



# Club Newsletter

## Summer 2020

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### 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 February 2020 on-line edition of the free 'Motorboat Owner' magazine will be of interest to those Aquastar owners who are thinking about visiting Caen, perhaps the centre piece for our next French cruise-in-company? Also closer to home the March 2020 edition has a review of Southsea (a Premier Marina) together with its environs.

The picture on the right shows the new Carteret marina complex which will be approximately 8 times the size of the existing one. It is due for completion 'later this summer'.

The floating sill is being moved downstream past La Marine hotel, and hopefully the waiting list of over 20 years for a berth will vanish overnight.

2020 cruising - Obviously this year's planned trip to the west country next month will no longer happen, and this boating season will most likely be every man for himself (and women and children last).

Star's annual out-of-the-water works has been put back from April to June, so hopefully after then, (failing that at least after July 4th) we will be allowed to stay on board and 'go places'.

We will just have to see 'which way the wind will blow' before we can make our new plans.

### NEWS FROM 'GEOFF'S YARD'

*The spring refits are now summer refits due to C19 we hope to be able to see the new marina in Carteret late summer.*

*Our Aquastar brokerage has a 43" for sale, the interior is in mint condition, and it's the only one on the market & well worth a look.*



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

*As all non essential businesses in Guernsey, we were locked down and stopped all operations on the 25th of March.*

*On the 16th of April the M&G Chandlery and Parts department started a supply and delivery service.*

*On the 27th Of April the M&G Office and workshops opened in a restricted way on the 27th of April with two shifts of 5 men on the shop floor 05:30 to 12:30 and 13:00 to 20:00.*

*As of the 18th of May the M&G Offices, workshops and Chandlery and parts department are open pretty much as normal all departments Monday to Friday 08:00 to 16:00 and the M&G Chandlery and Parts department are also open on Saturdays from 08:00 to 16:00. All with social distancing, enhanced cleaning and hand washing and PPE. Though we are very busy with a backlog of work, we are open for the usual projects such repowers, teak decking, new cabin linings etc.*

*It looks like this is the new normal?*

*Our borders are effectively closed, with no passenger ferry service and one flight a day from Southampton only. With the exception of essential workers all arrivals are required to quarantine for 14 days; I dare say this will change in the future, but we don't know when.*

## FROM OUR TECHNICAL DEPARTMENT

### 1) Two teak decking alternatives.

As we have been looking at having our original real teak decking replaced with a new synthetic alternative after 18 years, I have received quotes for Permateek and Flexiteek.

Having spoken to a few other people and seen samples of work done on boats, we have decided to go with a firm called Elite-Teak which is going to use Permateak (tye@eliteteak.co.uk if you are interested).

Below is an article from 2015 I found on the internet from across the Atlantic. Though there is a more up-to-date article from the continent there have been comments on-line about the impartiality of that particular writer.

### Permateek

*Manufactured in the United Kingdom, Permateek has 13 distributors throughout the U.S. and Canada. The company does not offer the product in strip form for do-it-yourself installers but it will make custom panels from templates provided by customers. For installers, that means there is no on-site cutting or waste. The kit comes complete with thermo-welded strips shaped to fit, adhesive, and instructions on gluing. All distributors offer on-site measuring, fitting, and installation service.*

*Permateek offers 10 colour options-including traditional, weathered, and walnut - with black, silver, or white caulking. Pre-fitted panels range in price from \$35 to \$55 per square foot, depending on the complexity of the deck layout. Simple hatch covers or square swim platforms could be as little as \$25 per square foot. The company recommends using Saba Sealack 750 XL adhesive with the decking; each tube will glue about 15 square feet.*

*Bottom line: Top results in nearly all tests, Permateek earns a Recommended rating.*

### Flexiteek

*Flexiteek is headquartered in Sweden and sold in the U.S. by the Florida-based Flexiteek Americas. Like Dek-King, Flexiteek has a 2G, second-generation, material that is 30-percent cooler and 35-percent lighter weight than its standard product.*

*It comes in five colours, plus black for interior cabin soles, with black, gray, or white caulking; it's sold in planks of various widths from 1½ to 4 inches wide. The PVC-composite material uses a heat-welding process to bond strips instead of glued caulking for long-lasting seams, according to the maker.*

*The Flexiteek surface feels medium smooth, with a look and feel very much like sanded natural teak. In tests, its non-skid and heat retention were Good, similar to that of the Dek-King material. The company also offers matching composite material for toerails, rubrails, and various trim, edging, and angle sections.*

*Bottom line: One of the most widely available products in North America, and a longtime player in the field, Flexiteek earns our Recommendation.*

## Conclusions

*Without any durability results (the subject of our upcoming Part II), we refrained from recognising a Best Choice among the PVC-based materials.*

*Permateek stood out for several reasons: It resisted staining the best and was a top finisher in our impact-resistance testing; it was among the grippiest surfaces.*

*For those facing a teak-deck replacement, you can install synthetic for about half what natural wood would cost. The synthetic is lighter, cooler, more flexible, and more stain resistant than teak and there are more colour and design options.*

## 2. Hatch Restoration Kit



Your commodore is going to try out this window and hatch restoration kit on our side 'porthole' windows and hatches.

If any other member has tried it do please let me know the results.

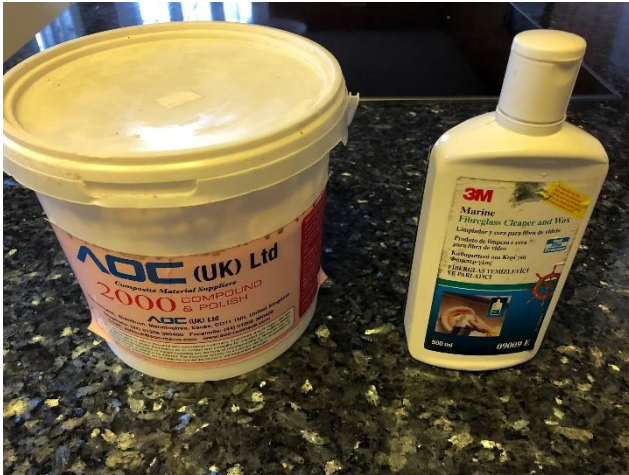
A future issue of the newsletter will have a report on the ease of application and the results.

**CHANDLERY**  
**HATCH RESTORATION KIT**  
MAX NEW LIGHT  
"restores up to 6 hatches"  
NEW for 2013

This kit is designed to repair crazed, dull and opacified hatches and porthlights. It coats the old material and returns them to their original look and shine. This 3 step treatment kit adds a clear, ultra strong UV resistant coating that does not alter the original chemical structure of the material. It restores polycarbonate and plexyglass hatches and even removes light scratches and damage. The kit is supplied with all materials required, and is sufficient to treat around 5-6m<sup>2</sup> (approximately 6 hatches or 10-12 porthlights). Instructions on use are also provided.

**851201 Hatch Restoration Kit (Up to 6 hatches).....£119.95**

### 3) Looking after superstructure GRP finish



We all are always looking for more cost effective ways of keeping our gelcoat clean and shiny, not only in financial terms, but also as we get older, easier ways to do it.

We all have developed our own methods and have our own favourite materials, but people do from time to time ask me how I keep our boat so shiny (thank you!), and I thought a resume of what I do on our 38 may be of interest to new members, or those who are still looking for ideas, and try and do it themselves where possible.



Since 2018 we have been cleaning the hull when out of the water for its annual 'works' with the 'AOC 2000 Compound & Polish' as a result of discovering what the Aquastar yard use for their boats (as mentioned in my Christmas 2017 newsletter) - first photo.

Also in the first of these photos is the '3M Marine Fibreglass Cleaner and Wax' which I apply by hand once a year on the superstructure GRP (not quite sure why there is that yellow label on it saying 'Professional use only'?.....).



The 2<sup>nd</sup> photo shows that we get the best value by using car (and caravan) products for routine washing and polishing (the 'Mer' polish has recently gone from being in light blue to dark blue containers). It is this 'Mer' polish which we leave on all winter for protection.

In this newsletter I also mention the '3M Marine Ultra Performance Paste Wax' for UV protection in areas where there is 'chalking', which is common on blue gelcoat).

I use the 'Draper Expert 44190 1500 watt angle polisher' - 4<sup>th</sup> photo - (the best deal was from Screwfix) to do the hard work (Christmas 2018 newsletter).

This is pictured on the top right of the next page.



Recently it has been suggested to me by another member of our Chichester Yacht Club that I should try the 'Autoglym' products for the routine polishing as after using the left hand polish the right hand gold Extra Gloss Protection "reacts and case hardens the polish".

It is very easy to apply and he says when you aim a hose at it after a trip, "the salt just falls off because of the polymer".

Having just completed our first clean and polish we are trying this alternative instead of the 'Mer' this year.

Has any other member tried this 'Autoglym' route - if so it would be good to hear how you find it compares with other products you have used?

#### **4) Aquastar 38 fuel consumption**

Some of you may remember my fuel graphs for our old 33 which appeared in the Easter 2016 newsletter. Having fitted similar fuel flow monitoring equipment onto our 38, as outlined further on in that newsletter, we took the opportunity subsequently to note down the usage at different speeds.

Our 38 aft cabin Star has two Volvo Penta KAMD 300 engines. Don't be fobbed off by Volvo-speak for these are actually 285 horsepower. Being older engines to those on our previous 33, it had not until very recently been possible to monitor the fuel consumption in real time or see how much fuel has been used since you last filled up (unless you paid for a friendly engineer to come with you for the day with his pet Volvo 'Vodia' diagnostic tool).

I happened to come across an internal Volvo 'Product Newsletter' which says due to 'customer demand' they have decided to bring out an EDC display which can be wired into the engine loom to show the data on a range of their engines. The local south coast Volvo dealer was not aware of this!

The release says one is supposed to have one per engine, but due to the rather exorbitant cost I purchased one unit but two cable harnesses. By the use of a 4 pole two way rotary switch (break before make being most important) I can view the data on each engine in turn to check they are both operating similarly, and then leave it on one for monitoring or taking readings.

One word of caution however; though there are 10 wires on the connector blocks, you only need to use and switch three of them. This keeps down both the size and the cost of the rotary switch significantly. Obviously this does mean one has to work out which of the wires from which of the several engine looms are the power and the appropriate data wires. A little while later with the starboard engine now connected up and the switch in the right hand no.2 position we were delighted to discover all worked, and when the GPS is switched on it also gives us litres per mile as well as litres per hour.



So with this colour coding now worked out and wires traced, soldered and insulated with heat shrink and/or self amalgamating tape we assumed it should therefore be an easy job to just find and then cut into the same colour coded wires on the other engine. We did this but when we tested the port engine nothing came up on the display! A meter confirmed the worst; whoever had wired up the second engine had used a totally different colour scheme - or possibly there were two different electricians who refused to talk to each other! We had to start again metering out the second engine.

For those who are interested this is the document (next page) which shows that this equipment can be used on quite a range of engines. However I must add one note of caution: we discovered that when you reset the fuel used to zero (as we do after we fill up) it would show reset to zero, but next time we turned the engines on it had gone back to showing the previous cumulative total used.

The local UK Volvo Penta agents were not able to help (which means he could not be bothered to contact Volvo Penta in Sweden), so I contacted them directly and they did not believe me at first! Eventually they got to the bottom of the problem and discovered that the engines needed to be run for a minimum of 10 minutes after a reset before turning off to retain the reset in the memory! Interestingly after we refilled at Brighton Marina we usually took about 7 - 8 minutes to get back to our berth before turning our engines off!

## Updated 4" EDC Display

To meet customer requirements of EDC display's on the market, there has been a demand to re-introduce the EDC display again as an accessory.

The AB Volvo Penta EDC-display is an on-board instrument for indication of engine operating values such as RPM, boat speed, fuel consumption, fuel rate, temperature, pressure, voltage, trip hours and trip fuel.

The display consists of a self-contained, computerized unit for fixed installation in a control panel. Indications are presented on a Liquid Crystal Display (LCD) screen. The operator selects presentation mode using five keys on the front of the instrument. On its rear side the instrument has a 10-pole terminal block where cable for supply voltage and sensor signals are connected.

### NOTE!

One EDC-display can not be shared in twin engine installation. Each engine requires an individual unit.

### Certification

EMC certified and Declaration of Conformity for Directive 2004/108/EC of the European Parliament and the Council relating to electromagnetic compatibility.

### Where to use it

Only EDC1 and EDC2 engines

Engines	EDC I	EDC II
KAD/KAMD44	X	
KAD/KAMD300	X	
TAMD72	X	
TAMD73	X	
TAMD74	X	
TAMD75	X	
TAMD122	X	
D12-C		X



INSTALLATION INSTRUCTIONS

EDC Display, Adapter cable, Installation Instruction  
Part number: 22629328



Cable harness  
Part number: 874277  
Only needed for new installations

### Start of Order

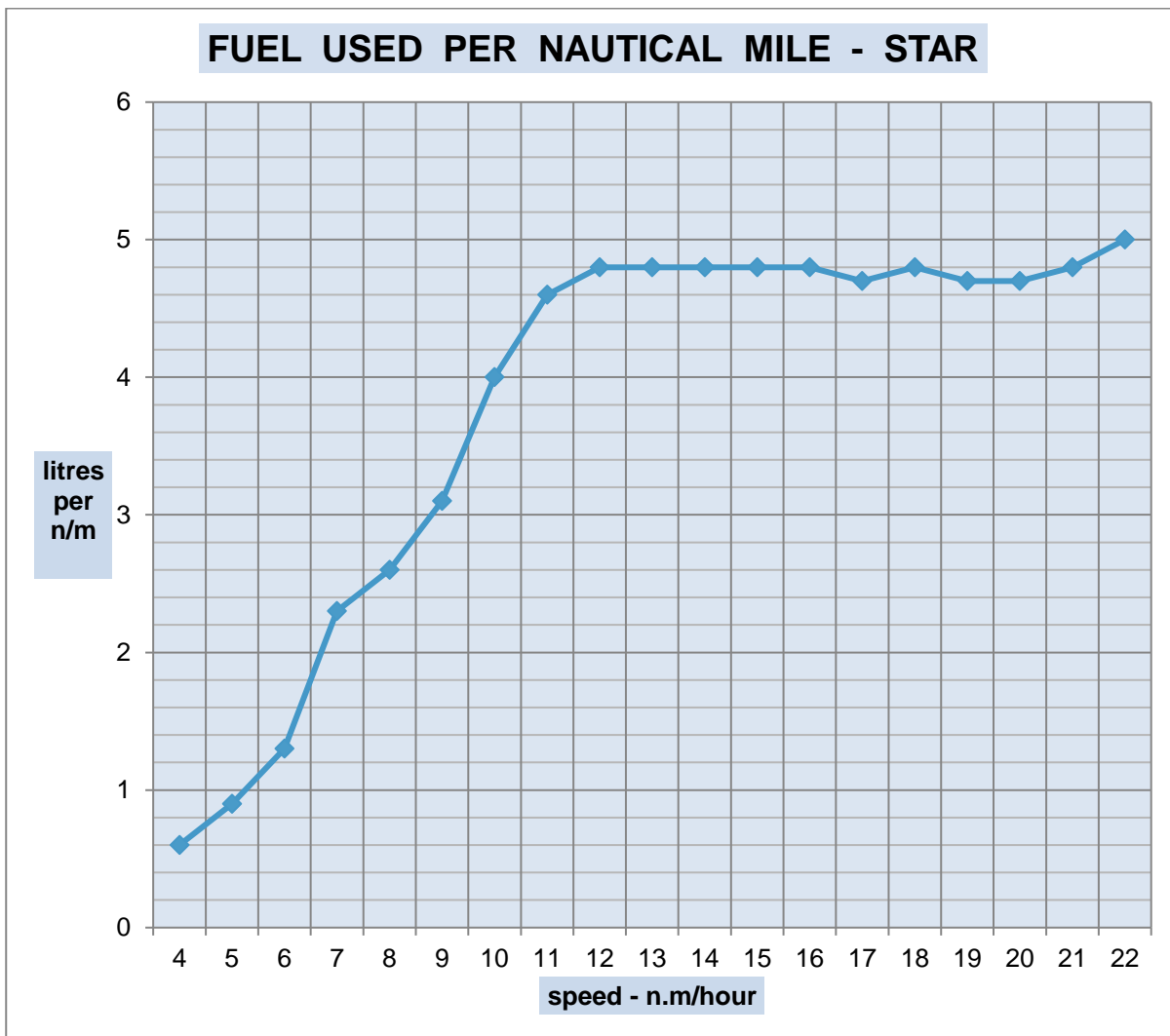
EDC display will be available in aftermarket order systems 2015 week 22.

### Start of Delivery

From Gent week 22, from Byhalia week 27.

### Part information

22629328 EDC display including software, adapter cable and installation instruction  
874277 Cable harness (only needed for new installations)



For a boat hull, a simple way to think of the theoretical maximum boat speed is that a vessel is limited by the bow wave that it's hull creates. If it is a displacement vessel it doesn't climb its bow wave, as a semi-planning vessel would, and this limits the boats speed.

Using the official calculation for the displacement speed of:  $1.34 \times \sqrt{\text{waterline length in feet}}$  for our boat, we arrived at just under 8 knots. So we accordingly like to travel at 7 - 8 knots if there is no time or weather pressure on us and the sea is calm enough to be comfortable when we wish to 'save the pounds'.

Alternatively when we are not in this 'scenery admiring mode', sea state permitting, we will aim to travel at 18 - 20 knots as no more fuel is used in the overall journey than when travelling at 12 knots.

### 5. 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: -

- |                |   |
|----------------|---|
| Christmas 2019 | - Where to buy a 2-stroke outboard engine |
|                | - AIS & satellite AIS                     |
|                | - Volvo EDC control unit repair           |
|                | - Fuel bug - again                        |
| 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

Those Aquastar owners who were members in 2016 may remember that in the summer issue I enthused about a clever gadget which would send a text message to my mobile phone and to our home phone when the marina power supply to the boat fails. Well in January I had the first ever problem with it not sending messages. Having checked with Vodafone that I had plenty of credit left on the 'pay as you go' SIM card they said that I would have to take the card out and then reinsert it in order to refresh it due to their 'network upgrades'.

So 1½ hours later I arrived on the boat and did as suggested, however frustratingly to no avail.

So I then made a phone call to a most helpful chap at the manufacturer 'Ultra Secure Direct' and explained that the marina had been having many problems with multiple power cuts, in fact one at least of over 12 hours.

The very helpful chap then accessed the unit from his computer and soon was able to explain that in addition to its on-board backup battery having been flattened at the time, its memory of what numbers to ring had also been scrambled, most likely by the power surges which had been tripping the marina fuses.

He kindly reprogrammed it remotely for me and we were up-and-running again.

Great gadget - great service - thank you Richard.

## FROM OUR MEMBERS.....

### ROBERT ALDAM writes:

#### **Alternator & battery problem on our 430 Scavaig.**

It turns out Scavaig was not built to Aquastars electrical specification. Our local boat electrician eventually called on another engineer with a reputation for sorting problems that have defeated others. He did. The problem was all glow plugs remaining on when the ignition was on, so 90 amp pull with 80 amp alternator .....result 2 alternators burnt out, one engine battery ruined. The specialist engineer had apparently come across this with several Yanmar engines!

The cause was the NGK modules that control the glow plugs failing "unsafe".

### PAUL BLAMPIED writes:

Those who read the Summer 2018 newsletter will have followed Paul's fascinating adventures up to the end of 2017. He now updates us. In summary to recap first:

**2013** Having taken early retirement, Paul and Jane bought MoonSpirit in the UK, a single engine (Volvo TAND 63p) 1995 single engine aft cockpit Aquastar 33, Motored from Pool across the Channel to Jersey, kitted it out to turn it into a live aboard. To do the sail off into the sunset thing

**2014** Jersey to Alderney, the Cherbourg peninsula, English Channel to La Havre, up in Seine River to Paris, through the French inland waterways, a long way east through Champagne country (stopped to sample a bit) Lyon, Saone and Rhône rivers coming out into Mediterranean at Port St Louis. French Med coast, East to Marseille then west to overwintering at La Grande Motte.

**2015** France Med coast heading West then a fast sea run south to Barcelona in Spain (to use up the red diesel, we had burnt less than half a tank at river speed from Jersey and we're concerned it now being more than a year since leaving Jersey, French customs in the Med if they checked, wouldn't believe red diesel in our tanks was legal). Refueled with white at Barcelona Back up into France, off the Med into the Canal du midi to Toulouse to meet friends, back down the canal du midi, out into the Mediterranean at Port Nouvelle. Then South into Spain, where we overwintered at Cartagena.

**2016** continue down the Spanish coast to Gibraltar, spent a couple of months in the Gib area going everywhere at full throttle (well diesel was only 29p a liter) across the straits to Ceuta in Africa and Morocco (a huge whale bigger than MoonSpirit, appeared just off the bow in thick fog) back up the Spanish coast, expecting to overwinter at Port Forum in Barcelona, but after several weeks settling in, Port Forum turned into a building site, we left! Continued north eventually ending up at Toulon in France for winter (home of French Rugby, it was a great place to be for the six nations)

**2017.** Depart Toulon heading East, Saint Tropez, Antibes, Cannes etc. Monaco (probably thought we were a scruffy little tender to a big boat) Then into Italy at San Remo before turning around. West back along the French Med coast visiting any ports we'd missed while going East. (We had promised family we would be back to Jersey) so at Port Nouvelle, we entered Canal du Midi transit full length, into Garonne Canal, bow thruster failed at Castelsarrasin (stuck for a month while it was rebuilt) into Garonne river, to Bordeaux then Royan, out into the Atlantic for a long hop around to La Rochelle for 2 weeks and a few days ile de Re, up Atlantic coast to Arzal where we entered the Villane river system to Rennes, into Rance canal and river systems to St Malo, by 17 September 2017 we were back in Jersey having covered 5,450 nautical miles. (Not bad for a 26 year old single engine boat with no auxiliary?) we left off the story with MoonSpirit getting a winter refit (new head-linings, Carpet, Canvas hoop with built in dingy davits etc.

So to continue:

**2018** Following the winter refit and renovations:

20 April after a service a 3 day shake down cruise to Guernsey in lovely weather.

9 May Jersey to St Malo for a couple of weeks.

19 May st Malo to Dinan to meet up with Peter Crespel on Revelo his 32 Aquastar. We will cruise in company with Peter this year, Peter wants to see the full length of the Rance and Villain River/Canal system to Arzal and if all goes well out into Atlantic and down as far as La Rochelle.

13 June after an uneventful transit of the river we have reached the end and pass through the Arzal Barrage into the Atlantic, a flat calm and fast run, to La Turballe Marina, blowing out carbon from the exhausts after several weeks at river speeds.

15 June we depart La Turballe in calm weather heading for St Nazaire. We want to lock into St Nazaire to see the submarine pens. unfortunately the pleasure boat lock into St Nazaire has been closed for over a year for renovation, (no one told me) only access is via the big commercial lock if and when you can tail in a big commercial boat. The weather is due to blow up tomorrow and we don't want to be on the Atlantic coast. (Our plan was for several days here then a couple of days at Nantes) as we now can't get into St Nazaire the time is wrong to head

up the Loire river to Nantes, for the next 4 hours the river is running out very fast. I'm still determined to see the submarine pens and don't want to fight the river up to Nantes so moor up next to a very smelly fishing boat outside the closed lock, go for a walk to find the pens and look around. Peter on Revelo is of the opposite view and decides to fight the river up to Nantes. (He has along slow slog fighting 4 knots) we arrange to meet up later at ile Versailles through the lock at Nantes. After a leisurely 4 hours lunch and wondering around st Nazaire, just as the tide turns and starts to flood we catch the flood and surf the flood all the way to Nantes, Revelo is waiting for the lock to open, we travel through the lock together. It's a beautiful secure island mooring on Ile Versailles, we spend a week exploring Nantes. News from home is not good, father back in Jersey is un well. I leave Jane with MoonSpirit and travel home to visit.

21 June return from Jersey. Peter had been single handed up until now, Pat his crew, having work commitments but is now on holiday, I travel back with Pat. Peter now has crew.

With father not well we decide not to continue to La Rochelle and instead stay closer to home The weather in the Atlantic is now windy we need to stay inland on the canals/river for at least the next week.

22 June Peter decides he'd like to go along the Nantes a Brest canal. We decide we'd like to go up the Loire River to Angers. We agree to meet up at Arzal barrage in a weeks time. The wind in the Atlantic is due to drop in a few days, with Peter on the slow canal, after a few days on the Loire we will travel back to Arzal by the far faster sea route to arrive at a similar date.

23 June The Loire River is flowing fast against us, we call it a day half way to Angers stopping at the lovely town of Ancenis.

24 June we have a fast enjoyable run back down the Loire from Ancenis to Nantes the river flow is a very fast. At Nantes instead of locking through to the lovely mooring at Versailles. We go to the port Belem river pontoon and moor up between an old French warship (Frances equivalent of the Belfast moored on the Thames) and a full size Spanish Gallion. We are small enough to be a tender hanging from davits on either of the war ships. We are proudly flying the red ensign moored between them. Later in the day we notice the Spanish gallion is flying the distress flag. (assume they're scared? worried MoonSpirit will board & capture them?)

26 June, the forecast of improving weather out in the Atlantic has vanished, to be replaced with more wind. If we are to meet back up with Peter we now also need to go along the slow Nantes Brest canal.

1 July we finally get to Arzal, however Peter while waiting for us to catch up decided to continue further north along the Brest canal and at the furthest point on the Brest canal the water level was very low, Revelo caught her propeller knocking off a blade. Peter is arranging for Revelo to be lifted out.



Once his repairs are complete Peter plans to re join us at Vannes. We pass through the Arzal barrage back into the Atlantic, it's good to be back out at sea. Port Crousty, for a few days,

7 July we head into the bay du Morbian the most beautiful enclosed sea of small islands and anchorages. We zig zag through the islands, then up the short canal to the lovely city of Vannes.

10 July we are still in Vannes, big screens are up we're watching France knock Belgian out to reach the World Cup final. A lot of very happy French cheering shouting, car horns blowing, it's a lovely atmosphere until a French fan walking along the quay collapses opposite MoonSpirit paramedics are there in minutes, giving heart compressions, unfortunately he can't be saved. A very sad end to a happy day.

Peter advises the repairs are taking longer than expected, he will not now rejoin us for the sea trip, but will instead return to Jersey via the River Rance.

12 July we depart Vannes, as we clear the canal into the estuary to get us back into the bay du Morbian. 2 kayaks with outriggers head our way, it looks like they are trying to ram us, they then tucked in behind, almost within touching distance. At times within 3 feet of our transom, surfing our wake, chatting to each they were so close it sounded like they were in our cockpit. From 6 to 7 to 8 knots as the estuary opened up we kept increasing speed wondering how long they would survive. One of the pair chickened out as we hit 10 knots, the other was still gallantly hanging in there at 12 knots but with his kayak starting to look like it was going to turn into a submarine we relented and backed back off to 9 knots, 20 minutes later he was still there, looking knackered he finally gave us a wave to say he was going, we stopped and passed him a stubby beer, he was a happy dude. How he survived that long a couple of feet from our smoking exhaust (the injectors are due to be changed next service) I will never know.

13 July port Haliguen. (Watched the local lifeboat pulling a sail boat off the rocks)

14 July Port Louis

17 July Concarneau one of the most beautiful ports on this trip old walled town (leave MoonSpirit while we return to Jersey for a week)

7 Aug Port Adierne

8 Aug depart Adierne nice conditions but some big swells, the pilot books say Point de Raz (The Razor) is best rounded at slack water, thinking it can't be that bad I didn't head the warning. Yes it was bad huge white water breaking swells, we turn back to Adierne.

12 Aug Brest Port Chateau (slack water and no swells made rounding the Razor a pleasant trip)

15 Aug Camaret

After the Raz we were expecting similar to get around the Brest peninsula, but today it was calm.

16 Aug L'Aberwrach

19 Aug Roscoff

21 Aug Ploumanach

23 Aug Paimpol

28 Aug were back in Jersey having travelled 749 nautical miles.

Winter maintenance in Jersey includes.

A new mattress for island berth, (26 year old one was knackered)

Replace the Jabsco lite flush electric toilet, with a new identical one.

It was a remarkably reliable bog, fitted in 2013 its had 6 years of continuous 24/7 live aboard use by the two of us, no part of it ever got serviced, just tipped a bottle of vinegar down it every couple of weeks. It got rather noisy the last couple of years and becoming very noisy just before removal, but even so, then it was still working. I was very impressed with its performance.

**2019.** The years weather started off strangely warm and calm.

25 Feb 2019 trip to Guernsey, in the sunshine, in a t shirt, cooking bacon for breakfast on the stern BBQ. I've never known weather this warm this early in the year. Lovely.

**21 March. Depart Jersey** heading to St Malo as MoonSpirit is U.K. vat paid we need to be in an EU port which will issue a proper printed receipt showing MoonSpirit was in the EU on Brexit day (29 March) to maintain EU tax paid status. Many pods of dolphins playing on route. Arrive st Malo wait 20 mins for the lock into the inner basin.

**22 March.** Change of plan Brexit has been postponed.

**23 March St Malo depart,** back to Jersey, bloody Brexit.

**9 April Jersey** Depart, let's head back to St Malo for Brexit Tax reasons.

**10 April. In St Malo** Surprise supersize Brexit is delayed again until June or October? This is a silly game. And now the weather forecast (mr Wind Guru) is to be inclement for at least the next 10 days. Spend a week with a hire car visiting friends in the area. After a couple of weeks in St Malo even with a hire car to visit friends we are well and truly fed up with this silly Brexit game and continuing windy weather.

For this summer we had intended to head north from Jersey to Dillette then around the Cherbourg peninsula up the English Channel to Valarie Sur Somme and on the canal through the Poppy fields to Paris.

Maybe then on northwards towards Amsterdam. Sitting here in St Malo looking like it will be a couple of weeks before we could get MoonSpirit back to Jersey to start then looking for a weather window to get around the Cherbourg peninsula is depressing us. The U.K. governments Britexit has wrecked our plans. Having spent much of last season on or around the Rance river and canal system, we don't particularly want to do it again. But sitting here in St Malo on the estuary of the Rance river where wind will have little effect we reluctantly decide to head back down the Rance to the Arzal barrage, out into the Atlantic down the coast to Bordeaux and through Canal du Midi to the Med.

We have a slow relaxed uneventful run through the Rance and Villain river systems including several weeks moored in the lovely city of Redon.

**5 May Arzal.** Exit the river system on first lock at 8 a.m. Wind has gone and it's a lovely day. We are finally off canals and rivers, out into the Atlantic on smooth sea it's time to blow the weeks of slow motoring carbon out of MoonSpirits exhaust. A French sail boater call MoonSpirit on VHF to call me a bastard, apparently I went past too close making his sail boat rock. No I wasn't that close and certainly not close enough for him to read the boat name, this is the downside to broadcast AIS. (No sense of humor these french?)

**6 May Pornichet depart 10:40** Weather is nice.

**7 May l'HerBaudiere** depart 8:04 it is rough, we turn back.

The weather continues to blow and a storm is due, so we stay for a week, it's a nice town, with a big Benateau factory (seeing all the brand new Swift Trawlers , I'm starting to lust after one)

**12 May l'HerBaudiere** depart 8:50 Quite a bit of Atlantic swell after the storm, 33 miles to **Port laVie saint Gilles** arrive 12:30. Book in for a week.

**17 May port laVie Saint Gilles to Sables d'Olonne.** Very pretty entrance and two big ports to chose from.

18 May There a party atmosphere it's naming day for a huge trimaran the biggest racing trimaran ever built, France expects it to win the Vondee Globe for them.

**19 May depart Sables d'Olonne** it's choppy, we were headed for La Rochelle but decide to stop at **Bourgenay**. It's a Sunday the port and town is all but closed, apart from a dredger taking up most of the marina entrance, it's not far off low water and we run aground trying to get past him, the dredger guy just ignores us. It takes all of MoonSpirits 370 horses to power us through the mud bank and into the marina. An hour later several local boats having also run aground, two very angry men are now threatening the dredger driver, he packs up and moves out of the entrance. (dredger try's to return 3 hours later once tide has risen, but now the wind is up and he struggles to get back on position. (Serves him right the twat) The capitainery is closed all weekend, having been forced to run aground and with without access to facilities we feel happily depart early the next day without paying. Bourgenay is not a port I will ever willingly return to.

**Bourgenay** depart 7:50 heading for La Rochelle. There is still significant Atlantic swell but the sea is calm. The swell dies off once in the lea of Ille de Re. The approach to La Rochelle passing through the two fortified towers is spectacular. We like the small inner marina rather than the huge soul less outer one. We love La Rochelle and book in for a month. (So much cheaper than the day rate)

**La Rochelle inner marina**, closest point right on the water front for a month.

Watch out, the electric supply has ridiculous small circuit breakers fitted. Keeps tripping.

Leave MoonSpirit for a week while we travel home to Jersey and return with our car.

The Gillet Jeune protesters arrive on mass for protests along the waterfront in La Rochelle. We have a ringside seat sitting on MoonSpirit G&T in hand. A water cannon can be seen in use further along the port. Riot police are several deep. At one point a single yellow vest protester taunting the police opposite MoonSpirit suddenly throws himself at the riot shields, bounces off before running back along the quay towards the main group of protesters, ten police running 'Benny Hill style' in hot pursuit, weighed down in riot gear can't keep up, he disappears back into the crowd. Spend a week with friends who we met in the Mediterranean 3 years ago, their boat is getting brought up by trailer from the Med to be re launched at La Rochelle.

**25 June depart La Rochelle** first light, after more than a month sitting in La Rochelle we are heading for Rochefort. It's a very hot day, as we pull out of our berth we realize the bow thruster is very slow. Lovely smooth crossing to the Charente river and up to Rochefort. We were expecting to stay a few days but it will be a lot hotter tomorrow, this if Frances heat wave, people are dying of the heat, it was a mistake to come inland we need to be out at sea. The bow thruster has died. It was a new battery only a few months ago it's fully charged and all the connections are good. It's old but was rebuilt at great cost only 3 years ago. Fed up with its unreliability we decide it's time it was replaced. It's an old Nobles thruster which uses a different size tunnel to all other makes of thruster, a new tunnel will need to be glassed in. MoonSpirit being single engine is a pig in tight spaces and a nightmare in reverse. I don't speak much French and don't like the idea of getting it replaced in France when I can't talk to the fitter.

We know someone back in Guernsey who we trust. We are pissed off and in the heat of the moment (well it is a bloody hot heatwave) we decide rather than continuing South towards the Mediterranean. We will turn back to get the thruster done in Guernsey. The thought being if we go back through the Rance canal we will avoid most tight packed marinas, the only thing to hit on canals are the lock gates.

**26 June Rochefort.** Depart 10:10 it's very, very hot. Once out at sea it's still very hot. we go for a look at the circular fort Boyard (built to keep the British out), we don't have any trouble getting in close) **Arrive ile d'Oleron port st-Denis** 13:20. Fuel, diesel €1.38 a liter (Fuel is cheap here, apparently cheapest marina fuel on west coast France? fuel station owned by Leclerc supermarkets they charge same as garage forecourts? we have seen marina prices up to €1.90)

**27 June Port st-Denis ile d'Oleron.** Lovely smooth crossing to port Joinville on ile de Yeu, with no thruster we have fun trying to get into the marina berth, next day the wind is up and the marina staff ask us to move to a different berth, probably to laugh at us trying to moor up.

**29 June Joinville ile d'Yeu** depart 8:00 a foggy but calm day, arrive **La Turballe marina in time for lunch.** There is a big kits and balloons festival taking place, Whales and octopus flying over the beach. In the evening a free music festival starts up on the beach.

**1 July depart La Turballe** 10:30 Smooth crossing to the **Arzal** barrage. We hate the idea of going back this way and would much rather be heading around the coast, We are now on the Villaine River/ Rance canal system, with no bow thruster we are thankful we now have no more tightly packed marinas berths to negotiate, now it's only solid lock gates we can bounce off.

**Arzal to Redon** friends from Jersey Gary and Tracy on the boat Sundance are on hand to help us moor up. We like Redon and it's cheap moorings, so we book in for a month. catch the train to La Rochelle to pick up our car that we abandoned there weeks ago.

**Redon.** I have spoken to Richard in Guernsey and he has MoonSpirit pencilled in to fit a new thruster week of Aug 19, so plenty of time for us to get MoonSpirit there and for me to order a thruster for him to fit. Order a new Lewmar 5kw (50% more powerful than the old one) bow thruster kit and tunnel, on line from Cactus navigation. (Cast £1300 inc delivery to Jersey) We have a month in Redon eating cheese, drinking wine, soaking up some rays and driving around with the car.

**29 July. Depart Redon.** start our slow canal journey back towards st Malo.

**7 August** Lock through the Rance Barrage by st Malo and head directly for Jersey. It's Battle of Flowers week in Jersey and the marina is packed, we book in for a week.

**Jersey St Helier Marina,** a night time thunderstorm almost blows us out of bed with a huge clap of thunder, loudest we have ever heard. The fridge is not running properly, we have it checked and re gassed.

**13 August depart Jersey, heading for Guernsey,** we have a week in st Peter Port Guernsey visiting friends before MoonSpirit is lifted at St Sampson's out Monday 19 to have the bow thruster replaced. Our fridge is still playing up we cannot adjust the temp setting, and the following day discover the hot water tank electric element isn't working

**19 Aug. depart st PeterPort** 8:00 a.m. just a couple of miles up the coast we're lifted out **at St Sampson's** We can't stay on MoonSpirit and book into the Yacht Inn hotel St PeterPort for 4 nights.

Richard works like a demon cutting out and glassing in a new tunnel before fitting the new thruster. The shore power at the yard keeps blowing, our fridge is still playing up now running none stop and over freezing. **22 August St Sampson's.** Richard has finished the thruster install, MoonSpirit is lifted back in and we top up with cheap diesel before a lovely run direct back to Jersey.

Jersey overnight we are woken by the gas alarm going off, one of the two house batteries is gassing, battery charger going flat out.

Next day I rip out and replace both house batteries and also order a new fridge, Being a Type 1 diabetic I rely on the fridge to keep insulin cool. (this is getting to be a very expensive year)

A few days later speaking to our neighbour I'm told that the big thunder clap a few weeks back was a lightning strike that hit a sailing yacht, at the time we had been about 80 feet away on the next pontoon.

The sail boat took the hit for the pontoon but at least 8 other boats in the vicinity have had dead batteries, fried battery chargers, fried radars, dead electronics etc. Looks like I've found the reason why so many items failed in a short period. (Fridge, Batteries, Hot water element)

2019 has been an unexpected eventful season, because of Brexit instead of heading north toward Amsterdam we headed south, a dead bow thruster turned us around, and a lightning strike killed our fridge, But we now have a new very powerful thruster that we now need to test in anger, the season is not yet over. Just enough time for a couple of weeks along the Brittany coast 27 Aug we depart Jersey to St Cast to Binic, to Paimpol, then to Guernsey (water tank that had to be removed and replaced to fit the thruster, Richard quickly found the leaking connection) and back to Jersey.

Planning for 2020? Yes I still want to get to Amsterdam.....



MoonSpirit and Revelo

### **MEMBER'S NEWS**

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

Mr Nigel Harman, Brunel Star, Aquastar 38, berthed at Chichester Marina.

Mr Nathan Whitworth, A Flag, Aquastar 33, berthed at Preston Marina,

Mr Chris Blundell, Scruffolina (ne. Kardamena), Aquastar 57, berthed at Calgary.

Mr Brian Ferguson, Saphina, Aquastar 27, berthed at Carteret Normandie.

## 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.

## NAUTICAL PUZZLE - (Answer will be in the next (Christmas) newsletter).

You arrive on a fuel pontoon with an empty 5 litre container and ask the attendant to put 4 litres of petrol in it for your outboard motor.

Unfortunately the fuel gauge is broken and the only measure of fuel the attendant has is an empty 3 and 5 litre container.

How can you measure out exactly 4 litres for yourself using only these three containers?

## QUOTES FOR BOATS - Son of a gun.

Whilst taking women on board was common practice in the 'old days', it was of course officially frowned upon.

If a child was born on board, as did happen, delivery often took place between the guns on the gun deck. If the father was unknown, the baby was entered in the ship's log as 'son of a gun'.

