Port.

REGALIA



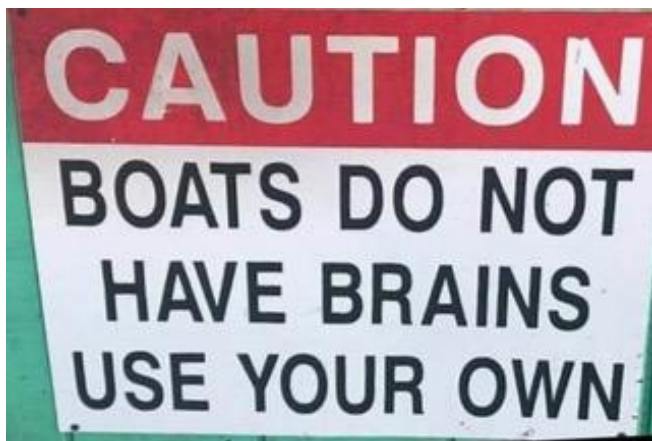
We have some very good quality club ties and these are available by post. The design is shown here and the logo is woven into a dark blue tie and is very smart. The price is £15.

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.

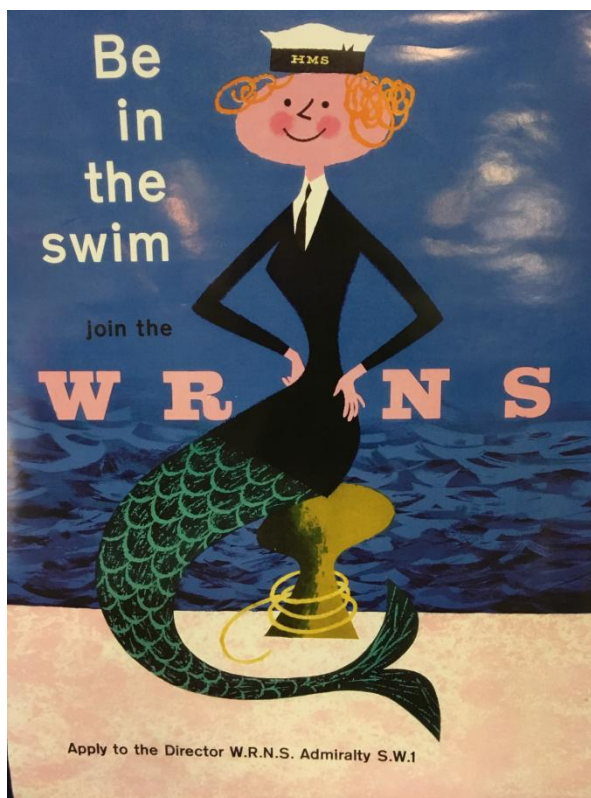
Payments made electronically are most convenient, and help keep our costs down. Please send an email so we know we are to expect a payment, and to what it relates, (burgee, tie etc.):

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

QUOTES FOR BOATS



Seen in a marina



Seen in a submarine