



Club Newsletter

Christmas 2020

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FROM THE COMMODORE

The November 2020 on-line edition of the free 'Motorboat Owner' magazine will be of interest to those Aquastar owners who are thinking about visiting Keyhaven in the Solent.

In addition the September edition of Practical Boat owner has a good summary of what is available by way of electronic distress signalling. It covers who makes what, and for how much, for EPIRBs, EPIRBs fitted with AIS, personal AISs, PLBs and electronic distress flares. For those members repairing or just wanting to know more about how their hot water system works this edition also has a useful article on how to fit a new one, as well as the pressures they should be set at to work best.

Finally the November 2020 issue of Motorboat & Yachting has a very detailed article and appraisal of what is available for 'wi-fi afloat'.

2020 CRUISING or how we left Chichester with 3 working engines & arrived at Plymouth with 1.

Apart from one August weekend in Bembridge where we were able to enjoy their new unisex toilet block facilities (the second weekend visit was cancelled due to severe storms), our 3 week September trip 'Going West' to Plymouth was the first outing since coming back from France & the Channel Islands in the July of 2019.

When we went west last time in 2018 we had the 4 most enjoyable days ever on a buoy between Bryher and Tresco. However to get there did entail a lot of travelling, so this time we just wanted to have a more relaxing time at not so distant locations and additionally try some new ones such as the River Yealm and Teignmouth.

Accordingly we left Chichester on September 5th with three working engines.

After visiting Yarmouth, and then Weymouth (where we cycled to The Bill of Portland - and back!), we met up with another 38, Gallant Lady, in Brixham.

Together we then moved on and stopped overnight on a pontoon in the pretty River Yealm, which was a first for us.

So far so good.

We then decided to put our 30 + year old outboard motor on the dingy and go exploring up the river as it was high tide. As it had never given us a problem in its whole lifetime and had not been used since it was last serviced we were expecting the customary trouble free experience. Oh no, it would not do more than idle speed, if one tried to open the throttle it just spluttered and conked out. Out with the oars to get back to the boat.

Down to two engines!

The next morning, en-route to the Mayflower Marina in Portsmouth (7 miles), when opening the throttle outside the Yealm river entrance the port engine coughed and spluttered and would not do more than 2200 rpm. A combustion problem was confirmed by Gallant Lady, who were following us, when they radioed to enquire about our smoky exhaust and slow progress. We decided to shut that engine down and proceed at 9 knots to the shelter of the Plymouth breakwater.

Once inside we tried to restart the engine but had no success whatsoever. We thought that it must be dirty fuel so planned to look at the primary Racor fuel filters as soon as we arrived at the Mayflower marina.

Now down to one engine!

Even though we had suffered from the dreaded fuel bug as soon as we had purchased the boat 6 years previously, the filters were not too bad at all, but I put clean ones in anyway as the furniture, the carpet and the floor had all of course been taken up.

We seemed to have two separate problems, one, we could not even fire up the starter motor, and when it had been running earlier it would not exceed 2200 rpm, and even then it was not smooth and was accompanied by a smoky exhaust.

I did also notice a third problem, that being the normal green light which is on when the ignition is on but the boat is out of gear, was not illuminated on the EDC.

Were they all related? It was too much of a coincidence.

Time to ring the local Volvo dealer for assistance. Even though it was only 12:25 pm, and the recorded message said they were open till 1 pm on a Saturdays, it was definitely closed - the answerphone said please leave a message, but frustratingly it did not allow me to do so.

By chance we were going to meet up that evening with the club's previous commodore Tony Giblett, so I contacted him and he recommended a local chap called John Williams who most obligingly changed his next week's schedule and promised to come round at 9 a.m. on Monday morning to look at our port engine.

Time to attend to the outboard, and with the assistance of Tony again and his workshop, we blew out the main carburettor jet and all then ran smoothly again. The service must have dislodged some dirt which they had failed to clean out.

Come Monday morning the engineer arrived as promised and slowly eliminated all the more usual possibilities. Then after replacing a fuse he managed to get the green light to come on and the engine turn. However that is all it would do and it would not start. After a couple of telephone calls and more tests at 1 p.m. he reappeared out of the bilges with the Bosch injector fuel pump in his hands and pronounced it faulty and the cause of all the three problems.



INSTEAD OF SEATS & CARPETS - ENGINE

After I enquired about the cost of a new replacement Volvo one he made another phone call and announced £ 6,804 ! So instead the engineer took it round to the local Bosch repair facility for an investigation and repair estimate. Our planned over night stop at Dandy Hole had unfortunately to be cancelled.

The diagnosis from the local Bosch dealer was that it was the worst damaged one he had



SWARF INSIDE FUEL INJECTION PUMP

ever seen, not only had some of the inside parts been broken and the case-hardened metal scored and worn, but the inside of the casing had been irreparably damaged. Though the bits were readily available for rebuilding, the main problem was in finding a replacement casing.

However nice the location, 3½ days at the Mayflower marina is more than sufficient for us, so as the next day was going to be the best day to get back to Dartmouth (before force 5 gusting 7 winds were promised for several days), we had a most relaxing passage at 2500 rpm on the starboard engine which pushed us along at 9 knots to the Darthaven marina in Kingswear.

Further up the river from Darthaven is the Premier Marina Noss on Dart, so if it took too long to source the bits, repair the pump, check none of the swarf had gone into the injectors themselves - or associated pipework, and rebuild the engine room, we could always move Star up there for free berthing (as our home berth is part of this group) and wait there. And of course the final option if the whole process dragged on even longer would be to hire a car and drive home until the issue was resolved; and sort out the logistics later!

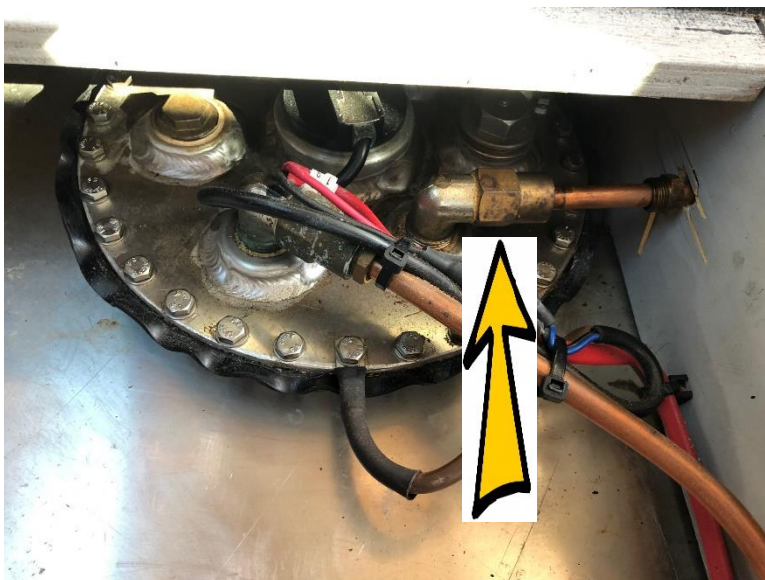
At the back of our mind was the worry that if that had happened to one fuel injection pump only 2 1/2 years after it had been serviced, we would not want to do much more on the other engine without checking first that that one was not about to break down as well.

Accordingly, when John rang to say he had sourced a reconditioned pump in the U.K. which came with a 12 month guarantee (in addition to two further ones in Denmark), and at less than a third of the price of a new one, we asked him to snap it up.

Having by now spent 5 nights at Dartmouth, as the weather had now died down to force 4 gusting 5, Gallant Lady moved back to Brixham, and Star (on its one engine) moved up river to the pretty Noss on Dart marina for its free berthing, ready for the engineer to return the next morning.

Come the morning, before removing the other fuel injection pump, in his diligence, John said he wanted first to test the fuel pipework from the tank to the engine for air leaks as this was the most likely cause of the problem.

First the pipe and fittings from the fuel stop tap to the engine was checked and given the all clear. However, the connections to the tank itself was under the main folding navigator's seat which we had never before removed. But ten minutes later we both managed to unscrew it and manhandle it away.



The cause of the problem was then immediately apparent - the nut holding the fuel pipe to the top of the tank (and hence to the lift pipe from the tank) was only finger tight (see arrow on picture above), thereby admitting air in with the fuel.

As the cause had now been found, we agreed that it was no longer necessary to remove the other injection pump for testing. John did add that the Bosh dealer had had to fit 6 new injector nozzles as they were blocked up with swarf - oh dear, even more expense!

The promised 3 to 5 days for the replacement pump to be ready to fit was already up, so a call by myself to the dealer indicated that it would at least be double that!

As we had to be back home by the coming Monday to meet builders, after 3 weeks away, on the Friday, we hired a car and drove back to Chichester where we picked up our own car and drove home. By chance just over two weeks later we were booked into the 'The Grand Hotel' (the old Great Western Railway Hotel) on the seafront of Torquay for a week, a reservation which had been made a year ago, though now under strict Covid Rules.

So on the Tuesday of that week we drove the 25 minutes to Noss on Dart to meet the engineer to refit the fuel pump and injection nozzles, and carry out the sea trials. All fortunately went well!

Of course now we had both our car and our boat in the west country, which was a nice luxury, but not ideal!

So on the Friday after an early breakfast we drove to Chichester marina where we left our car, and took a 10 minute bus ride to Chichester railway station. From there we took the train and after two changes arrived at Torquay railway station opposite the hotel in time for dinner. The next day, Saturday, being our last morning at the hotel, we drove the 25 minutes to the boat. We were then able to walk to Dartmouth where we could purchase provisions for the return trip.

We had intended to drop off at Poole for two nights, then Cowes for one, but as the weather forecast for the week ahead was increasing each day from a force 3 on Sunday to a force 7 gusting 9 later we decided that if we were to get home within the next couple of weeks we would have to catch the tide the next morning at 7:30 and motor the whole 115 miles in one go. This we did arriving at the Chichester bar 6 hours later, and the marina 7 hours later, and just over 3 weeks behind schedule!

PRELIMINARY PLANS FOR THE 2021 'CRUISE IN COMPANY' (the French, & Covid, permitting).

Alternating each year, as we traditionally do, between the West Country and visiting France and the Channel Islands, the proposed plans of Gallant Lady and Star for the 2021 cruise in company to France and the Channel Islands (assuming we are allowed to escape that is and quarantining permitting) is instead of going south from Guernsey is to go east, are follows:

- Depart June 16th or 17th to Guernsey for several days to include an opportunity to fuel up, do some sightseeing and check out those crab sandwiches at the Pleinmont Beach Cafe, as well as patronise our favourite restaurant, Pier 17.
- Aquastar Owner's Club annual dinner on Saturday June 19st, at the Guernsey Yacht Club,
- Courtesy of David Norman, Marine & General Engineers Ltd have very kindly offered to show us round their works on Monday June 21st, see what they do and how they do it, and conclude with a Q & A session on boat maintenance (or indeed anything boaty).
- Cherbourg,
- St Vaast,
- Carentan,
- Ouistreham / Caen,
- Honfleur,
- Refuel if necessary at Le Havre,
- return by July 8th/9th at the latest.

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.

NEWS FROM 'GEOFF'S YARD'

Geoff writes:

Brokerage office very busy on 33' and 38' used Aquastars, if anyone is thinking of selling their 33' or 38' please let Geoff know, we need more vessels to offer as this is now our main emphasis, together with refit work.

NEWS FROM 'M & G's YARD'

A very weird year for Guernsey!

Guernsey Locked down with Covid 19 a couple of days after England on the 25th of March and M&G was only allowed to undertake essential commercial work (95% of our work is leisure). We returned to work split in to two shifts from 0530 1230 and 1300 to 2000, not very popular! Life returned to some kind of normality later in May and June when we could start using our boats, restaurants and pubs reopened and freedom to travel but only to the other islands of the Bailiwick of Guernsey started. If we travel outside of the Bailiwick of Guernsey i.e. to Jersey, UK or Europe we had to spend a week in quarantine in our own home and then be tested. This has recently increased to two weeks for all these destinations.

Effectively we were in the "Guernsey Bailiwick Bubble" which included travel to the Isle of Man with no quarantine at either end. This was OK by air but not very practical by motor boat. My Aquastar 48 has a theoretical range of 329 miles with a 20% safety margin and the distance is 394 miles. We had a great week in Alderney (by Air) and a wet and windy week in the Isle of Man.

Personally I have used my boat Aquastar 48 Marauder four times, once by special permission for M&G to redeliver a yacht to Jersey as we had fitted a new engine. We had dispensation not to quarantine on return to Guernsey, no person to person contact, face masks, rubber gloves, Hi Viz and hand gel. Once to St Peter Port for a night out, once to Herm and once to Alderney for the day. I refuelled the boat last November and she is out of the water now for the winter, I have used about half a tank of fuel. It's a shame I paid 68p a litre last year and the current price is about 45p!

Lessons learnt this summer on Marauder check your own engine and start batteries carefully for condition, as the domestics failed due to the shore power failing again when the fridge is on and the hot water tank failed with a split when I launched the boat. The hot water tank arrived but I was put at the back of the queue in my own yard and batteries which normally are delivered in a week but this year took a month, so seven weeks of a short season lost. Supply chains are a major problem for industry this year with Covid 19.

The latest projects for Marauder this winter is to service and replace the toilet system pumps and seals and to template and order a new teak forward deck kit so it will be ready to fit next autumn.

In the Bailiwick Bubble except for travel, life is absolutely normal for work and outside of work pubs, restaurants concerts etc life continues as normal.

We have had a phenomenally busy year at M&G admittedly doing 12 months of work in 11 months, but the Boat industry has seen a lot of boat use, as it was a good summer and no where else to go, boat sales second hand have been the highest level I have ever seen and a lot of new boats being sold in the Island from 20ft to 85ft. But no visiting boats at all.

On top of the normal servicing and repair work M&G did a good number of blasting and recoating packages for Gel Shield and traditional antifouling or Coppercoat. As well as several repowers with new engines.

The latest re-power we are doing is a Guernsey boat an Aquastar 33, an early 1980's boat that had a pair of Volvo Penta Ad 41B's fitted, 200hp each, they were running but very tired.

Attached are the photographs of the removal of the old engines with a Hiab which we find the most versatile way of removing or fitting an engine. We are now cleaning up the engine room. The new engines are Volvo Penta D4 230hp with new gearboxes and will arrive shortly to be fitted straight away. We are also fitting new propeller shafts, propellers, stern-seals, exhausts and a stainless-steel keel band.

Its not clear to see when we will be free of quarantine but we hope to welcome you back to Guernsey and see you soon.

David Norman from the Marine & General Boatyard, 'The Guernsey Bubble'.



PUTTING TWO OF THESE



IN ONE OF THESE

FROM OUR TECHNICAL DEPARTMENT

1) Treatment of upper helm corroded controls



In my Easter 2017 newsletter I mentioned that for those boats with upper helm controls such as the powder coated Volvo ones, if they have corroded as ours do every year to a horrible mottled whitish effect, a carefully applied (by brush or small cloth) coat of this car stuff once a year will bring it back to its former glory. Don't get it on the gelcoat though as it will stain it!

Incidentally I also find a wipe over any Corian work surface in

the galley and heads with this other Car Plan product 'Flash Dash' works a dream.



2) Window catches

On our 38 the rear cabin rear window suffered a broken handle on one of its two catches (these also holds the window out on struts). As araldite does not last for ever I decided to source two new ones.

Armed with photographs and measurements after trying 5 different manufacturers I finally found that they were made by Bomar and could be purchased from C-Quip Ltd. At £54 each with hindsight perhaps I should have tried a caravan shop first?



3. Electronic antifoul

We have been using an electronic antifoul system on Star since we purchased her in 2014.

This is a picture of the hull immediately after lifting out and prior to pressure washing the hull.

The boat has sat in the marina unused (because of the Covid 19) since mid August last year until its annual lift out last June. At the other end there were just a handful of coral worms around the propellers and rudders.

There are nowadays quite a few competing systems on the market but we have been using one from 'Ultrasonic Antifouling Ltd' (based in Poole) which requires two transducers for a 38 foot boat (or one for a 33 foot boat). As you can imagine for our boat we have found that this particular system has worked well beyond expectations.



4. Primary fuel filtration.

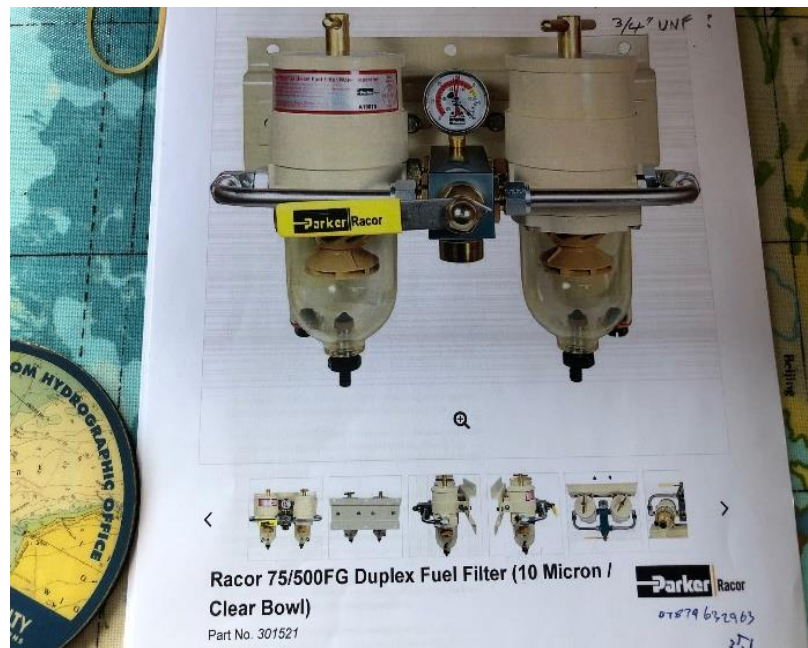
Many boats will be using Racor fuel filters (with the clear dirt and water collection bowls at the bottom) for their primary fuel filters.

Those who have had the dreaded 'fuel bug', together with those worried about getting it now that more ethanol is being allowed in fuel, often think about fitting a home made system of pipes and levers to enable them to swap filters on the move without having to dismantle them.

With this in mind Racor in their wisdom, recently brought out this compact neat and clever system for doing just that.

As we have experienced the 'fuel bug' we were very keen to purchase them so last summer we investigated fitting them. The best deal available was from ASAP Supplies.

Unfortunately there was not anywhere suitable for fitting two pairs of them without reducing access to certain parts of the engine or the battery compartment. Our 38 has two Volvo KAMD 300s but other boat owners with different engines or layouts may well have available space.



5. Nebo voyage tracking app.

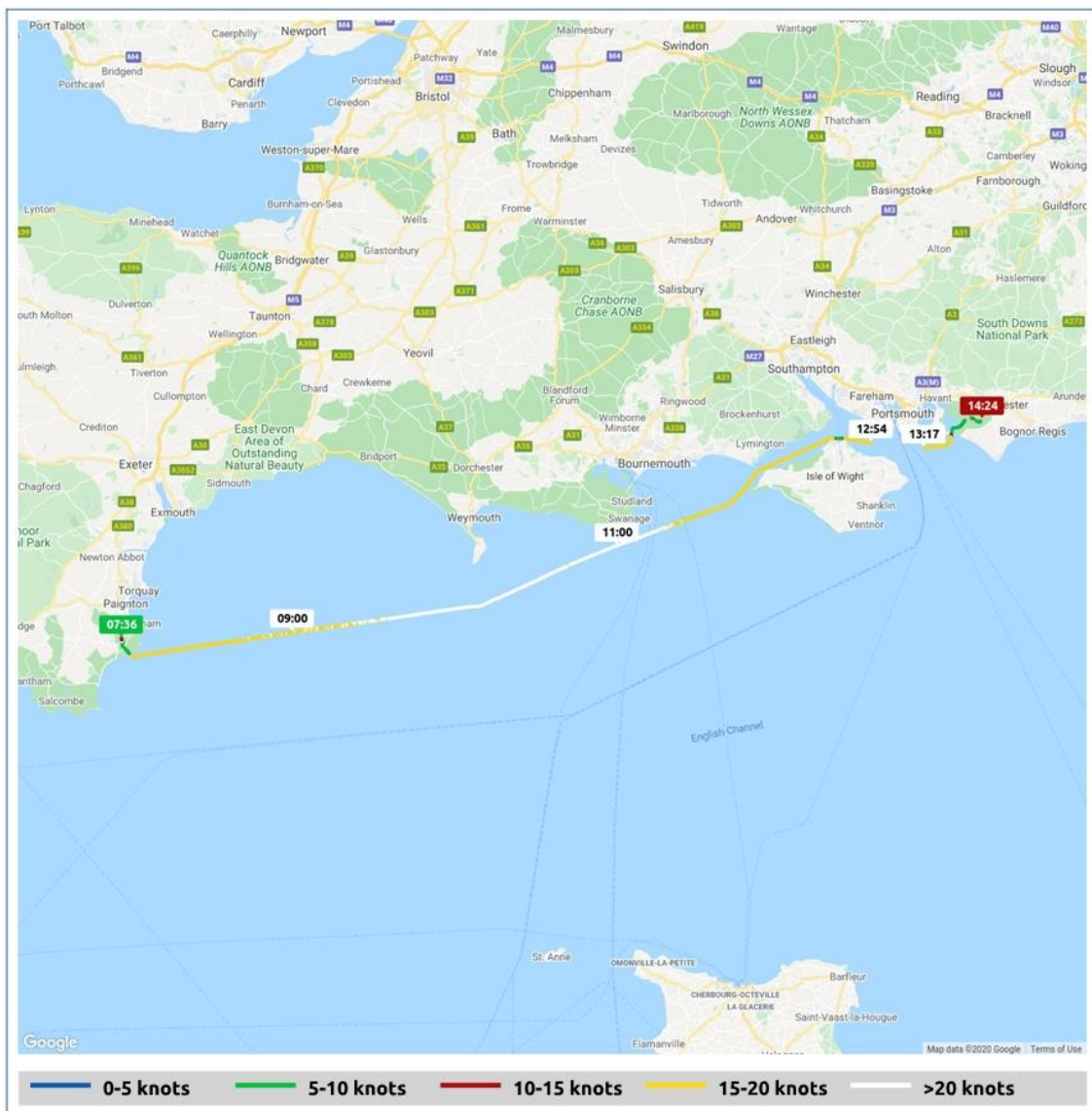
Our previous commodore Tony Giblett recommended this phone app to me after enthusing about it. So I thought our long overdue return home would be a good opportunity to try it out on my iphone. This shows our journey from Noss on Dart to home at Chichester marina.

Star
18 October 2020





share the journey

Voyages	Underway (hours)	Duration (hours)	Distance (nm)	Average Speed (knots)	Max Speed (knots)
1	6:39	6:54	114.3	17.2	24.7



Voyage	Skipper	Passengers	Commenced	Completed
Sunday morning voyage	Ingvar Svenson		07:30	14:24

 Weather on departure 10.0°C, Wind 4 knots SE	 Weather on arrival 13.1°C, Wind 2 knots SE
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Voyage Log	Time	From Start		Interval
		Duration (hours)	Distance (nm)	Avg Speed (knots)
Started voyage at Ortmoth	07:30	0:00		
10.0°C, Wind 4 knots SE	07:31	0:00		
50° 21.14' N 17.01' W	08:30	1:00	13.0	13.0
50° 23.99' N 16° 46.68' W	09:30	2:00	32.7	19.7
 12.0°C, Wind 6 knots SE 09:38	09:38	2:08		
50° 29.06' N 14.90' W	10:30	3:00	53.8	21.2
50° 36.68' N 14.93' W	11:30	4:00	74.4	20.6
11.4°C, Wind 3 knots NE	11:45	4:14		
50° 45.98' N 19.92' W	12:30	5:00	93.2	18.8
50° 46.26' N 19° 56.18' E	13:30	6:00	109.1	15.9
 12.2°C, Wind 2 knots SE 13:47	13:47	6:17		
13.1°C, Wind 2 knots SE	14:24	6:54		
Stopped voyage	14:24	6:54	114.6	6.1

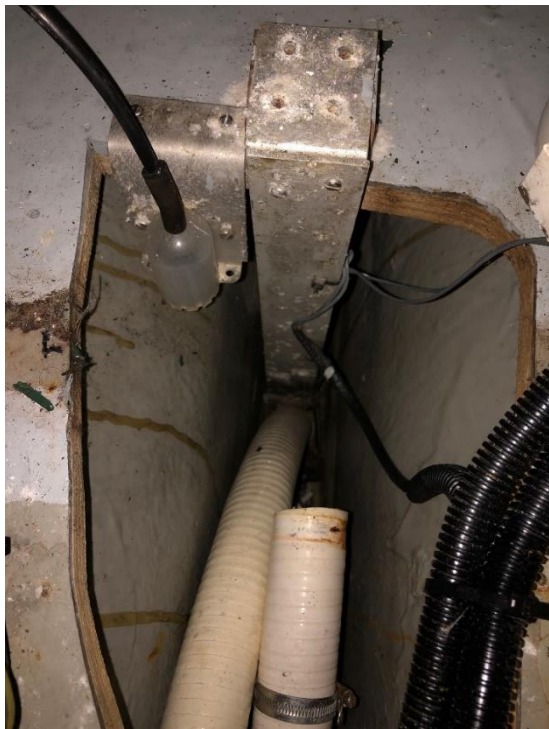
INDEX OF TECHNICAL INFORMATION FROM PREVIOUS NEWSLETTERS.

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 2020
 - Synthetic teak decking
 - Care of GRP; cleaning, polishing & waxing
 - Aquastar 38 fuel consumption
- 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

1. Bilge pump float switch



Those of you who will remember the saga of my main Jabsco aft bilge pump (50 litres per minute) from my summer 2019 newsletter (jammed impeller & mounted on a mild steel base) will not be surprised that during my routine testing of our three automatic bilge pumps I discovered that there was again a new fault on this one. Though the dashboard override switch did make it pump, the lifting of the float switch with the standard tool of a wire coat hanger (at it was at the bottom of the bilge!) did nothing. Testing in the relay joint box confirmed a problem in the bilge.

After removal of the 'emergency Rule 3700 bilge pump (220 litres per minute) which sat half way up the bilge above it, I could then get at and remove the very Heath Robinson mounting bracket for the two float switches.

Not only was this made of aluminium but the bottom, as the picture shows, would most likely not have been able to have survived another year before it would have rusted right through.

When the safety of our boat and our lives can depend on the bilge pumps how short sighted can these boat builders be in having this float switch mounting bracket, which can sit in salt water for much of the year, made of aluminium.

I had a new one promptly made up in stainless steel, and without those bolted together joints and extensions (or the block of wood at the top when they discovered it was then too long!).

2. Ropes round propellers - again



The above picture was taken in 2008 after your commodore dived below his Aquastar 33 outside St Malo to remove a rather large piece of French rope.

The picture on the right was taken after we came out earlier this year in June. Again the rope cutter had done its job but this time as it was a comparatively small rope we had no idea that it was there, or even how long it had been there for. But it did look like a French one again...



When we purchased Star the existing alligator type of rope-cutters that were fitted had worn bearing plates (and one was slightly bent as well) so we replaced them with these 'R&D Marine' versions which we prefer as they do not reduce the boat speed by the 1 to 1½ knots that the traditional type do.

3. Outboard motor stand - or you do get what you pay for!



I ordered the one on the left off EBAY - it seemed a good price for £36 plus £15 carriage.

Despite the UK flag (an old trick I know) it transpired from the lack of proper English in the ensuing correspondence with the vendor, it literally was 'Made in China'.

My comments when I commenced the returns procedure were:



- I reject it as not fit for purpose.

As the 4 photos I sent you yesterday show there is painted over rust, the rivets are so loose as to make the joints useless, and both attachment pins are badly bent. Also the drilled holes on one side of the frame do not line up so the bolt cannot go through. Finally the fixings for the two wheels are missing.

So I bit the bullet and paid another £9 for the strong and well built one on the right so I could finally run our 1995 4HP 2-stroke in some fresh water ready for putting it to bed for the winter.

4. A Friday afternoon job?



As mentioned in my last newsletter we planned to have our original 2002 teak decking replaced in February. Due to Covid19 this was finally carried out in August.

However what I have not mentioned was that we have always had two annoying leaks. One is into our rear port saloon cupboard, and the other is into our bathing platform, such that every year I drain the best part of a bucket of water out of it.

I was thus especially interested in any cracks on the bathing platform, especially between it and the transom as water had been getting under the teak there for several years. The second picture shows what we found, with plenty of cracks and gaps, and some loose timber filling a huge gap between the platform and the transom. This seems the most likely place for the water entering the bathing platform. Even though additional materials were required to level off the base, and hence an extra visit as well, no additional charges were made. The third photo shows the job almost completed. Overall it was a competitive and very professional job carried out by Tye of Eliteteak, (tye@eliteteak.co.uk).



AND NOW FROM OUR MEMBERS.....

ROBERT ALDAM writes:

Further to my comments in your summer 2020 publication on the electrical problems found on our 2014 Aquastar 430, I attach my electricians more detailed report in case other similar boats of our vintage require checking out should they be similarly wired.

Email 1

The problem with the electrical installation is the use of dual sensed VSRs (voltage sensitive relays - ed) to manage the charging of the vessel batteries.

A permanent live busbar connected to house batteries (Unswitched), is connected to all the VSRs which are connected to bow, stern, gen, port and stbd engine batteries.

As soon as any battery is charged from either house charger or alternator, the VSR for that battery will engage and this voltage would now be detected by all the VSRs and all would engage.

This effectively joins all the positives of all the batteries together so any load from any 12v item is now coming from all the batteries.

If these VSRs had been single sensed, then as soon as the sensing battery drops its voltage, the connection is broken.

The problem with this set up is that if an engine or thruster battery is down on cells and the voltage is low, the operation of that engine or thruster will pull loads from other batteries through the VSRs and the cable size cannot handle it. If this set up is used there needs to be high amperage fuses fitted to protect the wiring.

The other problem is that the charging is not staged or rate controlled as there is no way of determining which batteries are at which state.

This also meant that the readings on the battery meter were only accurate if all the batteries were below 12.5 v.

The draining of the port battery was due to the port battery VSR staying engaged at the lowest voltages as low as 12.3v, was allowing the port battery to discharge through the permanent live busbar and the electrolyte levels were too low which was why it was discharging faster than the house batteries.

The engine battery switches need to be turned off when the engines are not in use as the engines are drawing up to 4 amps in standby and due to the wiring of the duel station there is voltage back feeding through the common negative of the warning lamps illuminating them faintly even with ignition off.

Maximum measured discharge loads will then be less than 0.5 amps so the house batteries will be able to handle this drain for a month before any significant voltage drop.

In the existing set up deficient or discharged batteries are not charged differently to full ones and when any form of charging is initiated the low battery will be pulling loads through the VSRs too high for the connecting cables.

The solution is to remove the bank of VSRs and fit two new intelligent splitters which actually monitor and charge each battery at the required rate.

The reason for fitting two is because of the amount of batteries on your boat, and the reliability of the Mastervolt twin input splitters.

Each engine would be connected to a separate splitter with one engine charging P, S and house and the other engine charging bow stern and gen.

We would arrange this on the basis of a discussion on what you tend to use the most.

The house charger Would then piggy back it's 2 outputs on to each splitter.

The splitters are Mastervolt 1603 and cost around £200 each. They do the same as a diode blocker but without the 0.5v drop normally associated with blocking diodes.

They are twice the price but they are also Mastervolt.

There is not too much work involved as there are already cables from the VSRs to the batteries, so I would site the new splitters there and re route the charging cables to the splitters.

Email 2 - Electrics,

I will produce a diagram with instructions for the boat when all finished.

Never come across such a farce when it comes to wiring a boat but when we can finally meet on board I will at least be able to show you what does what.

The wiring diagrams produced by Aquastar are wrong which doesn't help matters, so this is where we are at.

I have remade several battery connections and replaced some wires as they were not finished properly and due to the previous problems had caused corrosion and discolouration to the conductors.

All the VSRs have been removed and I have as you know installed 2 Mastervolt battery mates.

Each unit takes feed from one engine alternator and one mains charger output.

Each unit will then charge the opposing engines battery, the domestic bank of 3 and either the bow or stern thruster.

The generator battery will still be charged from the mains charger on the third output so if you go out it will always be ready.

So when on shore power,

both units will be energised and all banks will be charged with double charge into the domestics as it is a bank of 3. As said above the Geny battery will be directly from the mains charger.

If you run the port engine,

1 unit will energise and charge the stbd engine battery, domestics and either bow or stern thruster. At the same time it will also charge its own battery.

If you run the stbd engine ,

then the other unit will energise charging the port eng bat, domestics and the other thruster and as above will charge its own battery.

This way with only one engine running you are keeping both engine batteries and domestics charged.

As this system does not charge the Geny battery I can install an emergency link switch under the aft bed so the Geny can be started from the stern thruster battery but it's not needed.

The Geny battery will of course charge itself when running.

Wait till I tell you how they've wired the bilge pumps it's unbelievable but safe and working.

PAUL BLAMPIED writes: - we have followed the adventures of our intrepid explorer since 2014 - he continues his saga:

2020 update for the Aquastar 33 MoonSpirit

The log book is a bit sparse but. Over the winter MoonSpirits TAM63p motor had a super service, including replacement injectors, intercooler and heat exchangers removed and cleaned. Running like a kitten we were ready for our planned 2020 summer cruise, Jersey to Amsterdam and back. Unfortunately like for everyone COVID-19 intervened, it was not to be. Maybe Amsterdam has bad vibes for us. In February with a bunch of boating friends we booked a short 4 day P&O cruise from Southampton to Amsterdam and back, (silly me though it would be a good opportunity to check out where we would be going, berthing areas etc). Storm Dennis just started to hit as the cruise was departing, Amsterdam was cancelled as too rough to dock, cruise went to Bruges instead.

For us on MoonSpirit being based in Jersey, lockdown was far less severe than in the UK, France or other Channel Islands, even in the beginning boating at no time was totally banned.

April 2020. Jersey started off like the U.K. with two hours a day to collect essential shopping and do exercise. Like everyone else we were locked down in our house which is only 15 minutes walk from MoonSpirit in St Helier marina. Being retired, most days (unless lashing with rain) my exercise was walk to MoonSpirit, relax coffee, sit on the back deck in my deck chair or do a bit of maintenance before walk home. Pleasure boating appeared to be a grey area, like surfing and sea swimming it wasn't ever mentioned in any of Jerseys legal dictates. As long as you were social distancing, not mixing with other households and not exceeding the allotted 2 hour time.

There was nothing to say don't use your boat, frowned upon by many yes, but nothing officially banning boating. After all fishing for 2 hours is exercise and collecting food combined.

May 2020 the 2 hour lock down rules became 4 hours of exercise and gathering food, this coincided with plenty of mackerel arriving around Jersey. Fishing, anchoring in local bays and picnics is order of the day. The only real regulation for Jersey boats is remain within Jersey territorial waters.

20 May we take MoonSpirit onto the blocks for a low water pressure wash and anti foul.

June 2020 and 4 hours out of the house has become unlimited time. As the lockdown rules are still confusing no ban on boating and still nothing official to clarify and say there is or is not a ban. The number of private boats venturing out is still small but rising steadily. That is until 13 June. Our local st Helier Yacht Club every year has an evacuation rally to st Malo (similar to Dunkirk, usually about a dozen boats attend) but this year as st Malo like the rest of France being Covid closed, st Helier Yacht club had the brilliant idea to instead invite boats to have a full pennants procession around st Aubins bay. The flood gates open, boaters who had not dare ventured out since last year now had reason, an official event organized by a respected club. More than a 100 boats including MoonSpirit (see photo) turned out. The 2020 boating season had been kick started.



July 2020 France has reopened to visiting boats.

12 July MoonSpirits first 2020 run to France. It was a lovely crossing to Granville. It's good to find Granville is as welcoming as usual, only requiring masks to enter inside buildings (Marina office, bars, shops, restaurants etc) if anything Granville is busier than that we'd normally expect this time of year and even better still because of Covid all the busses are free.

17 July a calm leisurely run from Granville along the French coast to St Cast where we meet up with Phil and SallyAnn on their 38 foot Aquastar April Rose.

22 July a beautiful sunny run from st Cast to Saint Quay just for a one night stay, it's an all tides marina, ideal stop off and depart from, to getting the timing right for nearby tidal gate marinas.

23 July depart Saint Quay just outside there are so many small French boats all trying to catch supper that we have a very zig zag course avoiding them all. Lovely sunny smooth sea for our run up to Paimpol, all but with large swells. We love Paimpol one of our favourites so aren't disappointed when the weather blows a up bit, keeping us here for a week.

29 July lovely smooth run back to Jersey, we see dolphins and even a Sun fish flapping around on the surface.

August 2020 order of the month is more fishing and picnics in Jerseys bays.

7 August we took MoonSpirit to the Minquiers reef, found our way into the drying pool. A big area where you can anchor on a big low tide, the rocks and sand banks appear as the tide recedes, leaving boats trapped in a huge sandy bottom sea water pool. We are one of about 20 boats locked into the pool, here for 4 or 5 hours until the tide returns. Beautiful day swimming, splashing around with the dingy sunbathing and snorkelling.

September 2020 Covid and rumours of impending lockdowns keep coming, Jerseys Covid rules designate St Malo red, it's out of bounds unless prepared for two weeks quarantine on return, but who needs st Malo when most other ports within range of Jersey are still ok.

4 Sept and we head from Jersey to Carteret in France, lovely smooth crossing, even see our daughter who doing a PhD in marine Conservation her research has her today in the area, on the Jersey Fishery's protection boat Normal la Brocq.

The Norman La Brocq suddenly appears off our Port side checking us over (maybe they are making sure we're not fishing for Tuna, but surprise surprise there is Daughter grinning and waving at us like a Cheshire Cat out of the wheelhouse window). Lovely 3 days in Carteret. 7 Sept early morning depart Carteret, lovely smooth sea, we have friends to meet in Granville, lots of dolphins and Jelly fish are seen on route. 12 Sept depart Granville bit of a sloppy sea in company of two other boats for our run back to Jersey.



26 Sept MoonSpirt has a new stern cockpit outside cover fitted. Not canvas with plastic windows but privacy netting instead. This is something we have been thinking about for some time. My thinking, in summer it's not rain we need to keep off the rear deck it's bright sunshine and heat, the old canopy was a bit like sitting in a green house. This new netting keeps out a lot but not all rain (the rain that gets through is not rain but turns to mist) but best of all it provides partial shade, good enough to use my iPad without squinting, while still allowing a very small amount of breeze. We're very impressed with it (The only thing I would change

if doing it again is I'd go for blue instead of white, which does make it look a bit like a mosquito net, well I suppose in reality it is a heavy duty mosquito net)

October 2020, to give MoonSpirt even more shade in the summer (we are also thinking of returning to the Med at some point) I have with the help of my friend Lee (who has a sewing machine) created a bow sunshade.

Here's hoping for a vaccine early next year so we can all get back to boating proper. I've still got Amsterdam pricking at the back of my mind, come visit. Maybe next year will be that year?



MEMBER'S NEWS

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

Mr David Wilkinson, Iolaire, Aquastar 33, berthed in The Hamble.

Mr Robert & Mrs Jean Shepherd, Tolerance of Guernsey, Aquastar 38, berthed in Ramsgate.

Mr Eamon Timoney, Avalon, Aquastar 38 extended to 42, berthed in Glandorem County Cork.

Mr Andrew Newman, Blue Fox, Aquastar 38, berthed in Weymouth.



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.

DON'T FORGET OUR WEBSITE - aquastarclub.co.uk

NAUTICAL PUZZLE - one possible solution....

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?

There are several solutions, including one when you in fact only require to have one 5 litre can and not two - but for that one you have to return fuel to the main tank from whence it came.

Another simple solution is to fill the 3 litre can and then pour it into the attendants 5 litre can. You then fill the 3 litre can a second time and use it to fill up the part full 5 litre can. This means the 5 litre can now has 5 litres in it and the 3 litre one 1 litre.

You put this 1 litre in your own 5 litre can and then fill up the 3 litre one again (this could be from the attendants full 5 litre one).

Finally you add this 3 litres from the 3 litre can into your 5 litre can which already has the 1 litre in it, and hey presto you have 4 litres in your personal can!

QUOTES FOR BOATS - why we say 'Windfall'.

Landowners were once forbidden from felling trees on their land as the Royal Navy might have needed the timber for its ships.

However trees that fell down due to nature, hence windfall, belonged to the landowner, who could use them or even sell them if he wanted.

AND FINALLY - taken by Madam Commodore on our visit to Dartmouth Castle last summer -



Inquav.