

## **FROM THE COMMODORE**

The Aquastar owners club now has 64 members - and that's official!

As you will have noticed from our Data Department's submission on page 4 of my Christmas newsletter, around 625 Aquastars have been built to date, so there is plenty of scope for spreading the word.

The website which I have now started working on with our son will hopefully bring in some new members in due course, and of course whenever you find yourself berthed near another Aquastar do please spread the word.

I attach with the covering email the current up-to-date list of members and their boats in the usual Excel format of two separate sheets; if anyone cannot open such a file and wants this as a .pdf please let me know.

No one has indicated they have found the alternative .pdf format for the newsletter necessary, so I will in future just send it out as a .docx.

For those that do not subscribe to the free on-line digital magazine 'Motorboat Owner' they might like to know that in their January 2016 issue under 'Classic Cruisers' there is an interesting review on an Aquastar 38.

The February issue has a DIY guide on replacing a raw water pump seal, and the March issue has a destination guide on Brighton, (which is where the Commodore berths his boat).

## **2016 PLANS**

As indicated in my last newsletter the consensus shows that instead of running an annual cruise, we will alternate an annual get-together between England and Guernsey (where we have historically been given a VIP tour of the Aquastar factory). When in England this should usually be out of the school holidays.

After the weekend there would be an add-on option of cruising in company with some of the boats; suggestions are welcome.

This year we thought we would integrate the timing and location with the Southampton boat show and this is our proposed itinerary:

### September 2016, Lymington

Friday 16th	- informal supper near marina,
Saturday 17th	- hopefully a tour over Berthon Boat Co., - time to visit the Lymington Charter Street Market, - official annual club dinner at Lymington ,
Sunday 18th	- visit to local place of interest (possibly Beaulieu),
Monday 19th	- time off to visit the Southampton Boat Show ,
Tuesday 20th	- passage to Island Harbour Marina (Isle of Wight), - supper at the marina 'Breeze' restaurant,
Wednesday 21st	- time off - (perhaps visit Classic Boat Museum in East Cowes), - walk to 'The Folly Inn' for supper,
Thursday 22nd	- trip up the River Medina to Newport (probably in dinghies),
Thereafter.....	- Yarmouth (walk across island to Freshwater Bay) + Bembridge???

Aquastar Rally - weekend of September 17<sup>th</sup> -18<sup>th</sup>, and onwards.....

<b>Names</b>	<b>Boat name</b>	<b>LOA (M)</b>	<b>Draft (M)</b>	<b>No. on board</b>	<b>Date of arrival</b>	<b>Depart Lymington</b>	<b>Island Harbour</b>	<b>comments</b>
Ray & Maureen Grimwood	Gallant Lady	12	1.1	4	Home berth	Sept 20	yes	definite
Anna & Ingvar Svenson	Star	12	1.1	2	Sept 16	Sept 20	yes	definite

Please let me know if you are interested, and if so please provide the necessary details to enter in all the columns as far as is possible at this early juncture.

To assist the restaurant the with planning of the menu and of the numbers, we shall be sending out the menu in advance and be requesting that the cost of the annual dinner is paid for in advance by way of a deposit (refundable if 1 month's notice given).

**THE CRIPPLE CRUISERS & HOPALONG HOLIDAYMAKERS - the saga continues**

Unfortunately Dave has had to opt out of further exploration and travels due to health reasons, so Mike 'with his new hip', currently overwintering in Lagos, wonders if anyone wishes to join him in his 38 Nibby for a summer in or around the Algarve?

**NEWS FROM 'THE YARD'**

We have just completed Winter work on two Aquastar 38's Pepastar and Plain Vanilla and relaunched in time for Easter. The new Aquastar 49' "Azure Star" Geoff's replacement for "Lady Azure" (she is residing in Jersey), is being launched in April, in time for the May Jersey boat show and Azure Star will also be shown at the Southampton show in September.

The next Aquastar 430 in build will have joystick controls for engines and bow thruster and have the latest Yanmar common rail engines fitted. The completion is due later this year.

Brokerage and new boat sales enquiries are picking up as the weather improves and the yard wishes all a good seasons boating.

**FROM OUR EX-COMMODORE - yes, life does still go on - he is very much alive and kicking**

When Ingvar invited me to provide a contribution to the Aquastar Newsletter I thought I'd better since I felt so guilty about slope shouldering the job onto him. Needless to say he's been far better at it than I ever was.

Of course, not only did we see the last of Fastflow to her new owners Jim and Elaine Parker, but we changed our lifestyle significantly. We spend our winters here in Tenerife and have a delightful apartment on the square in the village of Alcala on the South west coast. This means we are in the lee of the land and very sheltered from the North West trade winds. We are also well away from the rather over developed tourist areas. The result is that we are in a Spanish speaking community on a calm coast with lots of wildlife to see.

Needless to say we have a boat here. Actually it is a half share in a Spanish built Faeton 12M game fishing boat which is powered by a pair of 435HP Volvo D6 engines. Despite it being the same length as Fastflow it has just 2 cabins and accommodation is nothing like the Aquastar. That said it does get quite a lot of knocking around with the fishing and I'd hate to see the polished interior of my old boat treated in the same way.

As most of you know Tony without a boat is difficult to imagine and in truth I now have 2! The second is an 18ft Plymouth Pilot called Proper Job which I share with Roo Redwood (also an ex-Aquastar owner) and is based in Mayflower Marina in Plymouth. Despite being in Tenerife with the boat in the winter I still wanted to get afloat in the UK summer so we found this boat which although old had been lovingly restored and fitted with a new Beta engine. Anyway we use her around the rivers and estuary as a picnic and fishing boat and she really is a Proper Job!

So there you have it. You can come and see us in Tenerife and I'll show you the whales, dolphins and turtles (and maybe some tuna) or you can come to Plymouth where I'll give you the docks, warships and pubs tour. The 2 boats in my life are shown in the pictures.

I would love to see as many of you as possible at the Southampton Boat Show but I won't be on the Aquastar stand this year. I am, however, planning to be at the club dinner on Saturday night so hope to see as many of you as possible then.



Yours Aye  
Tony Giblett [info.giblett@icloud.com](mailto:info.giblett@icloud.com)

#### **FROM OUR DATA DEPARTMENT**

The Commodore has been working overtime here, and his analysis of the locations of our member's boats, unsurprisingly perhaps, is as follows:

Guernsey	7
Jersey	7
Southampton area	11
Lymington (Berthon)	3
Portsmouth	2
Plymouth	2
River Medway	2
River Deben	2

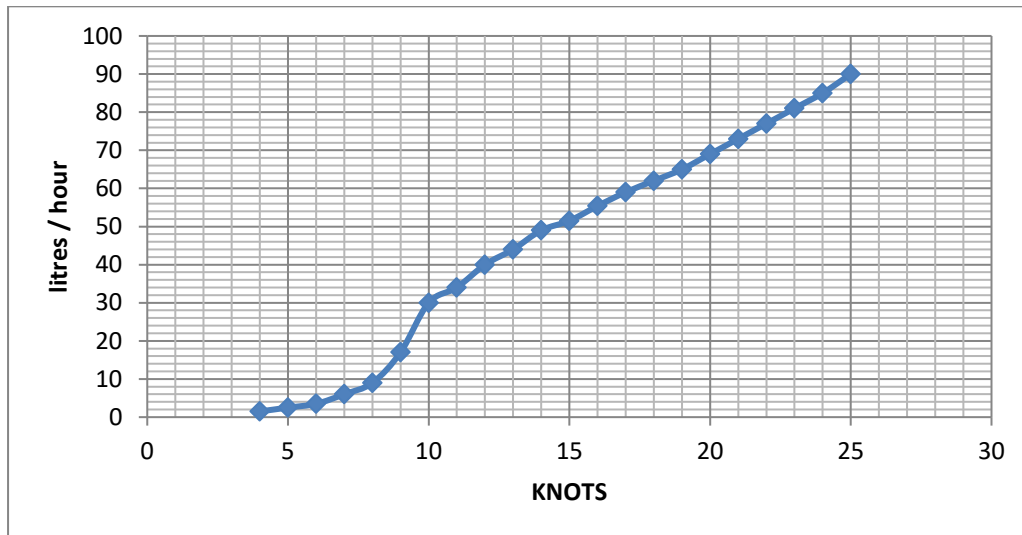
All the other members are scattered around singly elsewhere. Eight are located abroad (that is further afield than Scotland and Wales!).

## FROM OUR TECHNICAL DEPARTMENT

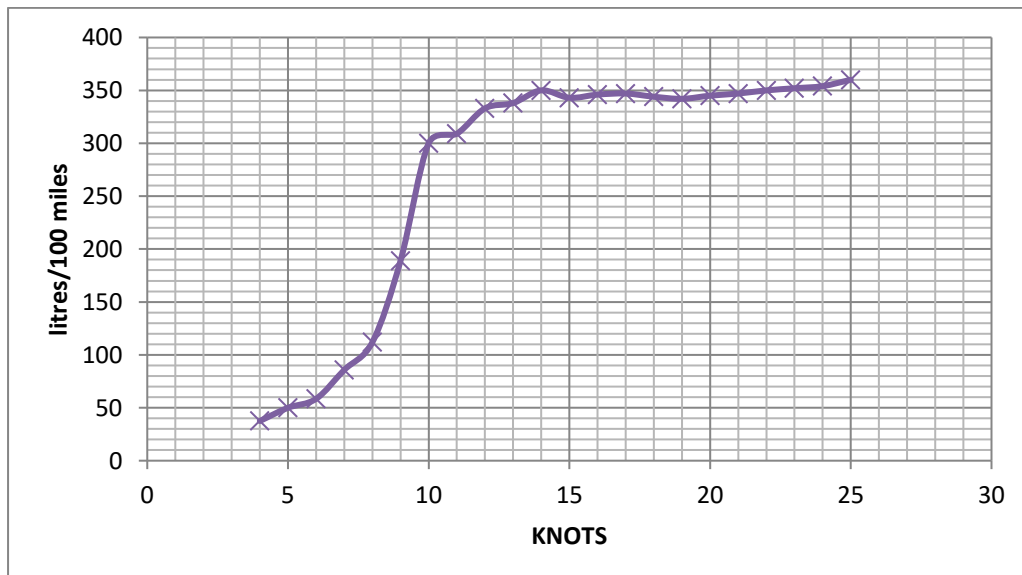
1) The Commodore writes:

### Aquastar 33.

On our previous aft cockpit 33, fitted with two Volvo Penta D4 260hp engines, from the integral fuel flow monitoring equipment (an optional extra), I produced the following curve for combined use of both engines. This is for the boat with only two people and not really heavily loaded. If anyone is interested I have a further set of curves showing the results with it more heavily loaded.



This I converted to what was for me a more useful interpretation, as it shows that once you get past 14 knots one might as well go 20 knots if the sea permits as one will get there quicker! The second graph shows this as follows:



### Aquastar 38

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' last summer 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.

As 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) 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 was switched on it would also give 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 release which shows this equipment can be used on quite a range of engines:

## 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



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)

2) From Maureen Grimwood of Gallant Lady comes the following tip:

On an annual basis do take down the ceiling covers on your extractor fans so the accumulated fluff, or grease in the case of the galley one, can be removed from the gauze and around it.

### **COMMODORE'S GRUMBLES**

Our newly purchased 'Scare Gull' broke within a month of purchasing it. I have replaced it with the slightly more expensive 'Gull Sweep' which lasted three months before itself breaking - though it did withstand the winter gales before deciding to give up.

However it does seem to be better built and in future I will try and take it in before the winter gales commence. To be frank I reckon if it's too windy for these scarers its also probably too windy for the sea gulls themselves! Our local chandlery in the Brighton Marina has kindly replaced my Gull Sweep free of charge.

### **MEMBER'S NEWS**

David Lancaster, who owns the 38 Peregrine, has sent me the following:

My own 38 is wonderful and after a major refit by Osmotech on the Hamble in 2011 we took her down to Plymouth over 22 days the next summer. It rained for much of the time; we had just 3 days of fractional sunshine; we spent 6 days in Brixham due to a terrible gale blowing up the Channel; we spent 4 days in Plymouth for the same reason and escaped on the 5<sup>th</sup> in a force 6/7 on our bow to sail down to Fowey which was a fearsome experience over 3 hours. It was not being able to see the lobster pots rather than being underwater for half the time which was most worrying!

The 3 of us were in oilies with life-jackets on, downstairs with all the hatches well battened down. I was stoically helming and I heard my then 25 year old doctor daughter say to Louise my wife "Mummy I am frightened; are we going to be alright?" to which the reply came in a flash "Yes of course darling. Daddy knows what he is doing and Peregrine will go through anything."

The second part of the answer was a fib but the third part was absolutely spot on! These boats are fabulous and that short voyage gave us a great deal of confidence. However we decided that the UK weather was not for us and in 2012 we went to France slowly exploring the beautiful and varied Brittany coast and wintering first at La Roche Bernard and then further south on the Ile de Re opposite La Rochelle in 2014 where Peregrine remains this winter. My plan next June is to head to Spain.

John Le Masurier writes about their rebuild of KAAAN'S engine, also a 38:

A couple of years ago our port engine did not start immediately as usual on our last trip of the season, but once started all was well and we got back without a problem. On close examination I noticed that the exhaust elbow was starting to leak, there was evidence of salt crystals on the gearbox. KAAAN had been booked for a service which was brought forward and the elbows were changed as were the solenoids on the gearbox.

However the port engine refused to start so the injector pump was sent away and found to have a cracked piston, once repaired it was fitted but the engine still refused to jump into life. A compression test was done and although the pressures were not the best nothing alarming was found. Next was the injectors were tested and found to be wanting, a new set was therefore fitted. At last our port engine started.

We waited for a decent day to go out for a sea trial and out we went however, after a very short time of running, the engine lost power and nearly cut out. I left it on tick over and returned to the marina where we had a look at the engine only to see that the rocker gasket had blown and oil had come out from here.

The engineer later came to confirm the gasket had blown and the engine would have to come out. I therefore set about finding a firm who were experienced in rebuilding Volvo engines and after some research the choice was made. Careful measurement revealed that if the coolers and brackets were removed the engine would pass through the side door; however, when the lorry crane arrived we lost some two feet of height due to the boom and hook. A hole in the cabin roof was cut quite quickly and easily and at last the engine removed put on a trailer and off to Essex.

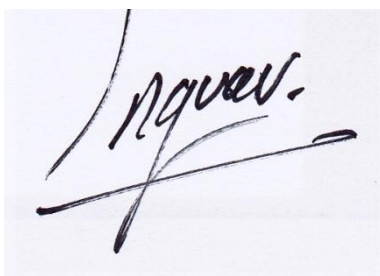
When dismantled all was revealed, the turbo had bits of molten metal in it, one of the pistons had partly melted, one or two of the cogs were showing signs of wear and the heat exchanger was in need of attention. The whole engine was dismantled and various parts sent for testing. Our new injectors were found wanting and had to be adjusted and the other coolers were attended to.

After a few weeks the engine was put on a pallet and sent back to us, we then had it put back in Kaan and after a sea trial we were off. Other than a couple of errors in the installation the engine has behaved like a new one which it is. We were told that all could have been caused by a dripping injector, but being used to tractor engines which run for thousands of hours it is very disappointing to have had to spend so much money on a total rebuild after only a few hundred hours.

### **SEA SAYINGS**

Slush fund - ship's cooks supplemented their meagre wages by selling on the fat from salted meat storage barrels. This 'slush' was sought after by candle makers and provided the cook with valuable extra income.

Have a great Aquastar summer,

A handwritten signature in black ink, appearing to read 'Nguyen', written on a light-colored background.