



Club Newsletter

Christmas 2019

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FROM THE COMMODORE

Don't forget our website aquastarclub.co.uk - any suggestions for improvements gratefully received.

The June 2019 on-line edition of the free 'Motorboat Owner' magazine will be of interest to those Aquastar owners who are thinking about visiting Emsworth, which is in fact only 5 miles from Chichester, and for those wanting an excuse for visiting Normandy, the September issue has one of their brilliant destination guides for Dives-sur-Mer.

For those intending on visiting Bucklers Hard over the winter months, it is closed to visitors until April 2020 for phase 1 of their improvement program.

2019 CRUISE IN COMPANY.

Thursday June 20

The only boat going anywhere was Gallant Lady who left early from Lymington for a rendezvous with the shops of Calais. Of the other three, incidentally all based at Chichester, only Star was able to make a break for it, and not so interested in the Calais shops but more interested in the fact that the wind strength was projected to be half the next day, left after a leisurely lunch for Yarmouth. We were caught out by going south of the North Sturbridge north marker, which is not normally a problem, but with a strong wind over tide the sudden reduction of depth above chart datum from over 20 metres to just 4 metres really made us feel like being inside a washing machine! Of the other two, Flight managed to have a new potentiometer fitted and calibrated to the lower helm controls by tea time, and the honorary Aquastar Oxbow, was relaunched the same afternoon having been out to deal with a bent propeller.

Friday 21

In order to arrive at St Peter Port after one could get over the sill at 7:05 pm and have the tide with us most, if not all, of the way, we worked out that leaving at 2 pm also allowed us to get past Hurst Castle and The Needles at slack tide if we did an average speed of 16 knots. All worked out with a pleasantly comfortable and relaxing trip at 3000 rpm and after a short wait on the waiting pontoon whilst the marina were organising themselves we were tied up and having supper.

Saturday 22

New members Adrian and Fiona from Romaniki dropped in for



afternoon tea on board Star, and in the evening Oxbow arrived direct from Chichester and Gallant Lady from their couple of days in Cherbourg.

Sunday 23

The eight of us took a 61 bus to Pleinmont where we had a beautiful walk round the coast up to the old German fortifications. This was followed by the customary crab sandwiches at the beach cafe. In the evening Star hosted the traditional “Pimms on the Pontoon” and just after sitting down on board Flight arrived and joined us. 5 litres of Pimms were consumed by the 10 of us!



Monday 24

Aware that the height above sill gauges either side of the entrance to Victoria Marina are slightly different, your commodore decided to watch them as the morning tide started to flow in. His conclusion was that upon exiting deduct 2 decimetres from the port gauge and deduct 1 dm from the starboard gauge to be safe. Flight, Gallant Lady and Star took the opportunity to go to St Sampson's to fill up with 56 pence per litre fuel. The Guernsey Yacht Club hosted 17

for the annual dinner, with the wine being paid for by a small surplus on the club accounts (in previous years it had been kindly provided by Geoff Wilson of Aquastar and David Norman of M & G Engineering). A very difficult quiz of 25 nautical questions was set by the commodore with the prize kindly provided by David Norman. The questions were designed to be thought provoking and interesting rather than easy (i.e. question 8 - where was 'The Claw of Archimedes used?'). The winner with a most commendable 7 1/2 were in fact the newest members to join, Adrian & Fiona Clayton of the Aquastar 33 'Romaniki'.

Tuesday 25



Taking the number 12 bus, 9 of us converged at M & G Engineering for the morning tour of their works (three of the ladies preferred to go shopping

for some strange reason). David ensured staff members from each aspect of boat maintenance, servicing and repairs were on hand to answer a huge variety of questions, covering hull blasting, antifouling, anodes, tubestacks, turbochargers, gelcoat and decking. There was one table covered with a fascinating collection of engine parts which had failed. One attendee even brought with him the inner workings of an electric loo with him for attention!



We were most kindly given discount vouchers to spend in their chandlery, which as it of course had to service their own workshops, was stocked with all those lovely and unusual items one normally has great difficulty in sourcing. The right hand photo above shows that one can still buy 2 stroke engines if you want.

Dinner that evening for all 11 of us was at the favourite 'Pier17'. A scrumptious meal was enjoyed with local fresh fish chosen by most.

Wednesday 26

As the weather had unfortunately turned, and so the trip to Carteret for the Thursday market was off (projected force 5 gusting 8), Fiona Clayton (the winner of that infamous annual club dinner quiz) came to our rescue. She most kindly arranged an expedition for that morning to the world renowned Raymond Edison Clematis nursery / The Guernsey Clematis Centre, where she worked. After a certain manufacturer of spectacles they are the next largest employer in the island in the manufacturing sector. As the largest breeder in the world, not only do they propagate and sell to



countries all around the world, but additionally have a spectacular research section where as well as creating new varieties, they are looking for the holy grail of normal sized ones, the yellow clematis. That afternoon Star and Oxbow visited the St Peter Port aquarium. Gallant Lady hosted refreshments on board that evening for the same 11 where David Monks of Reserve (nee Water Bear) introduced us to the Royal Naval Tot Club of Antigua & Barbuda rum traditions - need I say not a lot can be remembered about them..... Evening weather warning in the marina office showed gusting storm force 10 imminent - definitely time for an extra shore line or two.

Thursday 27 & Friday 28

For those not wanting to peruse the shops, free time was had either cycling round the island or visiting places such as the German Naval Signals HQ and Sausmarez Manor.



Saturday 29

The break out - a lovely sunny morning with a nearly flat sea saw Flight leave for their relations in Carteret soon after 7 a.m., Reserve leave for Dartmouth (after having had work done at M & G Engineering), whilst Star, Gallant Lady and Oxbow took the 3 1/4 hour trip to St Cast arriving 14:20. Even though it was not school holidays it was difficult to find a berth. No one was there to either answer channel 9 or guide us into an appropriate berth - we later discovered that this was because we inconsiderately arrived in their lunch hour! Interestingly we were told later arrivals the previous day had been turned away. Seeing the pattern of empty berths over the next few days it definitely appeared best to try and arrive late morning rather than early afternoon to avoid disappointment.

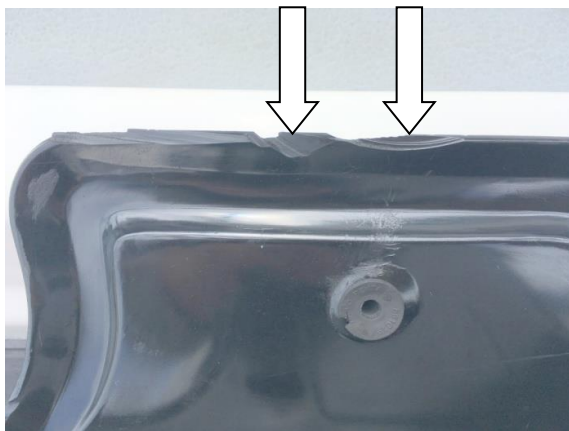


Sunday 30

Having acquired Star complete with fuel bug (which was dealt with by M & G Engineering four summers ago when we arrived on one spluttering engine) I still check the primary Racor filters at appropriate intervals.

Whilst doing this however I discovered that the port engine room floor was covered by a sponge like black dust which had also congealed into larger lumps (see photo above).

Though it was just like the black insulation under the floor that was all surprisingly intact. I remembered that engine was squeaking when going slowly at the beginning of the trip, and a closer inspection found a loose alternator belt and also chaffing marks on the plastic belt cover. The logical deduction was that a loose belt had as well as slipping been rubbing on the cover.



After hoovering up the black dusty and fluffy stuff, the standoff support for the cover for the three belts was adjusted, the cover edge itself was filed smooth again, and the belt tightened. In fact another belt was tightened and one on the other engine too. All belts had actually been changed in last winters annual service, and despite being reassured that they will not subsequently need their tension checking, obviously they do! If that does not also solve the small squeak, that would indicate that a bearing on one of two belt idler pulley wheels would need replacing as well (but it is a 17 year boat after all!).

Due to the forecast of high winds against us for the next 4 days (and it was gusting 6 in the marina on Tuesday), the proposed visit on Tuesday to Carteret for two nights then Dielette for two nights, was put on hold until Friday when we could hopefully decide whether we could include Carteret or go direct to St Peter



Port. The time was spent enjoying the town, the huge local market, cycling and walking along the lovely coastal path along the peninsular and basking in the sun. Upon discovering that the cost of a scenic bus trip to St Malo was available for 2 euro we took that opportunity too with absolutely no hesitation.

Friday July 5

The three boats left at what must be the only early morning start of 7:30 local time. We had a smooth voyage to Carteret arriving within 5 minutes of high water, mooring to mooring taking exactly 3 hours to do the 51 miles. As it was into the summer season of July we all had the privilege of being met by a tender which found a nice finger pontoon for each of us, whereas in June it would have been the traditional free for all rafting on the one visitors pontoon. Flight were still there to greet us all. A quick look in the engine room under the port fan belts showed that the adjustments made earlier had worked and there was no new mess under or around them. However the gauge for the rear holding tank had been stuck in the red for best part of a week by now, and despite a half full tank sloshing around on the passage over it did not move, and neither did filling it up from the nozzle on the top from a hose till it was full. A quick open circuit and closed circuit test showed the gauge was working fine, and as this was a repeat of what happened last year when i had to take the sender out and dismantle it, it was decided that after 17 years it was time to pay out for a new one from Wema UK (01202-929346).



They had provided the original one. For the record they most helpfully advised us that we also had to order a reducer so the new 1 1/4 diameter thread fitted in the original 2" BSP tank hole. Interestingly the cage of the new one is stainless steel rather than the plastic of the original one.

Saturday 6

Having missed the Thursday Carteret street market, we were delighted to discover that the neighbouring town of Barneville, only half an hours walk inland, had a large one. We were not disappointed and we all did our bit for the local economy. Flight left for a night in Alderney prior to returning to their home port of Chichester.

Sunday 7 After all the big plastic



fantastics had competed in the 'first over the sill' competition, Gallant Lady and Star left in a more leisurely manner, for St Peter Port, followed even later by Oxbow.

Monday 8

Oxbow went to M & G for a couple of days work to be done, whilst after refuelling at St Sampson's the remaining two boats left for two nights in Cherbourg.

Tuesday 9

Some of the day was spent in the huge Carrefour, but most was spent visiting Le Redoutable, the first French nuclear ballistic missile submarine. Both that and the adjoining exhibition of the Titanic were amazingly presented, and are indeed a must for any visit to Cherbourg (allow around 5 hours).

Wednesday 10

Gallant Lady left for Yarmouth mid-morning, and Star left passing Bembridge well under 4 hours later. Despite force 3 forecast that morning, the channel was like a millpond - no wonder we had the smoothest and fastest crossing ever.

2020 CRUISE IN COMPANY

Star (from its home berth at the Chichester Marina) plans to meet up with Gallant Lady at their home port of Lympington's Berthon on June 12th and have set aside three weeks to go west.

As well as intending to visit some of the traditional favourites of Poole, Weymouth, Torquay, Brixham, Dartmouth, Salcombe, Plymouth (Mayflower Marina), Fowey, and Falmouth, among other destinations we hope to explore are the visitors moorings of Teignmouth and the River Yealm as well as the old favourite of the Dandy Hole anchorage.

If you are interested in joining us, even for part of the time, do please register your interest with me as soon as you are able to do so, at the latest by the end of January.

PRESS RELEASE FROM 'THE AQUASTAR YARD'

LATEST AQUASTAR 43' PRODUCTION MOULD TOOLS FOR SALE

Geoff Willson, with 50 years of boatbuilding experience, has decided to give the opportunity for another builder to take on the iconic Aquastar 43' motor yacht.

Aquastar developed the 43' motor yacht with a culture of respect for tradition and perfected the art of evolution. The Aquastar 43' has been developed with Mark Tucker design studio interior, with CAD drawings for the fit out. In addition there are plans/scope for an aft cockpit/flybridge version.

The Aquastar 43' aft cabin motor yacht has had a successful run with 5 built so far. The design and production tooling with a potential expedient way to market is to be sold at a very competitive cost.

The Aquastar brokerage business will keep Geoff's hand in play in the marine business as, after all, no one knows an Aquastar better than Geoff with his wealth of experience.

Geoff will also have more time at last to cruise in his Aquastar 49'.

For further information to purchase the tooling contact Aquastar at aquastargsy@gmail.com. Geoff, 07781144550

'STATE OF THE NATION' REPORT FROM 'M & G's YARD'

"At The M&G Yard we tend to see new boats coming in to Guernsey on the Volvo Penta registration side as well as our customers selling boats and buying second hand boats.

The times are very different to the early 2000's when some people were up sizing boats every couple of years and there were a lot of new boats coming in to Guernsey.

We have seen about 14 new boats come in to Guernsey with Volvo Penta engines this year which is probably more than in any year since 2007 and probably about 8 or 9 second hand boats coming in as well.

The new boats have been Jeanneau and Beneteau peche promenade types, a couple of Princess V 40's a couple of Sargo's a 28 and a 36 (similar to Botnia Targa), a Sunseeker 50 and some yachts.

The market is more fluid this year with good models of boats in good condition selling second hand quite quickly at the right price.

The lead times for new boats are quite long and the second hand prices are a bit soft leading to quite a few people looking at better value second hand units and upgrading them.

Surveyors normally only do cursory inspections of engines and machinery, M&G have started undertaking Mechanical Inspections for Volvo Penta boat engines, gearboxes, shaft lines and sterndrives etc. These are assessing the engines and the boat's performance at sea for a short run as well as a thorough inspection of the engines and other equipment and oil samples being taken for the engines and gearboxes and having it analysed. This is well worthwhile for the purchase of a second hand boat, especially a motor boat where the engines make up a large part of the boats' value. This is in addition to a normal survey.

Whether you purchase a new or second hand boat there will be snags and problems, as a rule of thumb for a 40ft plus boat at 5 years old it has probably lost near 50% of its value in depreciation. Buying second hand if you can find a good model, that is well maintained with no gremlins can be very cost effective." (N.B. M&G does not buy or sell boats).

David Norman. Marine & General Engineers, The Shipyard, St Sampson's Harbour, Guernsey.

FROM OUR TECHNICAL DEPARTMENT

1. AIS & Satellite AIS

A Class A 'commercial' transponder has a higher transmit power of 12.5 watt and costs around £ 2,000, compared to the 'leisure' Class B transponder which transmits at about 2 watts.

Per minute, a Class A transponder transmits its data more often than Class B, increasing the probability of an AIS detection of these reports as the satellite passes from horizon to horizon. Class A vessels typically have VHF antenna that are dedicated to AIS use, and are positioned much higher above Mean Sea Level (MSL) when compared to Class B vessels.

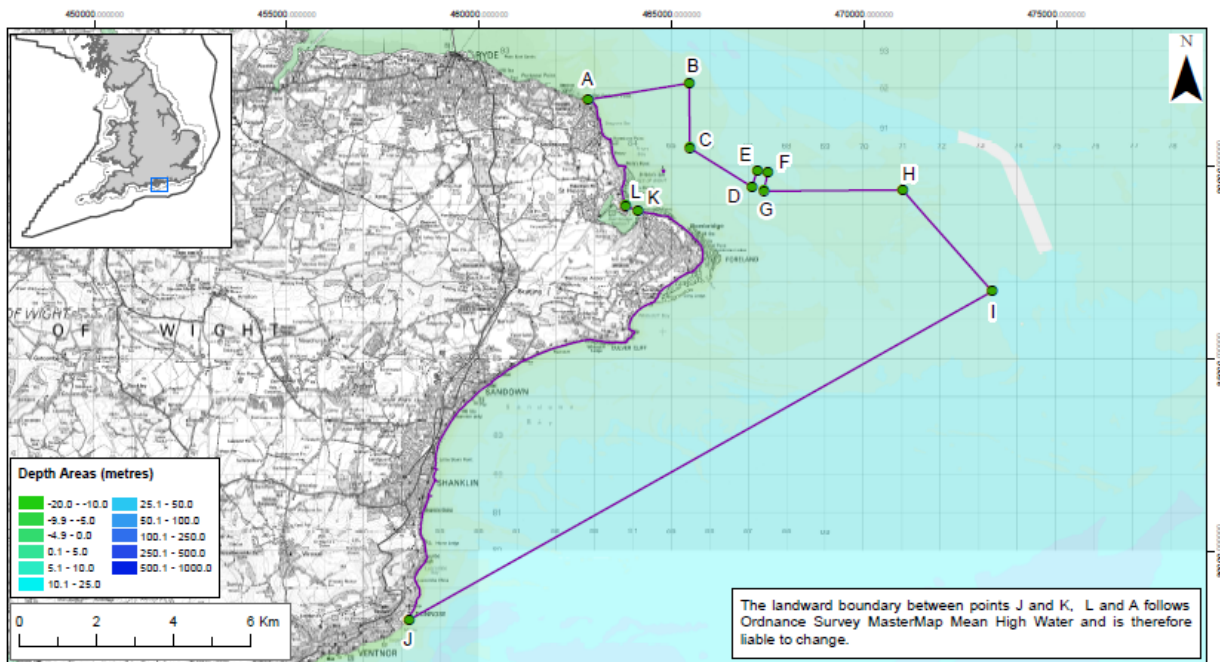
Historically, the detection of AIS transmissions was limited by Line Of Sight (LOS) radio wave propagation, and the proximity of AIS surveillance assets, either vessel, airborne or shore based. Within the last year a new B+ Class (sometimes called Class B SOTDMA or even Class B 5W) has been launched to try and bridge the gap. This is beneficial for the faster (20 knot plus) moving boats and additionally, as it transmits with 5 watts of power, is more easily picked up by satellites.

Vessels operators and national authorities that wished to identify and monitor vessels at long range (50 NM to unlimited) were forced to rely on traditional satellite tracking methods. These were expensive to own and operate, and typically were highly collaborative. Access to this data was difficult to obtain unless a commercial agreement was in place, and certain vessel operators were unwilling to be monitored, i.e. fishing trawlers.

In more recent years, various companies have equipped and launched satellites that carry a payload capable of detecting AIS transmissions from space.

This means that it is now possible to detect most AIS equipped vessels at great range - without the vessel operator being aware!

2. New maritime conservancy zones - (1) Bembridge, and, (2) Yarmouth to Cowes.

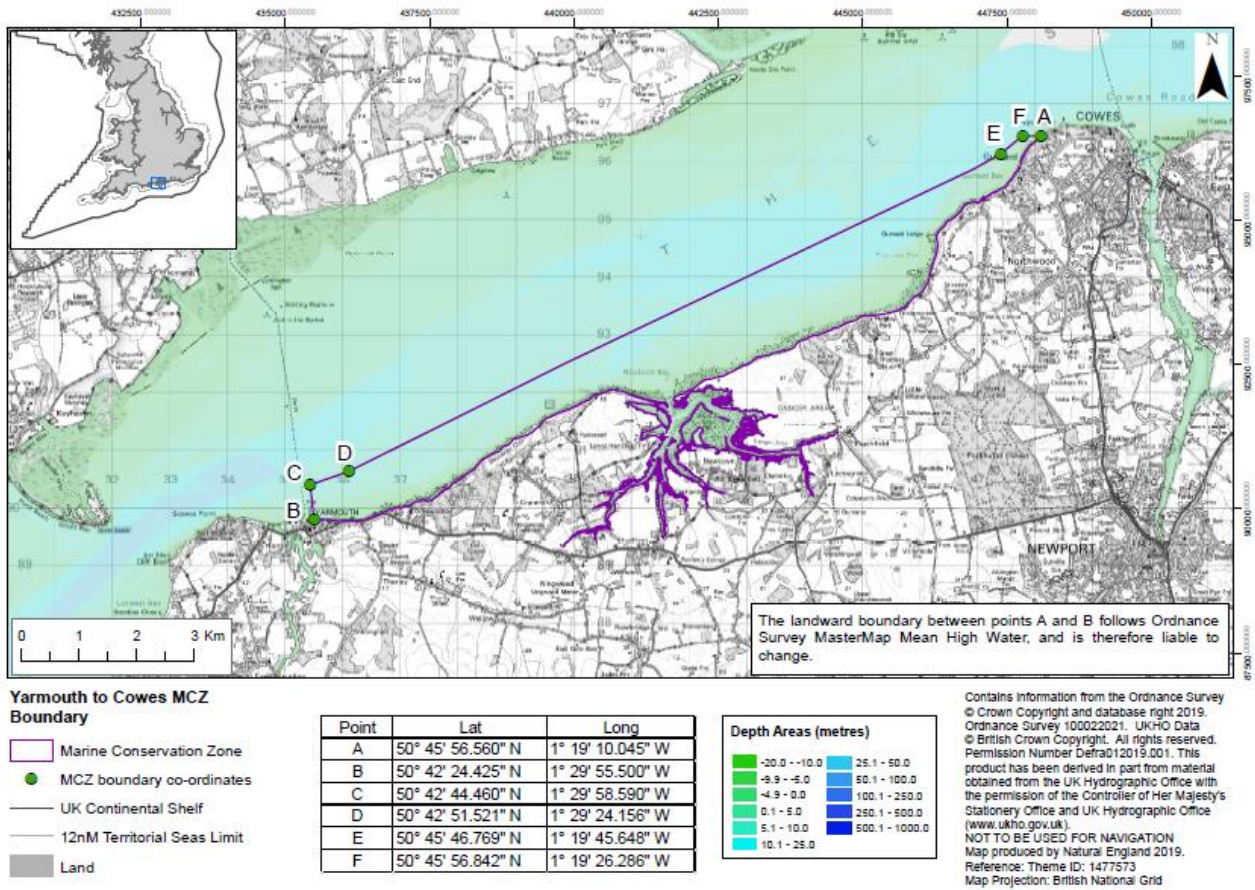


Bembridge MCZ Boundary

- Marine Conservation Zone
- MCZ boundary co-ordinates
- UK Continental Shelf
- 12nm Territorial Seas Limit
- Land

Point	Lat	Long	Point	Lat	Long
A	50° 43' 18.961" N	1° 6' 41.049" W	G	50° 42' 0.054" N	1° 2' 49.824" W
B	50° 43' 31.737" N	1° 4' 26.414" W	H	50° 41' 59.658" N	0° 59' 45.652" W
C	50° 42' 37.267" N	1° 4' 26.875" W	I	50° 40' 33.307" N	0° 57' 49.871" W
D	50° 42' 3.816" N	1° 3' 5.118" W	J	50° 38' 3.142" N	1° 10' 45.619" W
E	50° 42' 17.100" N	1° 2' 57.651" W	K	50° 41' 44.848" N	1° 5' 36.870" W
F	50° 42' 15.920" N	1° 2' 43.904" W	L	50° 41' 49.329" N	1° 5' 53.221" W

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3. Volvo EDC



Should a Volvo engine owner with an EDC control have a problem with the display, I have been informed that Heinz Wahl, in Clayton NY, USA, will repair and refurbish it for a most reasonable price.

Considering the cost of a new one is nearer £ 2,000 than £ 1,000, this is definitely worthy of making a note of.

This information has most kindly been provided by Dennis Kerr (Aquastar 48 'Aquila' based at Largs).

4. 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
- cleaning heat exchangers
 - bilge pump
 - supercharger/turbocharger issues
 - fresh 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. This bend is a non-standard part which goes between the Volvo turbocharger (on the right) and the Volvo water injection exhaust bend. This had to be replaced last summer on both engines as one had already started rusting through.

As the water injection bends themselves had been replaced two years ago I guess one should not be surprised that in these 17 year old KAMD300 engines these bends would need replacing as well. Being non-standard they of course had to be specially made up! (N.B. Picture taken before they were wrapped up in new heat-resistant lagging.)



2. Gas regulator

We had a smell of gas in the gas locker, and as the regulator was also old (in use when we bought the boat 5 years ago) and rusty too, I thought the sensible first thing would be to buy a new one. Even though we had to walk well over one hour and a half from Island Harbour Marina across Newport to reach the industrial unit which sold them, I must admit I was still pleased that it cost less than a fiver.

This I duly fitted later that day and it looked smart and the even more importantly the smell had gone.

However life is never simple, or cheap. By coincidence we had decided that after 5 years we ought to organise another gas safety inspection and certificate, to keep the insurance company happy as well as have peace of mind. The boat installation passed fine - with one exception: sorry sir, your nice shiny (£5) regulator is not up to marine specification and will have to be replaced!



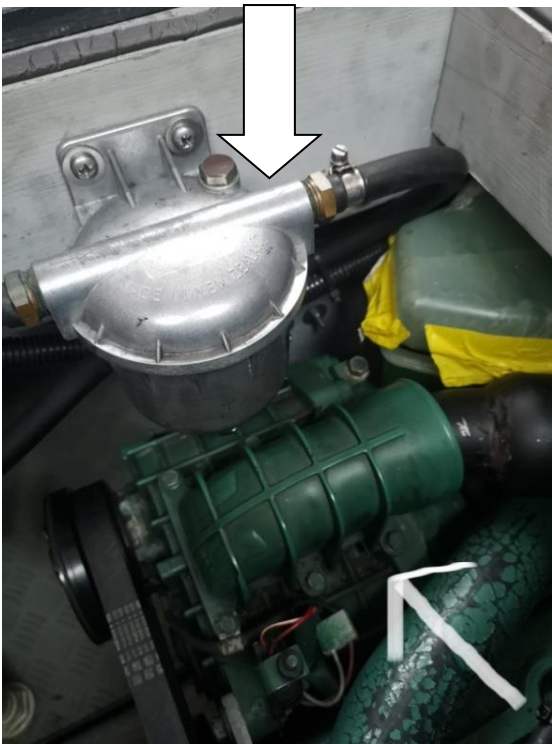
The cost of a replacement new 'marine grade' one plus under one metre of hose was £73.79; and this was on top of the £ 99.30 fee for the inspection and issuing of certificate!

3. Fuel bug

This picture on the right is the inside of a Volvo QL Magnetic Fuel Decontaminator showing the residue of fuel bug (ours in fact!).

Though the tanks and engines were professionally cleaned out in 2014 after we bought the boat, these were unfortunately missed and have until now obviously restricted the fuel flow to the engines somewhat.

The big arrow in the picture on the left shows the unit itself (the small arrow shows the adjacent supercharger). The right-hand picture shows the residue inside.



TERRY DORMER WRITES - THE IMPORTANCE OF A CLEAN HULL

I recently had the engine serviced on my 27ft Aquastar Pacesetter (Cummins 6BT 210hp) After the spring service I took the boat out and could only manage 9kts at full throttle (slow and thirsty!). After discussion with the engineer, I took the boat into Keyhaven. The boat was lifted out and the hull was covered in slime,(it was anti fouled last November) The hull was jet washed and the prop was given a clean. Put the boat back into the water and took it back to Lymington.

The speed went straight up to 15 kts (still got a couple of knots to find)



Just goes to show how much fuel you can save !
PS the cost for having my boat lifted and cleaned was £100.

Now its late summer and we have had the boat out again. We have just put the boat back into the water after doing the modifications shown in the pictures. Basically the bottom has been cleaned scraped and repainted. More importantly the prop has been cleaned and the rudder made bigger,



we have added 2" to the rudder closest to the prop. Where the prop shaft comes out of the stern it was flat so we have put on a curved moulding. We took the boat out on the Solent yesterday for a test run Now we are getting 17.4kts at 2600rpm!

My boat still needs some TLC, I am a newcomer to boating and would love to get advice from other members of the club.

[Interestingly the 'From our technical department' in the Summer 2016 Newsletter also highlights the importance of having a clean hull. The article from David Norman (MD of M&G Engineering), who owns an Aquastar 48, highlights the figures which show litres per mile at a cruising speed of 22 knots is 29% more with a dirty hull. - ED]



GERRY JACKSON WRITES - FUEL BURN CHART FOR PASSAGE PLANNING

I am the proud owner of "Agua Dulce" (formerly know as "Lady Daphne"). She is an Aquaster 48. The boat's full time residence is in Sant Carles de la Rapita in Tarragona with the past two summers spent cruising around Mallorca.

I have attached a fuel burn chart which may be of interest to some of you. The fuel figures are derived from Volvo Penta software and the associated revs and SOG were recorded on a flat sea in the Ebro Delta. The time to destination (TTD) and fuel costs are thanks to my good friend Brendan who is a 'natural' using Excel.

The engines powering "Agua Dulce" are two Volvo Penta D9 engines rated at 500HP each. The fuel cost is based on current rates of €1.40 per litre. The spreadsheet can be adapted to meet individual needs with the user needing fuel burn at various speeds for their particular vessel / engines.

I hope you can make some use of the template. It may prove helpful for someone planning a passage who wants to compare speed versus fuel burn and the associated costs.

N.B. the position of the trim tabs will of course influence the fuel burnt.

Vessel: MY Agua Dulce 2x500 HP (D9) Volvo Penta				€1.4												
Revs.	TTD - Time to Destination		Time / Cost	Distance (nms)												
	S.O.G. (kts/hr)	Fuel Burn (lph)		30	40	50	60	70	80	90	100	110	120	130	140	150
1,000	8	15.2	TTD Hrs	3.75	5.00	6.25	7.50	8.75	10.00	11.25	12.50	13.75	15.00	16.25	17.50	18.75
			Cost	€79.8	€106.4	€133.0	€159.6	€186.2	€212.8	€239.4	€266.0	€292.6	€319.2	€345.8	€372.4	€399.0
1,100	8.7	19.1	TTD Hrs	3.45	4.60	5.75	6.90	8.05	9.20	10.34	11.49	12.64	13.79	14.94	16.09	17.24
			Cost	€92.2	€122.9	€153.7	€184.4	€215.1	€245.9	€276.6	€307.4	€338.1	€368.8	€399.6	€430.3	€461.0
1,200	9.2	23.6	TTD Hrs	3.26	4.35	5.43	6.52	7.61	8.70	9.78	10.87	11.96	13.04	14.13	15.22	16.30
			Cost	€107.7	€143.7	€179.6	€215.5	€251.4	€287.3	€323.2	€359.1	€395.0	€431.0	€466.9	€502.8	€538.7
1,300	9.8	33.8	TTD Hrs	3.06	4.08	5.10	6.12	7.14	8.16	9.18	10.20	11.22	12.24	13.27	14.29	15.31
			Cost	€144.9	€193.1	€241.4	€289.7	€338.0	€386.3	€434.6	€482.9	€531.1	€579.4	€627.7	€676.0	€724.3
1,400	10.1	43.2	TTD Hrs	2.97	3.96	4.95	5.94	6.93	7.92	8.91	9.90	10.89	11.88	12.87	13.86	14.85
			Cost	€179.6	€239.5	€299.4	€359.3	€419.2	€479.0	€538.9	€598.8	€658.7	€718.6	€778.5	€838.3	€898.2
1,500	10.7	53.2	TTD Hrs	2.80	3.74	4.67	5.61	6.54	7.48	8.41	9.35	10.28	11.21	12.15	13.08	14.02
			Cost	€208.8	€278.4	€348.0	€417.6	€487.3	€556.9	€626.5	€696.1	€765.7	€835.3	€904.9	€974.5	€1,044.1
1,600	11.3	62.4	TTD Hrs	2.65	3.54	4.42	5.31	6.19	7.08	7.96	8.85	9.73	10.62	11.50	12.39	13.27
			Cost	€231.9	€309.2	€386.5	€463.9	€541.2	€618.5	€695.8	€773.1	€850.4	€927.7	€1,005.0	€1,082.3	€1,159.6
1,700	12.2	74.3	TTD Hrs	2.46	3.28	4.10	4.92	5.74	6.56	7.38	8.20	9.02	9.84	10.66	11.48	12.30
			Cost	€255.8	€341.0	€426.3	€511.6	€596.8	€682.1	€767.4	€852.6	€937.9	€1,023.1	€1,108.4	€1,193.7	€1,278.9
1,800	13.6	83	TTD Hrs	2.21	2.94	3.68	4.41	5.15	5.88	6.62	7.35	8.09	8.82	9.56	10.29	11.03
			Cost	€256.3	€341.8	€427.2	€512.6	€598.1	€683.5	€769.0	€854.4	€939.9	€1,025.3	€1,110.7	€1,196.2	€1,281.6
1,900	15.8	89.7	TTD Hrs	1.90	2.53	3.16	3.80	4.43	5.06	5.70	6.33	6.96	7.59	8.23	8.86	9.49
			Cost	€238.4	€317.9	€397.4	€476.9	€556.4	€635.8	€715.3	€794.8	€874.3	€953.8	€1,033.3	€1,112.7	€1,192.2
2,000	17.8	102	TTD Hrs	1.69	2.25	2.81	3.37	3.93	4.49	5.06	5.62	6.18	6.74	7.30	7.87	8.43
			Cost	€240.7	€320.9	€401.1	€481.3	€561.6	€641.8	€722.0	€802.2	€882.5	€962.7	€1,042.9	€1,123.1	€1,203.4
Note:	Fuel - 50%	Water - 50%														

RICHARD CHARNOCK WRITES -NEW TO AQUASTAR OWNERSHIP AND HOW WE GOT THERE

We've owned 'small' boats for ever but approaching ancient 50 years old decided to step up to a cruiser and our first choice was a Storebro royal 34.

We bought her in Glasgow in 2007 and transported her down south to the Thames which kick started a love affair with wooden boats - ours was all mahogany on oak - and led to ownership of nearly 12 years . During that time she was more or less completely rebuilt although of course never totally finished - that's impossible!

We learnt the truism ' there's never just one thing wrong with a boat' but came to see that as part of the pleasure. We built a good network of experts on the river to ensure we turned out every summer looking top drawer .

But then 2 years ago we moved out of London - not far but far enough away from the Thames to think about going to sea. And whilst our Storebro, now 45 years old, is a sea boat, we felt best to upgrade

Of course having become semi displacement devotees (she did go to sea occasionally) we wanted to replace the Storebro with a similar configuration and sea keeping ability. I come from Pembrokeshire , not far from Dale , so a Dale was the obvious choice but ... the 38 wasn't enough of a step up from the Storebro and because we wanted an aft cabin the Aquastar range quickly became the preferred option.

We sold the Storebro with huge sadness and hunted high and low for an Aquastar 43 aft cabin, eventually finding a 45 in Holland. Of course if you travel to Europe to check out a boat to buy it's likely you will make an offer (unless there's lots of obvious things wrong with it). And so it was with us - we made an offer subject to survey, which turned out to be very positive, and bought the boat.

Next challenge was to get her back to the UK ..

Overland was quickly ruled out due to cost and low bridges so the plan was to sail her back - which is how she got to the Netherlands to begin with. First of all that required a skipper - we found one and fixed a late September date for us to accompany as crew. Of course how naive was that because the weather stuffed the plan. So a couple of weeks later the hired skipper with a hired crew set off from Holland in our new boat, without us, to sail to the Hamble.

They made it more or less without drama but in very rough seas - force 6 at one point - the skipper had nothing but praise for the 45 and she performed exactly as we hoped a larger Aquastar would. One engine (Volvo 63's) wouldn't run to cruising revs but still kept running all the way.

Once under our control we could of course get our maintenance team on board and start to check everything. First observation was the fuel tank hatch rubber seals were non compliant and deteriorating. Further inspection showed the tanks full of gunge most of it being decomposed rubber which had found its way into the port engine filters reducing fuel flow.

Queue fuel polishing, new seals , new fuel lines and of course a change of every filter going and all was fixed. Surprisingly we can now hit 24 knots flat sticks and cruise easily at 18. We utterly love everything else about the boat and have a shed load of upgrades planned which we can share if other members are interested.

Last thing - we're changing the name of the boat which means being nice to all the Gods of the sea .. a suitable ceremony is planned !

ADRIAN MOLE WRITES - THE START OF A NIGHTMARE, RESTORING THE 33 MERCATOR,

Hello all,

Mercator is fully refurbished and now looks as new.

Really pleased and glad to see her again after 2.5 years weekend jobs only.

Lots of work and maintenance been done.

I knew there was mandatory to tackle some blisters below the waterline, what means osmosis start after 28 years sailing her.

Decided to get her out for a season to dry completely turns into an not expected nightmare.

With the tools provided we start the job then.

When busy there was more as a few blisters we noticed.

The whole gelcoat layer needs to get removed, and when that was peeled off, its not on a easy way as they told.

When this was finished we build a scaffolding around the vessel and build a shed of sheeted steel over the whole lot to work properly and dry...

We then start the wheelhouse and cockpit to sanding up and routed all small cracks etc, etc ,

Filled up with watertight plaster and sanding again, again and again...

Meantime I made myself "Elephant-ears" for the air intakes above the rubber fendering.

An old gas tank was cut in half and we brought the GRP matting/ resin.

Once dried out I cut them on the exact measurement to fit the wheelhouse sides.

Put them on securely with matting and resin it looks fabulous for us.

Then I made myself a complete teak planking to make the new cockpit curb edges of it.

Again a lot of work.

The steel sole of the rudder was taken off and sandblasted by a special company and had the special treatment to avoid rust.
Finally the painting job could begin a year after all this work.

As the guard rail was ripped out on several mounts on the gunwale edge I decide to cut the gunwale open with a grinder and put some real hardwood pieces.
I drilled a hole through the hardwood blocks and pulled them back upwards with epoxy-glue.
Layers of GRP matting on top to close the edge of gunwale.

A long outstanding way of labour comes finally together,.... well.... {that was planned}
After a period of nearly a year of rest, and to dry out the hull we finally could start to build up the scene below the waterline.
Contacted a few companies to get information. I decided to use a layer protection of several premier products of coatings.

First to clean the whole hull with a special cleaner and after that we decided for a paint from De IJssel Coatings. A quite expensive product and real good guidance for use.
An injection resin was used, and after this product was brought on her surface, we then start again sanding, sanding etc.
An 8 layer of high build body paint and coating followed till it was on the right thickness as told by manufacturer.
A cover coating again used as last layer and when it was nearly dried up the first layer of anti-fouling we put on so it could smoothly "recon" each other....

Meanwhile my son was busy to take the wheelhouse and hull above the waterline in progress with layers of protection paint, following with the finishing touch of the right colour.

And real shiny she was when finished the last layer....
In between there was a discussion to paint a stripe over the sides..... blue, no.. deep red,..noo, black,..nooooo.... and then it turns in grey. {the colour of our hair in meantime}
It was a difficult decision as it turns lighter by day light.. Looks perfect then,..

And so we had a deal, the Mrs , our sons and myself....
Made the right measurements and with the new portholes it looks fabulous.
Made new grab-rails on both sides at the wheelhouse window it was a real new look, and a Happy Mrs...

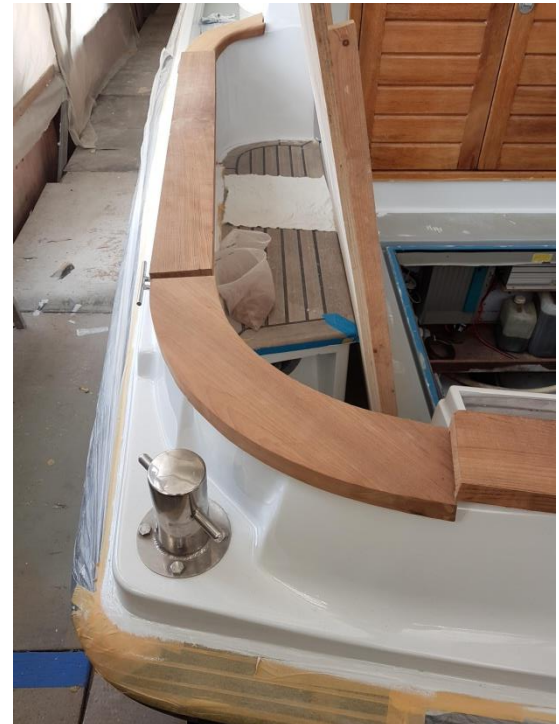
Now we finished the paint jobs we polished all the S/S railings and mast for a shiny look..
But after all the cockpit needs also her attention too of course.
Bought the new pieces of planks to made the new teak curbs of it.

The old one was real off and worn out.
I can tell you, its real craftsmen job to get there at the end....
S/S rails back on top of the teak-parts and boarding ladder was replaced back on.

So now we nearly could made a program of planning to get her back floating again...
But when the last bits and bobs mounted back on it seems time flies so rapidly,..
Now we look forward to get the rudder-frame and prop back on where it belongs,.....

As the keel was sandblasted and coated I was happy to install it directly under.
Fiddling around and ,... voila, it fits...
Now 7 to 8 layers of High Build epoxy and finally the first layer of anti-fouling in black.
All sea-cocks were inspected before.

Boarding ladder and guarding-rail on the cockpit edge was mounted back.
While I put the prop back on the shaft my son Chris did a checkout of the things we've probably forgotten.



A new depth sounder and sonar were fitted through the hull.
Time was now after a huge check the last layer of anti-fouling could go on.
Rapidly the sacrificial anodes to bolt on and a 60 tons crane could then be ordered.

Well this was a so hectic day that I not would pronounce as real happy.
Second week in August,.... it floats finally.

Now to clear the inner side from dust and rubbish what was left.
And believe it or not, filled up with diesel by the pontoon near our berth it was a single turn of the key and the old MAN diesel fires straight up without a little smoke-cloud.
running for minutes and meanwhile check outs for leakages.
All good and thumbs up.
A huge pint was consumed at the time then.

Meanwhile we sailed her for a couple of weeks now and we both very happy a new era is there for her.

Thanks very much to all who were interested in reading this story of refurbishment.

Safe and enjoyable sailing all and we hope to see you in future when you near, at our home port of Middelburg Arne Marina, Netherlands

Conny and Adrian Mole, MY Mercator.



MEMBER'S NEWS

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

Mr William Mason, Falcon11, Aquastar 33, berthed at Dartmouth.
Dr Erich Schulte, Med Adventure, Aquastar 57, berthed at Amsterdam.
Mr George Crowe, Blue Star, Aquastar 38, berthed at Bangor, N.Ireland.
Mr Richard Charnock, Freedom (to be Dutch Courage), Aquastar 43/45, berthed at the Hamble.
Mr Christopher Lucy, Banda, Aquastar 38, probably to be berthed at Chichester.
Mr Yves Mesle, Odin, Aquastar 38, berthed at Vannes, France.

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 £18 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.



















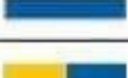







Payments made electronically are most convenient, and help keep our costs down. Please send an email so we know we are to expect a payment, and to what it relates, (burgee, tie etc.):

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

QUOTES FOR BOATS

We all know the official international single flag signals, as shown here, but who has seen the alternative meanings, shown below it on the last page?



A Alfa		Keep clear; I don't know the rules.	N November		I have a hangover; do not sound your horn.
B Bravo		I am on fire and don't have insurance.	O Oscar		I require help with my taxes.
C Charlie		Will trade rum for ice.	P Papa		I know the answer is blowing in the wind, but what's the question?
D Delta		I am aground and require bourbon.	Q Quebec		My vessel is healthy and I request free shipping.
E Echo		I am altering my lifestyle.	R Romeo		I am out of beer and require immediate assistance.
F Foxtrot		Will be back in 30 minutes.	S Sierra		Can't you see I don't know what I'm doing?
G Golf		I'll alter course if you will.	T Tango		Why do fools fall in love?
H Hotel		I have a pilot on board and can't afford him.	U Uniform		I can't dance to that music you're playing.
I India		Frigging in the rigging; stay away.	V Victor		My other boat is way nicer.
J Juliet		My jib is bigger than yours.	W Whisky		I am over-insured; please ram me now.
K Kilo		I wish to communicate by text.	X X-ray		This is not my spouse.
L Lima		I have a pre-existing condition.	Y Yankee		I am in distress and require a sedative.
M Mike		My vessel is stopped and I'm taking time to smell the seaweed.	Z Zulu		This is harder than it looks.

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Nguyen.