



Club Newsletter

Christmas 2022

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FROM THE COMMODORE

2022 has been a record year for new members. There are 17 additional club burgees flying in the breeze.

The April edition of Practical Boat owner has an interesting article on the latest EPIRBs available on the market, and their August edition on refurbishing a Jabsco electric heads pump.

The January 2023 (but out end of November 2022!) edition of Motor Boat & Yachting has a good article on cleaning teak decks, and also has a page about Blue Star, an Aquastar 38 for sale under 'Find me a second-hand all-season cruiser'.

JUST CHECKING - pre-Easter first outing of the year.

We always give Star a run locally for a few days before we take her out of the water in April for the annual 'dirty work' of washing underneath, antifouling, polishing & waxing, anode changes etc. to check all systems are working in case additional work is required when she is on the hard standing. Additionally as we are planning to visit the Channel Islands in June we always like to check that all is well after the winter service has been carried out, especially as the tappets had had to be done this time round (as we had reached the 200 hours service interval required by Volvo on our KAMD 300s).

Everyone now seems to want your money when you book. Interestingly Cowes Yacht Haven was already fully booked but fortunately Shepards Marina was only for the duration of the Easter weekend. So this year we spent 3 nights at Shepards departing for home on Easter Friday.

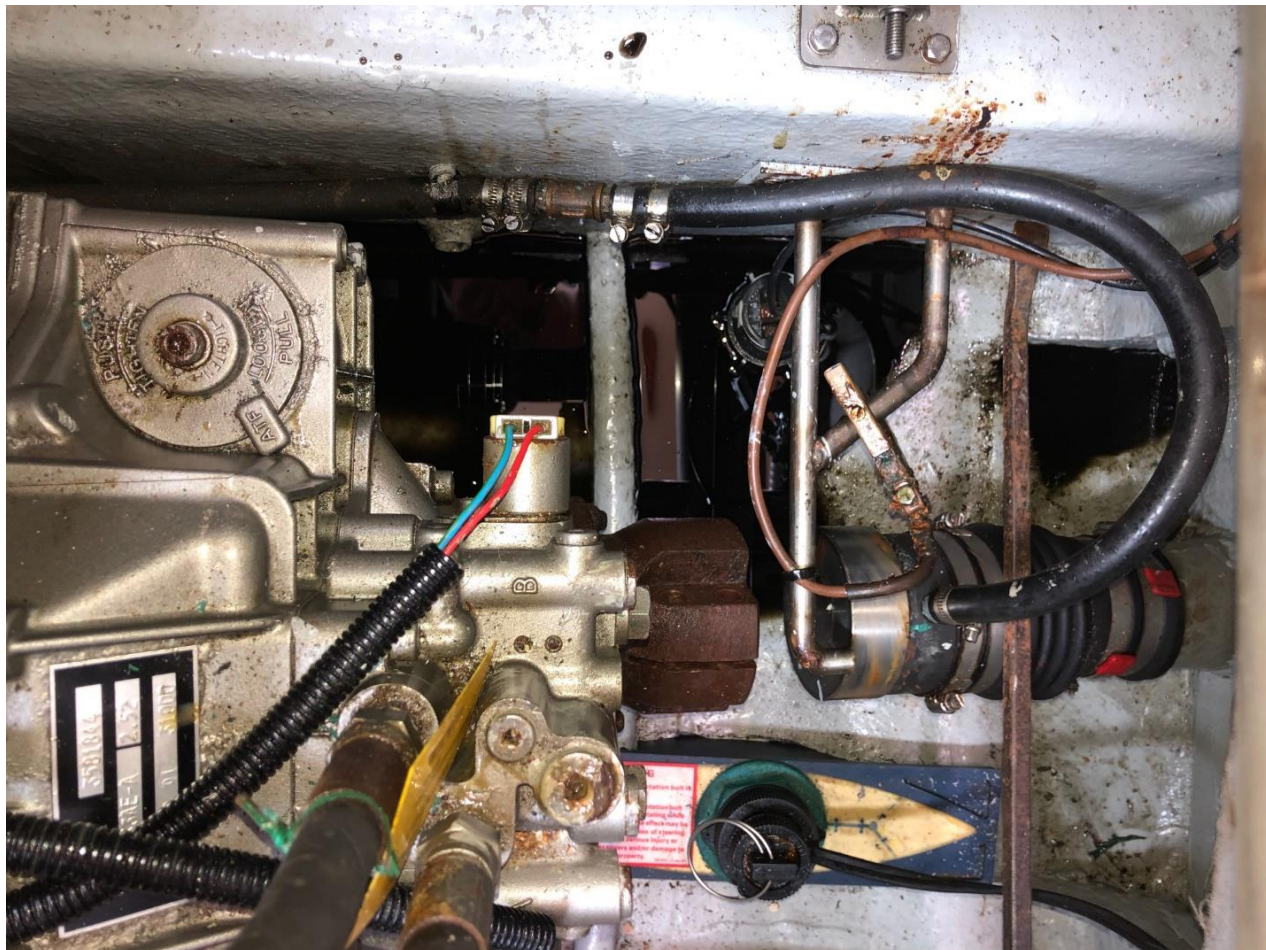


The photo on the left is our traditional lunch stop in Newport at the top of the River Medina (at high water), and right is having dinner at the Island Sailing Club in Cowes with its lovely views.

As the weather was glorious and the sea calm, most of the journey was done at our displacement speed of 8 knots 'to conserve that now even more expensive diesel'.

The engines purred and we agreed how nice it was that everything was working perfectly, or so we thought.

But the next month when we came out of the water....oh....dear....for when the engineer lifted up the floor to change the shaft seals and the cutlass bearings (incidentally changed for the first time in our 20 year old boat) he saw this pool of engine oil on the floor of the engine room and in the bilge:



What had caused this oil leak was the replacement rocker cover gasket had not been made properly and it had leaked. Though it passed the tests when running at our pontoon berth it had not survived the Solent crossing at normal engine revolutions.

So for peace of mind we had to have another shake-down trip to check it was properly done. This time we decided to visit Southsea Marina, from where we could get a (free for us oldies) bus ride into Portsmouth to visit the Spinnaker Tower.

Yet again it was oh dear.....

There was a small pool of diesel under the same engine this time (but fortunately no oil).

In replacing the rocker cover gasket the local Volvo accredited engineer had not only failed to tighten up one of the high pressure pipes out of the fuel injection pump, which was steadily dripping, but had had also failed to replace with new the 12 copper washers (despite me reminding him) on the 6 banjo bolts which take the surplus fuel back to the tank. The washers had not only been used multiple times looking at the marks on the copper but some were also of different sizes!

2022 COVID BUSTING CHANNEL ISLANDS CRUISE-IN-COMPANY.

The French did not really want us this year, and as due to Covid we had not visited the home of Aquastars since 2019, we thought this would be a good year to make amends.

Day 1 Thursday June 16 - as the wind direction was going to change the next day Star, Gallant Lady and Dutch Courage decided to go direct to St Peter Port and have our Pimms on the Pontoon there instead of at Lymington.

Star departed via the east side of the Isle of Wight and the other two via the west side converging only ten minutes apart at Guernsey's St Peter Port. The crossing was the best ever encountered by Star, and the only time spray broke over the boat was going through the southern end of the Alderney Race where we received a push of well over 5 knots.

Day 2 Friday - our previous Commodore Tony Giblett arrived in Proper Job (from Plymouth) together with Flight (from Cherbourg) and Joie de Vivre plus April Rose (both from Jersey) in the late afternoon, but could not enter till after 10 p.m. because of the St Peter Port Harbour Carnival.

This commenced at 6:30 p.m. with the Rubber Duck Race (each duck sponsored at £200 by local businesses), and the festivities finished at 10 p.m. with a fantastic fireworks display over Castle Cornet.



Day 3 Saturday - after days of glorious sunshine and negligible wind the weather was beginning to change in readiness for Sunday's storm.

5 p.m. we wandered down to the Guernsey Yacht Club to fill up at the bar and then attend a PowerPoint presentation given by Neil Cotillard (Joie de Vivre) and Phil Carter (April Rose) on their trip around Great Britain to raise money for Prostate Cancer UK.



<https://www.aquastars-on-tour.com/>
and on YouTube.

20 of us were fascinated to listen to the trials and tribulations that they endured as well as to learn how the two Aquastar 38's fared over such a long and often harsh journey. The Scottish scenery was especially stunning, particularly those taken from their drone.

The Aquastar Owners Club donated £100 to their cause

As the GYC were unable to provide us with dinner due to staffing issues, some one and a half hours later 18 of us walked up to The Old Quarter restaurant where we all enjoyed the annual Club dinner.



Day 4 Sunday - rain and wind (force 6 gusting 8).

Day 5 Monday - nice weather so we did our own thing. The 6 from Gallant Lady and Star took the 91 bus to Pleinmont and walked up the hill to the German



observation tower (locally called the Dusseldorf Hilton) to see the amazing views. As is traditional we then descended and had those sumptuous crab sandwiches at the Pleinmont beach cafe.



In the evening we think Gallant Lady broke a record - they hosted 11 of us for drinks and nibbles in their saloon: not bad for a '38 !

Star was not feeling very adventurous after that for dinner so decided to try the local takeaway fish and chip shop opposite the town church: unfortunately we were very disappointed with it, so we won't be returning there again.



Day 6 Tuesday - 8 of us met at 11 a.m. at Marine & General Engineers where David Norman most kindly showed us all around his yard and workshops.

He introduced us to the latest innovation in boat fire safety, the 'Fire Safety Stick', which promptly sold out (the Commodore bought one 50 second one for his car and ordered two 100 second ones for Star). The website is: www.firesafetystick.com



FIRE SAFETY STICK PRICING

50 second FSS **£62.00**

100 second FSS **£87.00**



50 Second Fire Safety Stick
Ideal for small cars, the kitchen, the garage, tool boxes, small caravans & campers



100 Second Fire Safety Stick
Ideal throughout the home, for cars, boats, large caravans & motorhomes

Please check with your insurers that the FSS is acceptable to them. From a boat use perspective Rossboroughs state: It's the responsibility of the customer to ensure they have adequate equipment in place as it says in the exclusion - "unless the vessel has been properly maintained including being fitted with fire-fighting equipment and extinguishers appropriate for the size and type of Vessel or Craft and fire hazard". If experts have deemed these as adequate for his vessel in replacement of a fire extinguisher, having taken advice, then we would have no issue.

EB06

FIRE SAFETY STICK The Lightest and Most Innovative Fire Extinguisher

A Simple Comparison

Let's look at how our Fire Safety Stick matches up against a 'traditional' 1kg dry powder fire extinguisher by comparing various features of both.

| | FSS50 | 1kg Dry Powder |
|------------------------------|--|----------------|
| Discharge Time | An impressive min. of 50 seconds discharge time with a FSS | 50 Seconds |
| Weight Size | For smaller and lighter than most other fire extinguishers | 215g |
| No Harmful Mess | Leaves no damaging or toxic mess | 6 to 7 Seconds |
| Durability & Rust | Can be dragged & pierced, and is unaffected by rust | 2.2kg |
| Shelf Life | Tested to last for a minimum of 15 years | 15 Years |
| All Major Classes | All major fire classes: Gasoline, ABC/CF & Electrical (100,000v) | 5 Years |
| Safe To Breathe | Smoke from the FSS is safe to breathe in confined spaces | X |
| Service Free | Does not require any servicing | X |
| Eco-Friendly | Does not affect the environment or any animals | X |

Scan this QR code for videos, social media and website.

www.FireSafetyStick.com

@FireSafetyStick

He also showed us their recommended replacement for a small 2-stroke outboard engine, the electric 'Epropulsion Spirit', retailing at £1,599.

A better choice for dinner was made that evening by Star, as we had a booking for the 13 of us at our favourite restaurant, Pier 17. We were not disappointed!

Day 7 Wednesday - Flight and Proper Job repositioned themselves on the new pontoons outside Victoria Marina ready for a quick get away the next morning as the weather was still rather too windy for their return trips.

Dutch Courage hired two electric cycles and explored the north of the island, and Gallant Lady and Star took the passenger ferry over to Herm for half the day.

Star hosted drinks and nibbles at the end of the day.

Day 8 Thursday - Flight left for Cherbourg, Proper Job returned home to Plymouth, Gallant Lady and Dutch Courage left when they could get over the cill for a couple of nights in Alderney, prior to their respective departures to Dartmouth and Cherbourg.

Star went on to Jersey where she planned to stay till Monday.

Pepa Star II happened to be visiting from Beaucette and spotted Star inside the lovely new marina (which was being slowly opened) and came aboard for refreshments and to compare notes. The picture on the right is Star (in solitary splendor at the far end on left) on one of the brand new visitors pontoons.



Monday came with somewhat iffy weather. We had a rough 8 miles to the Corbiere point, where instead of the sea conditions improving as indicated, it got even worse. We turned round without any hesitation, and instead enjoyed a wonderful additional 4 days in Jersey returning to Guernsey on Friday. Due to the available times for refueling we had to wait till Saturday morning, where we were able to fill up at the relatively competitive rate of £1.06 a litre.



After refueling we walked past the old Aquastar Yard (above picture on the left). I wonder how many of you recognize it (the main building is now a ceramic warehouse and the offices are up for rent).

We then jumped on to a bus and did the anticlockwise sightseeing tour round the coast to Fermain Bay (above right picture). We had a lovely (but rather more expensive) crab sandwich lunch, then did that exhausting walk round the coast back to the marina.

Star then crossed the Channel to the Isle of Wight on Sunday for four nights before returning to our home berth at Chichester exactly three weeks later.

Unfortunately just over half way across the Channel we picked up a fishing net on the starboard side and had to finish the journey at 10 knots on one engine. This was removed by a local chap in the Yarmouth marina - some of it is being held up in the picture on the right in the dingy. The fact that we had just passed several miles behind a small fleet of French fishing vessels was not lost on us - was it their Brexit revenge tactics we wondered?



SUBSEQUENT CRUISE-ON-OWN

Unfortunately removing the fishing net was not the end of our problem, as returning from Yarmouth to Chichester at normal cruising speed after a while we got a distinct intermittent shaking of one engine, so it was down to a single engine again for the final stretch home.

As there was a 3 week delay at our marina to take the boat out of the water, we could only fear the worst. What was eventually discovered was that two blades on one prop had been badly bent, and the prop on the other shaft was actually loose - it had somehow partially moved off the woodruff key in the shaft keyway.

As the propellers had to be removed and sent away this was now definitely an insurance job.

So when they were refitted and re-antifouled, we had a good excuse to have 4 days away to see if everything was finally in full working order. Two nights in Bembridge and two in Bucklers Hard were booked, and as one now has to do in more and more places, paid in full at the time of the booking. As we were relying on the propellers being returned just in time for the scheduled launch we did enquire closely about their cancellation policy. Surprisingly Bembridge did not have a very customer friendly one - so beware.

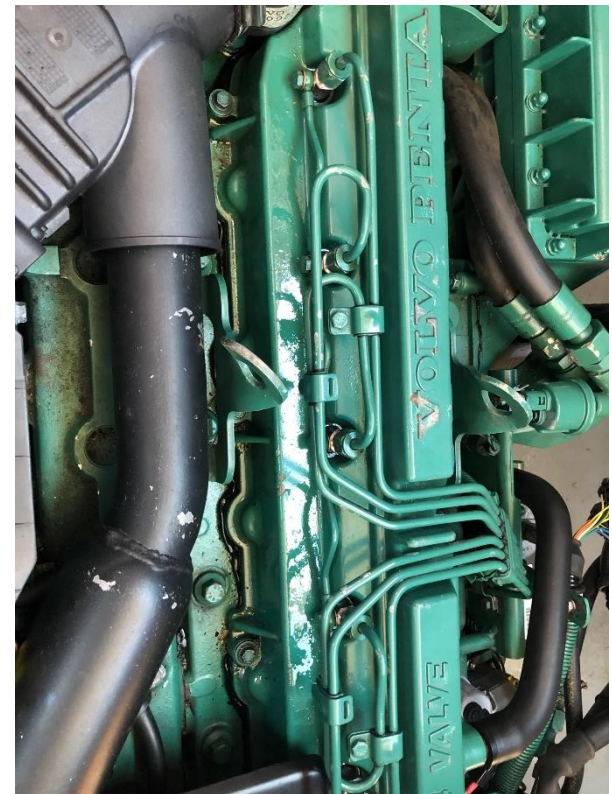
The trip to Bembridge was mainly done at displacement speed of 8 knots to conserve our Channel Islands fuel as it was such a calm day.

Everything seemed in good order until I decided to check under the engines through the inspection hatch. The starboard engine was nice and clean underneath, but under the port engine was a pool of salt water at the shaft seal end, and ½ litre of diesel under the other end. And on the top of the water, and in with the diesel, was dirty engine oil. This was definitely an 'oh dear' situation when all was supposed to be sorted - hence this picture showing the Commodore lying horizontally in the bilge.





oil/air separator for crankcase rebreather

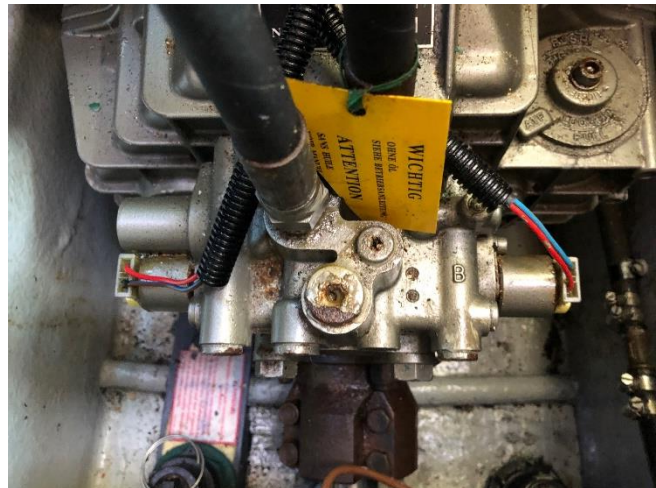


Over half a day later the causes were traced and hopefully rectified.

1. The water feed pipes to lubricate the shaft seal were tightened up.
2. A phone call to the Volvo engineer to enquire what the oily fist sized cylinder flapping around still connected to the engine by two black hoses but not connected to its third spigot, elicited a 'no idea'. Tracing this it became increasingly likely that it was the oil/air separator for the crankcase rebreather. Mrs Commodore suggested looking at the other engine to see where the oily protrusion should be connected to. After taking the rest of the carpet and floor up it became obvious that it had come unattached from a small rubber connection onto the engine sump (most likely knocked by the last engineer tightening the fuel pipes to the injection pump).

3. The diesel leak was traced to the second from the front injector low pressure return banjo bolt's copper washers leaking. A visit to Bembridge chandlery (now £3 per person each way on the ferry!) unfortunately found none in their copper washer collection. So after removing the two washers (and tidying up the new pool of diesel) the old fashioned trick of annealing them was tried (hang both on a metal coat hanger, apply blow lamp till red hot, then plunge in wife's best bowl containing cold water). They were then satisfactorily reused.

We were delighted that 5 hours motoring later the port engine remained clean with no leaks!



That just left putting the floor, carpets and then the furniture back, a scrub up in the showers and to be back in time for a nice dinner out at one of our favourite venues within walking distance.

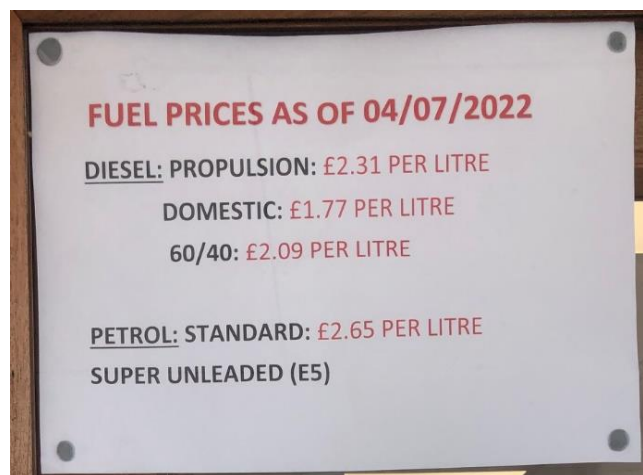
Unfortunately events conspired against us here again. Despite what their website said, Baywatch on the Beach no longer did evening meals, the Brading Haven Yacht Club now (even though it is summer time and school holidays) was only doing evening meals at the end of the week and weekends, and even the café place on the marina hardstanding only did evening grub in the second half of the week: we therefore decided to eat on board that evening!

The next day after a few discussions with the natives we decided the best value location left was The Vine Inn at the top of the green in St Helens; we were not disappointed. We did make one mistake there however: after collapsing at our reserved table after the long and hot walk up the hill nothing happened. After 10 minutes and chatting to the next door table, we discovered that one had to order ones drinks and food at the bar! There was no sign to this effect and the staff had not told us when showing us to our table. But the food was great and of good value when it finally arrived.

Interestingly, at Bucklers Hard there had also been a few changes on the culinary front. The rather good and handy Yachtmans Bar no longer serves any food, only drinks - most of the tables and chairs have been replaced with padded sofas! Though the menu for The Master Builder's House Hotel evening meal looked enticing, we discovered they were booked for the next 4 days!

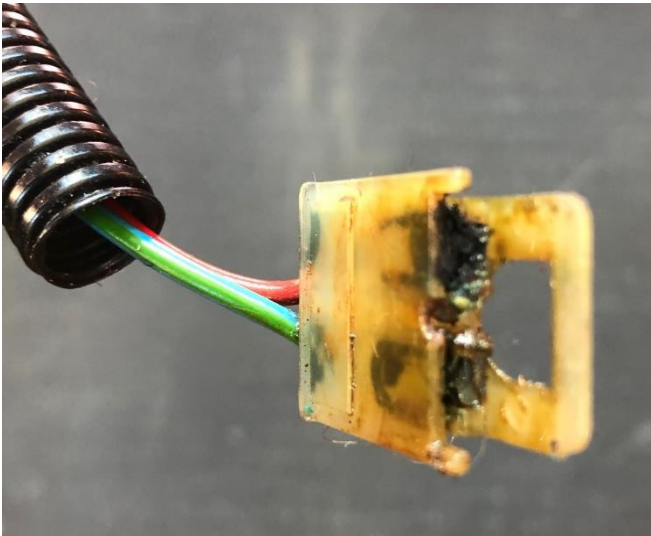
Fortunately we were there on a Thursday and that is the evening when the enterprising marina staff have arranged a pizza van. Similarly on the Friday night the local chilli van arrives to do supper for the summer visitor.

The upgrade to the marina together with its facilities that were carried out over the last couple of years has made it into a really luxurious spot. However please note the fuel prices as shown in this photo when we were there. Sitting on the visitor's pontoon we even had Dutch Courage and Sandpiper notice us, and they came over to say hello.



So having updated ourselves on the best days to arrive at these locations (or bring enough on-board food if you arrive in the earlier part of the week) we happily set off home confident that the 3 leaks were resolved and life was good again.

Alas, half way back to Chichester after running for half an hour at 3300 rpm, almost in front of the Portsmouth to Cowes ferry, the starboard engine decided to start playing up again. So it was not just loose and damaged propellers after all; it now felt like the drive to one engine was going in and out of gear intermittently on its own volition.



Yet again we were grateful to have two engines, and we had to retire the starboard one for the rest of our return trip. As yet again all was not well we had to make yet another appointment with the engineer in the Chichester marina.



Fortunately the symptoms which we had described assisted the engineer to find the fault. After checking the condition of the gearbox oil and inspecting the filter for metal filings or small broken bits he looked at the electrical connections to the forward and reverse solenoids on the gearbox (red and blue/green wires in the first picture). One contact was already rusted away and was black from arcing, and the others were not far behind. This meant replacing 4 solenoids plus both wiring loom end sections!

For the record the gearboxes on our Volvo KAMD 300s are HS63AE.

Interestingly the replacement solenoids come already permanently connected and waterproofed to a short length of wiring loom which plugs in so this issue should not occur again.

PRELIMINARY PLANS FOR THE 2023 'CRUISE IN COMPANY'.

Alternating each year, as we normally do, between visiting the West Country and France plus the Channel Islands, the proposed plans of Gallant Lady and Star for the 2023 cruise in company is to put aside three weeks and start our trip by meeting up in Lymington on Thursday June 22nd and thenceforth 'Go West'.

We intend to visit some of the traditional favourites of Poole, Weymouth, Torquay/Brixham, Dartmouth, Salcombe, Plymouth (Mayflower Marina), and weather permitting Fowey and possibly Falmouth. Among other destinations we hope to explore is our old favourite of the Dandy Hole anchorage.

We would be delighted if anyone would like to join us for some or all of our cruise. Do please register your interest with me as soon as you are able to do so, or at the latest by the end of March.

NEWS FROM 'GEOFF'S YARD'

Geoff Willson has kindly negotiated a discount of 3 pence per litre for all Aquastar Owners Club members when purchasing fuel at Rubis in either Jersey or Guernsey.

Rubis Marine - Channel Islands (rubis-ci.co.uk)

Rubis Marine - St. Sampsons Guernsey (rubis-ci.co.uk)

He also adds that he has a shortage of brokerage boats to offer as he has a waiting list of potential purchasers.

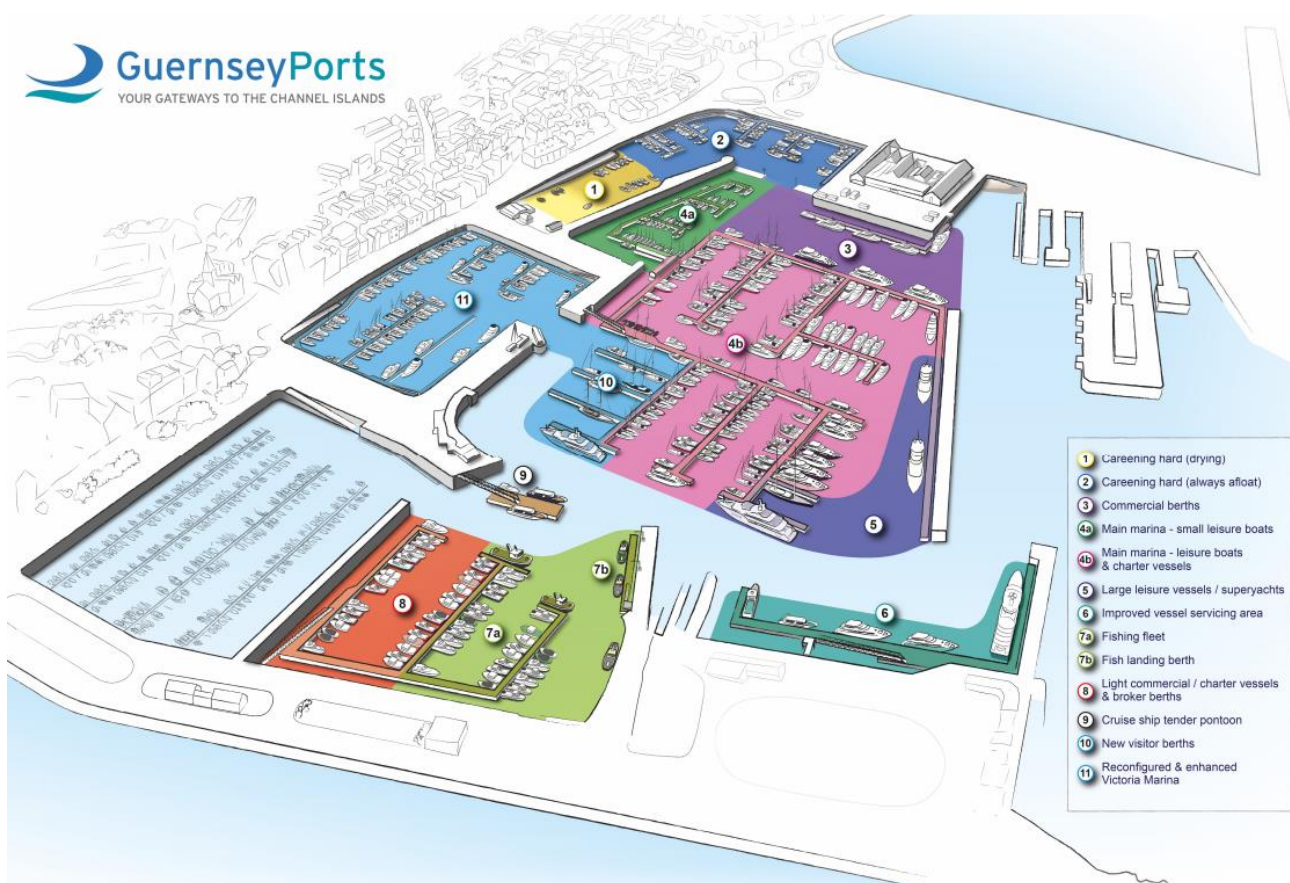
NEWS FROM THE M&G BOATYARD IN GUERNSEY

It has been another busy year at the M&G yard.

The summer season enjoyed good settled weather with some very hot periods which is ideal for cruising the French coast. The French Customs became more pragmatic with the entry requirements and hopefully will continue a practical approach to encourage visiting yachts and motor boats from the UK and the Channel Islands. I personally did three trips to Carteret as well as St Cast and St Quay-Portrieux.

Guernsey saw a large increase in visiting boats from the UK and France although it was still below the levels of the visitor numbers pre Covid.

Guernsey is progressing with its plans for a redevelopment of the St Peter Pool Area, full details can be found on the Website <https://gov.gg/poolmarina> .



The current problem with St Peter Port as some of you will know, is how exposed the Pool area and the Victoria Marina are to Easterly and South Easterly strong winds, with the swell making life very uncomfortable. This proposal with its two breakwaters will give shelter to the whole Pool area and the Victoria Marina, it will be dredged to datum minus 4m for yachts in some areas and the whole area will be set out with pontoons. Not only will this give far better facilities for the summer season but it will also provide safe and protected pontoon berths in the Victoria Marina and the Visitor Pool area for an extended cruising season in the shoulder months and for overwintering UK boats over

the winter period October to March. This project will be voted on by the States of Guernsey in the Summer.

Some of you may have followed the “Aquastars on Tour Round Britain 2022” see YouTube <https://www.youtube.com/@aquastarsontour3120/videos> but start with the Trip Preparations Video and then play them in order. The two Jersey Aquastar 38’s “April Rose” and “Joie de Vivre” made a very successful Round Britain from Jersey up the UK East Coast around Scotland, down the west coast calling at Northern Ireland, down the Irish Sea, back around the Lizard and back to Jersey. Episode 7 details the work M&G has undertaken on “April Rose”. April Rose grounded in Wick by the fuelling berth and this winter as well as the annual service M&G removed the Port shaft and the bent “P” bracket. We straightened the “P” bracket and re-bedded it as well as replacing the wooden sacrificial keel piece with a new keel in Iroko.

We currently have an Guernsey Aquastar 27, a Jersey Aqua Star 38’s in the yard in the boat shed a Jersey Aquastar 33 on which we M&G are fitting a new bow thruster.

Note with the bow thruster tube installation we have moulded in a proud lip in glass-fibre, we find with production boats where the tube meets the hull flush and there is no lip that we often see stress cracks in this area. With a moulded lip as well as glass-fibre on the inside of the hull you get a much stronger joint less prone to cracking.



M&G are now a “Propspeed” Applicator and distributor, pictured here are the props rudders and shafts on a Sunseeker 53. PropSpeed is a glossy silicone coating that washes off fouling and crustacean growth and performs exceptionally in high fouling areas. It is used on, props, shafts, rudders and especially on Volvo Penta IPS units.



If you come through Guernsey pop into the M&G Chandlery or yard we would be pleased to help out or give some advice.

M&G Boatyard & Service Tel 01481 200 900 Email Boatyard@mge.gg
M&G Chandlery & Parts Tel 01481 200 901 Email Chandlery@mge.gg
M&G Emergency call out Tel 01481 200 903 (diverts to a mobile).

FROM OUR TECHNICAL DEPARTMENT

1. Broken Zip pulls.

One of the tags which pulls a zip on our upper helm awning was found on the deck and broken when we visited our boat last February.

As the awning was only 6 years old it was annoying to find the aluminium had just rusted through.

We found several easy ways to replace it from Amazon. The website we chose is:



https://www.amazon.co.uk/dp/B08HHY9GJT/ref=pe_27063361_485629781_TE_item
The only thing to add is that they are not huge, they are an inch and a quarter long.

2. Easing a stiff sliding door on a 38

Mrs Commodore had been complaining for some time about how stiff the sliding door of our 2002 Aquastar 38 had become. Having run out of excuses, and being moored in the sun beside a brand new and clean pontoon in the Jersey St Helier marina, the bullet was bitten.

Surprisingly the two screws which held the stopping block at the top and at the bottom came out like a dream, and without any help I managed to slide off the door and place it gently on the pontoon.

After appropriate cleaning, oiling and greasing of the top and bottom wheels, the procedure was reversed and within half an hour we had a very happy Mrs Commodore.



3) Why do we have more problems with diesel

The firm that makes the Marine 16 range of fuel additives and the Diesel Dipper fuel filtration system (see my article back in the Christmas 2018 newsletter about the fitting of it in Star) has this interesting article about the changes in the composition of diesel over the last few years: <https://www.marine16.co.uk/editorials/why-is-diesel-more-problematic-than-before>

4) Should you fill your tank or leave it empty during winter

The same firm has also written this article which explains why they recommend one should not fill up one's tank in the approach of winter. For the record we have never done so (we don't come out of the water till April/May).

<https://www.marine16.co.uk/editorials/winter-lay-up-to-fuel-or-not-to-fuel>

5) Engine freshwater cooling system cleaning out.

Our engines are now 20 years old. When I was young and we looked after and serviced our own cars, we used to occasionally flush out the radiator system to remove the bits of dirt, rust and scale that builds up. Nowadays one hears from time to time of boat engines overheating and one is then accordingly asked 'have you flushed out your engine freshwater system?'

Many of us use Rydlyme from time to time to clean out the salt water side - though again many usually wait till there is a problem!

Depending on who you talk to, every 2 to 5 years is what is usually recommended for a flush out; we flush out our salt water system which has 4 heat exchangers (engine oil, gearbox oil, turbocharger and engine freshwater coolant) every 5 years.

But by comparison not many people clean and flush their antifreeze/freshwater system.

One can basically just use a hose pipe and run through fresh water for a few hours, but a better way is to use



a compound specially designed to remove the deposits and rust which has accumulated first. Some products such as the well reviewed Prestone Cooling System Flush require the existing coolant to be removed first, then a couple of litres added per engine topped up with fresh water then run for a while before draining again.

By comparison the more commercial - and especially designed for diesel engines - product from Germany called Liqui Moly Pro-Line Radiator Cleaner, is easier (and cheaper) to use. You just add around half a litre per engine to the existing mixture and run for a while before draining and flushing out with a hose. Obviously you will need to remove half a litre of the existing antifreeze mixture first to make room for the cleaner.

This is normally sold in 300ml cans which will do up to 15 litres. But from Amazon one can buy 1 litre cans for £18.92 which will do up to 50 litres. Our engines require 19 litres of coolant each and one engine additionally has the calorifier on its circuit. This may be purchased at: https://www.amazon.co.uk/dp/B004GWSYKQ?smid=A18KNZOID7MNQY&ref_=chk_typ_imgToDp&th=1

We satisfactorily did Star last month - which would be the first time in our boats 20 year history.

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 2021 | <ul style="list-style-type: none">- Protecting horns from water entry- Cleaning black corroded wire- Canvas fittings supplier- Cleaning anchor chain- Volvo replacement ECU- DIY engine de-scaling |
| Christmas 2020 | <ul style="list-style-type: none">- Window catches / opening stays- Electronic antifoul- Primary fuel filtration change-over system- Voyage tracking app- Outboard motor stand- Synthetic teak decking |
| Summer 2020 | <ul style="list-style-type: none">- Synthetic teak decking- Care of GRP; cleaning, polishing & waxing- Aquastar 38 fuel consumption |
| Christmas 2019 | <ul style="list-style-type: none">- Where to buy a 2-stroke outboard engine- AIS & satellite AIS- Volvo EDC control unit repair- Fuel bug - again |
| Summer 2019 | <ul style="list-style-type: none">- cleaning heat exchangers- bilge pump- supercharger/turbocharger issues- fresh water filtration- LED lighting- Volvo KAMD300 heat exchangers |
| Christmas 2018 | <ul style="list-style-type: none">- Fuel polishing systems & fitting- gelcoat polishing- Bembridge Bar |

- wi-fi booster
- supercharger coil burning out on KAMD 300
- 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 COMMENTS

1. Two engines or one?

I have met Aquastar owners who have only one engine in their pride and joy (and even one with three engines!) and they are indeed happy with that arrangement. Yes they can also add that as soon as you have two sets of dials and instrumentation one always ends up spending time comparing each engines performance and even getting worried unnecessarily when there is a difference in one of the parameters, usually only down to general inaccuracies in the instruments themselves.

However if one does travel reasonable distances each year (such as Holland, France, Channel Islands, Scilly Islands etc as we have), there is much reassurance for us in having two engines. Over a period of 18 years, in three different boats, we have arrived at a destination on one of our two engines an embarrassing number of times. Though our first boat had Ford Sabre engines and I could do all the maintenance myself, our current boat is an Aquastar 38 which unfortunately has electronically controlled engines. As I do not have the Vodia diagnostic box and a white coat plus laptop I must admit I do get them serviced by an approved Volvo dealer each year. Also I do not fold up as well as I did 20 years ago when I could get all round the Ford Sabres in our Northshore Ranger 36!

To date our tales of woe coming into port on one engine include:

- 1 x exhaust stainless steel injection bend weld broken, (off Cowes),
- 1 x fuel injection pump broke due to air getting into fuel supply system, (Plymouth Sound),
- 1 x fuel bug in first long trip after purchase of current boat, (off the Casquets, Alderney),
- 1 x impellor broke up due to marine engineer not putting cover on new impeller casing properly

(leaving Chichester immediately after buying the boat),
4 x ropes round propeller, (off St Malo - France, off Nieuwpoort - Belgium, mid English Channel between Guernsey and Isle of Wight, off Tilbury - Thames estuary).



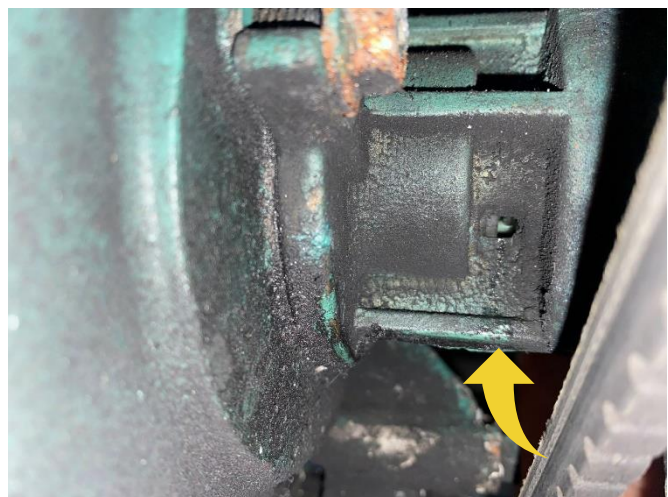
The above photo shows the investigation after passing several miles astern of a French fishing fleet mid Channel this summer. Damage from the fishing net was bent blades on the port propeller and a loose wobbly propeller on the starboard one.

2. Salt water pump on a Volvo KAMD300

They correctly say that a saltwater pump lasting 20 years in the adverse environment of a boat is quite good, and that it should really be looked at as routine maintenance item at that stage. However at £ 800+ a go one does not want to change these unless one really has to.

Over that 20 years we have had to replace the drive dogs (as one was worn out) and approximately 10 years ago the seals and wear plates in them.

As there will be other corrosion and wear in the housing as well after 20 years which is not rectified with the service kit, after factoring in the extra labour involved in stripping and rebuilding (as well as the impellers themselves which do not come with the kit but do with a



new pump), we decided to accept professional advice as well as the marginal extra cost of two brand new pumps.

FROM OUR MEMBERS.....

PETER TAYLOR: has sent us this photo of Diomed taking part in the Queen's Platinum Jubilee celebrations in Newton Ferrers creek last June.



WANTED - AQUASTAR 38

If anyone is thinking of selling their Aquastar 38 aft cockpit, or indeed knows of one for sale, please contact John Toon on:
jtoon58@hotmail.com

MEMBER'S NEWS

We are pleased to welcome during 2022 the following new members to the club:

Colonel William Roper, Tap Dancer (né Solent Star), Aquastar 38, berthed at Shamrock Quay.

Mr Paul Dark, Star of Corden, Aquastar 33, berthed at Aberystwyth.

Mr Derek Beason, Symphony of Herm, Aquastar 38, berthed in The Hamble.

Mr Helier and Mrs Julie Lucas, Delphi, Aquastar 38, berthed in St Helier, Jersey.

Mr John Middleton, Starwatch, Aquastar 33, berthed in Newark on the Trent.

Mr Ruaridh Papworth, Ratafia, Aquastar 33, berthed in Jersey.

Mr Dave Tisdale, Amigo, Aquastar 27, berthed in East Cowes.

Mr Jelmer Fokkema, Satisfied, Aquastar 26, berthed in Dordrecht, The Netherlands.

Mr Michael and Mrs Carolyn Derrick, Veryan (né Scavaig), Aquastar 430, berthed in Lymington.

Mr Peter Thomson, Alcyone, Aquastar 27, berthed in St Helier, Jersey.

Mr David Gabriel, Clan 4 (was Patience then Amazing Grace), Aquastar 45, berthed in Falmouth.

Mr Richard Jenkins, Morlo, Aquastar 38, berthed in Cardiff.

Mr Robert Wild, Sansu D'or, Aquastar 33, berthed in Bray (River Thames).

Mr John Littlewood, Sarah's Star, Aquastar 38, berthed in Bradwell, Essex.

Mr Jelle Sjoerd Bakker, Time Out, Aquastar 38, berthed in Makkum, Netherlands.

Mr Gerry Slein, Icena Queen, Aquastar 33, berthed in Carrick on Suir, Ireland.

Mr James & Mrs Louise Troup, Strome, Aquastar 38, berthed in Plockton, Scotland.

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.):

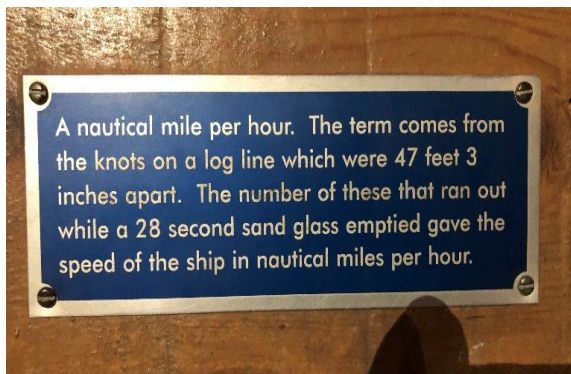
Account: The Aquastar Club;
Sort Code: 20-68-10;
Account Number: 43945057.

Don't forget our website: aquastarclub.co.uk

QUOTES FOR BOATS

These two pictures were both taken at the Jersey Maritime Museum during our visit earlier this year- but you all knew the information on them anyway!

The "Old Wine Gallon" is the same as the current US Gallon. It was used before the adoption of what are known as Imperial measurements.



Inguet.