



Club Newsletter

Christmas 2024

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FROM THE COMMODORE

For those interested in electric outboard motors, the July edition of Practical Boat Owner has not only a comparison of petrol and electric ones, but a guide on how to choose an electric one.

Additionally it has a review on the Diesel Dipper from Marine 16, which follows on nicely from the review and fitting of it which I did 5 years ago in my Christmas 2018 newsletter. If you are interested in fitting an ultra violet filtration system for drinking water, their September issue covers the research as well as carrying out a DIY fitting of their chosen system.

2024 has seen 8 new members added to the roll of honour making our total number of members 102.

JUST CHECKING - OH DEAR.

Those who read the beginning of my Christmas Newsletter will know that before each annual summer rally we make a point of going away for a few days to try out all system out after the annual end of the autumn's service and out-of-the-water session.

This year's shakedown trip did not happen!

As explained below we had all the upstairs windows out, and due to them coming back 3 weeks late from the factory everything had to be cancelled and rescheduled (and on top of that the painful bit was that we had to pay £23 a day to keep Star under cover in the marina shed!).

When she did finally go into the water she had to promptly be lifted out again as the starboard engine exhaust pipe (which had been sent away for welding due to a few weeps on it), leaked even more from the welds which had not been leaking before!
3 days later (and another £437 to the marina for boat moving) she was relaunched.



The black rubber glove stretched over the bottom of the exhaust pipe (in the left hand picture) enabled the pipe to be filled with water to discover the leaks.

JUST CHECKING - CORAL WORM CONCLUSION.

Those interested in coral worm infestation on propellers will remember 2023 ended with us not being able to achieve more than 8 knots on our last trip to the Isle of Wight in October. This of course meant that on our Volvo KAMDs the turbos would not spool up and run after the supercharger had done its bit at the low engine revolutions.

Our local engineer had suggested that as long as the air and fuel filters were reasonably clean it was most likely due to a build up of coral worm on the props, a



Checking the props with our new underwater camera - picture taken by Jason on Onar.

situation he had encountered several times before at our marina that year.

As Velox had been withdrawn (like every product which was found to work) we were trying out the new clear 'Prop-Defender' hydrophobic super-slippery system.

This was put only on the starboard propellor as the pack for the other one never arrived, leaving us to quickly paint on the more conventional Hempel Ecopower Prop system on the port one before it had to go back in the water in May 2023. Interestingly when we came out of the water we could see the Hempel treated black propellor was not so badly infested with the coral worm as the starboard one which had been treated with the super-expensive new stuff.



N.B. in April 2024 as the so-called “to meet UK regulations” New Velox Plus was available we decided to use that product on both propellers; time will tell if it works as well with coral worm as its tried and tested predecessor.

2024 ‘CRUISE IN COMPANY’.

When is a rally a cruise in company and when does a cruise in company just become a trip?

Out of 4 boats meeting up one crew got covid and did not leave the UK and the other had to have a wisdom tooth out at the last minute, so only Onar (47 feet) and Star (38 feet) were this year’s ‘event’! Though the smallest ever ‘get together’ we did agree it was quality rather than quantity that mattered!



Friday 21 June

Having met up the afternoon before, Onar and Star left Yarmouth at 8 a.m. for Guernsey in order to arrive before the force 6 gusting 7 promised early that evening.

436 litres of diesel in Star later (and ‘a bit more’ in Onar) we both arrived in St Peter Port at 1 pm having had the tide against us for nearly all the way.

Before dinner on board Star hosted drinks and nibbles.

Saturday 22

Shopping day - mainly but not exclusively - for the ladies.

We all went to the brilliant Old Quarter Restaurant dinner where the owner Paddy remembered us from 2 years ago and cooked one of the best meals ever enjoyed on Guernsey.

Sunday 23

Star received a surprise visit from Geoff Willson (who built our boat) and his wife Christina who had just returned from a few days in Carteret.



A bus was taken to above Fermain Bay, when after the walk down to 'The Beach Cafe' some of us went straight for their famous crab sandwiches.

Suitably sustenanced we walked back along that pretty 2.6 mile coastal walk to the Victoria marina.

After a well deserved ice cream, cool refreshments were served on board Onar.

Monday 24

Onar and Star departed at 8 am for the 2 hour trip to that lovely town Carteret. This was our first visit since the upgrade to the marina and what an improvement it was.

As always a visit to the marina's section of "digimap" gave us all the information we needed, especially on the complicated formal arrival and departure procedures.

The marina was twice the size and everything renewed (apart from 'the facilities' which were due to be ready in advance of next year).

The first thing we bizarrely had to do after arrival was to fill in and send off to two different email addresses our departure plans (a down side of Brexit).



After our 8 pm appointment that evening with the customs man from Cherbourg to officially sign in to France, we all had our traditional dinner at Le Cap.

Tuesday 25

Onar's kind plan to treat everyone to Fresh French croissants for breakfast was foiled because for some reason the boulangerie/patisserie had decided to close that day.

The just under two mile walk to Barneville to explore the slightly bigger town followed and gave everyone an opportunity to restock with provisions. We did find these three



amusing street signs which shows that some councils can have a sense of humour!



Wednesday 26

Onar and Star left Carteret after breakfast to arrive back at Guernsey at high water in order to give us both time to refuel at the QE2 marina. In spite of the reduced numbers from 4 to 2 of the "rally" we were still kindly given a 6 pence per litre discount.

As the prices of La Nautique has risen rather a lot we all ended up having dinner on the balcony overlooking the marina of our other favourite, Christies.

Thursday 27

In order to let someone else 'do the ropes and fenders', as well as steer, we all took the 10:30 ferry to Herm for the day. After an excellent coffee there at the Mermaid Tavern we spent a leisurely two hours walking round the island, enjoying the amazing views from the cliff path.

Friday 28

As Sark was already well booked for Saturday we again let someone else do the crewing, and took the 10:15 ferry to that island for the day.

Star hired (electric) cycles (picture on left) whilst Onar found the 'horse and cart' alternative more relaxing.





Saturday 29

Whilst Onar had a day on board doing 'boaty things', Star took the 91 bus to Pleainmont for the traditional walk along the coast followed by the Beach Cafe crab sandwiches - again we were not disappointed!

We then hopped onto the next no.91 and enjoyed the trip round the remaining 3/4 of the island - for another £1.50.

A visit to Guernsey could not take place without a dinner for all at our favourite Pier 17. As always a booking had to be made well in advance, due to its continued popularity.

Sunday 30

As Star had to get back earlier than Onar (and is a smaller boat) we decided to do the Channel crossing this afternoon as it was scheduled to get windier as the week progressed. We tied up at Poole Town Quay after 4 3/4 hours. Two nights were spent there followed by two nights at Bucklers Hard before returning home to Chichester.

Having now done two Channel crossings since the 22 years of anti-foul was removed last month, we are indeed convinced that it has added at least one knot to our speed.

Meanwhile the more adventurous Onar decided to stay one extra night, then visit St Vaast, before returning home via Cherbourg, the following weekend. Star would have liked to continue with them but the builders back home could not be left to their own devices any longer!



A walk around Poole showed that the Force 4 chandlery on the water front, which previously was the fantastic 'Piplers of Poole' chandlery, was sadly no more. Mr and Mrs Commodore drowned their sorrows with an ice cream (each)!

This was our best trip abroad ever from the point of view of reliability. The only problem on board we had encountered on the whole trip was a 'blocked by seaweed' sea water inlet for the rear cabin heads. A clean out of the filter soon resolved this.



PRELIMINARY PLANS FOR THE 2025 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 Onar and Star for the 2025 cruise in company is to put aside 2½ weeks and start our trip by meeting up in Yarmouth on Thursday June 5th 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.

NEWS FROM 'GEOFF'S YARD'

D fender end caps. We hold stock of these aluminium castings if required by Aquastar owners.

At the Aquastar office we are busy on Brokerage and Refit work, the refit work now stretching some 6 months ahead booked in.

We are always looking for additional boats to go on our Brokerage books. Please let us know if you are considering selling.



NEWS FROM THE M&G BOATYARD IN GUERNSEY

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).

M&G continues to be very busy with all types of boat servicing and repair which is good. As usual we see quite a few Aquastar boats 74ft, 49ft and 48ft, 38ft, 33ft and 28ft. We have four ex Aquastar staff on the M&G staff now, a carpenter, an engineer, two boat builder/GRP people. It is great to see well built boats we know well coming in year after year. M&G continues to do all manner of boat servicing and repair as well as being the Volvo Penta and Yanmar dealer for Guernsey. We specialise in repowers, recoating's and all manner of boat care including yachts.

M&G had stands at the Jersey Boat Show and Guernsey Boat Show.

M&G is a family business myself mainly retired, two sons as yard managers and two other yard managers, a total of 25 staff in the Boatyard and Chandlery.

M&G dates back in it's origin in the late 1940's as Uphams Ltd, the Company was the marine part and Shipyard operation as part of the Company Uphams Ltd. The marine part and shipyard operation was bought by Condor Ltd in 1974 and named Marine and General Engineers Ltd. I bought the Company from Condor in 1995. So the company M&G enjoyed it's 50th Anniversary in 2024.

If you come to Guernsey and want to see what we do call either myself 07781 104 411 or email David .N@ MGE.gg or call 01481 200900 email Boatyard@ MGE.gg we also have a well stocked M&G Chandlery open 6 days a week.

I have "Marauder" a year 2001 Aquastar 48s with a pair of Volvo Penta 63p's which I have owned since 2007. We talk about changing boats but I find very few boats to match my wishes and I love the Boat.

For the wife Nicola and I it has been a season affected by my shoulder operation Xmas 2025 which affected the early season but now fine, shingles in an eye, one son's wedding in our garden mid-season, and another son wife and child moving in with us between their house sale and buying the next one - followed by another grand child in November when we were on standby to look after their no 1 for the arrival of baby brother!

Never the less, we had a reasonable season with 26 nights on the boat in Jersey, St Cast and several trips to Carteret as well as Alderney.

The current entry and exit system for the EU and France in particular is now very simple and easy to manage, the ETIAS system is delayed again and no firm date for going live.



Marauder in the M&G Boatshed



Marauder Gearbox drain plug

We had a weird incident this year when returning from Carteret this year we have a pair of Volvo Penta TAMD 63p engines mated to ZF 220A gear boxes. We were passing Herm on the way home I suddenly lost speed, both engines running at cruising speed 2500rpm so slowed down both engines and tried ahead and astern on both drivelines, Port side normal and Starboard no drive, in the engine room a load of gearbox hydraulic oil (you can tell by the smell). So returned on one engine and fearing the worst, and possibly the end of the season, we took the boat out of the water on arrival. It turned out the brass drain bung had dropped out releasing the hydraulic oil.

To change the Gearbox oil and engine oil we us Pella vacuum pumps to suck the oil out, the bung had the original paint on it and no spanner marks on the soft brass, so it had never been removed in the boat's life, why did it take 23 years to work loose? The gear boxes were inspected and refilled with fresh hydraulic oil next day we relaunched the boat for sea trials and it worked perfectly and continued to do so for the rest of the season.

We were lucky to be in Carteret for two firework displays for the Fete des Pecheurs and Bastille where you get a great view from the boat.

If you see the Aquastar 48 "Marauder" of Guernsey come and say hello.
David Norman.

FROM OUR TECHNICAL DEPARTMENT

1) Exhaust pipes.



The first photo shows what I discovered last winter having seen a small pool of rusty water by the limber hole under the starboard engine. Further investigation revealed the other two photos. Star is 22 years old and though never ideal it really is basic maintenance and is to be expected as wear and tear. The weeps seem to be occurring on the welds, which is always the weak spot due to electrolysis.

Both exhaust pipes were therefore removed, repaired and electropolished when the boat came out of the water for its annual bottom scrub, antifoul and polish etc.

2) Water injection bends.



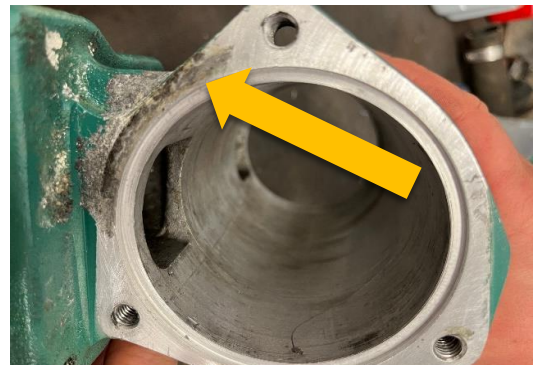
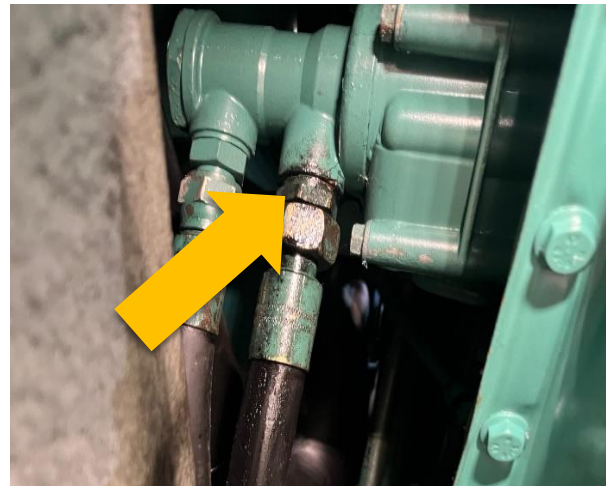
When Star did actually come out of the water in April 2024 to have the exhaust pipes and both oil coolers removed for inspection, it was discovered that the water injection bends were also 'rotting away' especially on the flange where they are clamped - another age-related issue. These would have been leaking exhaust gases.

They can usually be expected to have a life of around 10 years on these Volvo engines, and inspection of them is recommended to be started after around 5 years.

3) Other 'oh dears'

In a 22 year old boat there is always something else, and during the 2023/2024 winter service this was proved true when 3 additional issues were discovered. The left photo shows an oil leak at the gasket near under the starboard engine oil cooler, and the one on the right is another oil leak on the port oil cooler oil pipes (this was easily fixed by fitting a new copper washer).

The third issue found was a sea water leak causing corrosion on the port engine oil cooler tubestack end cap seal. The two lower ones show the outside and the inside views here. If it had got much worse the 'O' ring would have popped out and all the engine oil would have ended up in the bilge.....



4) And finally....



All the side upper windows had been leaking more and more such that the wood inside was beginning to get stained, and also some of the veneer (as well as the varnish) had started to lift.



As this work could only be done under cover, and our Chichester Marina (Premier) in their wisdom had removed all their undercover facilities, we went next door to Birdham Pool (Aquavista) where we stayed inside one of their sheds. As this was a treat for Star we took the opportunity to arrange for the local contractor to remove the 22 years worth of antifouling, and after 5 coats of Gelshield, start afresh with Cruiser 250 as we cannot get the Cruiser UNO anymore.

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 2023 | - To supercharge or not
- Descaling salt water cooling system
- Digimap
- Chalking on blue gelcoat |
| Christmas 2022 | - Broken zip pulls replacement
- Removing sliding door on a 38
- Diesel issues and composition
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- Christmas 2020
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 - AIS & satellite AIS
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 - Volvo KAMD 300 heat exchangers
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 - Bembridge Bar
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 - 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. Manual to electric toilet conversion - and back.

The winter before last we discovered the reason why we were getting back pressure and more frequently unable to pump out our rear Jabsco manual toilet. The pipe to the holding tank was blocked to such an extent that it was almost solid inside with 20 years of nearly dry crud.

This meant that I had to remove the pipe from the toilet to the holding tank and replace it. This was accomplished after a struggle and the fitting with a rubber band of one of those disposable vinyl gloves at each end of the pipe saved nearly all of what liquid there was from going into the bilges. The opportunity was taken to also replace the outlet pipe from the holding tank to the skin fitting.

We thought that if we additionally upgraded the Jabsco toilet to electric the action of the macerator would reduce the chance of the pipe blocking up again, so after much additional effort and the fitting of a suitably fused new electric supply we were done and away.

Yes I knew that the upgrade (the Jabsco 29200-0120 Toilet Electric Conversion Kit) made quite a noise, though actually much more inside than outside, what I did not know was the monstrous additional amount of water that was required for it to work effectively. When we discovered that our 10 gallon rear holding tank was completely full after only 2 days on a buoy, as opposed to the best part of a week, we both agreed that it had to come out and we refitted the original manual one.

The 'used for one season' conversion kit was sold on eBay and we can now take a buoy without the worry.

2. Aquastar 38 bathing platform -



When the Aquastar 38 was upgraded around 2000, and the new moulded version of bathing platform replaced the wooden slatted one, quite a few 38s I have known have experienced problems with them.

These issues vary from water slapping on it making it difficult for the occupants on the other side of the transom to sleep, cracks appearing where the rudimentary join has been made to fix the sides to the transom, and worse of all to filling up with water.

We fitted a drain plug each side soon after buying the boat and each year when we come out of the water we drain out approaching 10 litres of seawater.

FROM OUR MEMBERS..... Writes our own Brian Ferguson - originally written by him for the 'Yachts & Yachting' magazine:



For more than 150 years the coastal resort of Carteret has been a magnet to tourists. In its heyday the beau monde of Paris and the discerning members of Edwardian British society flocked to its endless white sand beaches and clear blue sea warmed by the gulf stream. Today Carteret is popular with visitors from Europe and the UK and an especially favoured stopover for yachtsmen both French and British. Carteret's position directly opposite the Channel Islands gives it a unique flavour among French ports, decidedly French, but closer to the British Isles even than Dover. The area's close connection with the Channel Isles spans many centuries, regardless of wars, foreign occupation or dare we say it, more recently Brexit. There is even a common language between the two, the Normandie "Patois" Carteret's recent €2.4m marina development has seen the addition of a further 370 pontoon berths, including 60 berths for visiting yachts Some of the annual berths are, at the time of writing, still available. The falling sill, which used to be at the entrance of the old marina, has been repositioned towards the harbour entrance. This has left a large area of the port permanently flooded giving all tide access to dinghy sailors and rowers from the local coastal rowing club. The second phase of the development has begun which will see a new marina office building incorporating extensive new sanitary and laundry facilities. There are many distractions in Carteret for the visiting yachtsman. The local restaurants cater for all tastes and pockets, from the Michelin starred Marine Hotel to excellent pizzerias, bars and bistros such as L'Abri in the old sailing school building or Le Carteret near the Station of the Train Touristique. The Yacht Club next to the marina is open to visitors with toilets, showers and washing machines, It also has a bar and restaurant with an upstairs terrace with the best view in the town. However local opinion has it that the Kalakiki on the promenade towards the ferry terminal serves the best moules frites in the Manche, a full kilo of mussels per person for 14 euros. The coastal rowing club of Barneville Carteret hosts each year an open sea race between Jersey and Carteret. This is one of the most famous ocean rowing events in Europe, however the club is open on weekends to anyone who would like to try a spot of less competitive exercise. Dinghies, windsurfers and stand-up paddle boards are also available to hire.

A restored private railway runs in the summer between Carteret and Portbail using vintage engines and rolling stock. This is particularly popular on Portbail's market day (Tuesday) There are supermarkets in Barneville and an excellent epicerie and wine cave in Carteret's main street all of which will deliver to your boat. For something a little different you should try a visit to the Maison de Biscuit a few minutes by taxi, anyone familiar with the famous Gosselin boutique in St Vaast-la-Hougue will be seriously impressed by its bigger and more visually impressive west coast rival. Comprehensive engineering and repair services along with a large and well stocked chandlery are available at Carteret Marine, two minutes walk from the marina.

Passage Planning

Most UK visitors arrive at Carteret after a stopover in the Channel Islands. This makes it much easier to plan your arrival to coincide with the local tides. The entry, with its falling sill, is open roughly two and a half hours each side of high water, depending on tidal coefficient. The port of Carteret is easily identified from seaward by its lighthouse on the cliffs above the town. Its entry is clearly marked by port and starboard lights, a white stone building at the end of a jetty to port, and a starboard mark at the end of the southerly retaining wall. The passage over the falling sill is clearly marked, the port side entry marker having a tide gauge attached. There is also a digital depth readout on a large panel beside the footpath to the left of the entrance. This shows the depth of water available at the entrance and is only illuminated when the port is open. Incoming boats have priority and all boats should pass in the centre, between the posts marking the sill. First time visitors, or those with a small auxiliary engines are advised to delay entry for at least 30 minutes after the initial opening of the sill, until the incoming tide begins to flow over the retaining walls each side of the entrance, thereby reducing the flow over the sill. It is also an idea to plan landfall a mile or so to the south of the port entry as at springs the northward current can run at 3 to 4 knots. Any obstructions from all directions will be well submerged by the time entry to Carteret is possible, but yachts arriving early will need to stand well off as the tidal range locally can be up to 12 metres.

Cruising grounds

Carteret is within easy reach of Jersey, with the port of Gorey only 14nm distant, and Guernsey and Alderney a day's sail away. It is further south that the real jewel in the crown lies. The Chausey Islands are an archipelago of small islands most of which are submerged at high water but at low tide provide an incredible playground of sandy beaches, shallow warm bathing pools and, on the main island, restaurants and bars. Bernard Moitessier described the Chausey as paradise, and he wasn't wrong. On to the other side of the bay of Mont St Michael is St Malo with its fabulous walled city, faithfully rebuilt after the war. It's an interesting fact that for its surface area St Malo has more eateries than any other town or city in Brittany. Just around the corner is the entrance to the Rance estuary with its picturesque marina at Plouer-sur-Rance and for those with a small enough draught there is the medieval walled city of Dinan.

MEMBER'S NEWS

We are pleased to welcome during 2024 the following new members to the club:

Mr Glen Hughes, Kapana IV, Aquastar 43, berthed in Port Dinorwic.

Mr Alan Chapman, Majeur Deux, Aquastar 38, berthed in Jersey.

Mr David Wilson, Stravaiger, Aquastar 38, berthed in Cardiff.

Mr Jan Upners, AVI, Aquastar 27, berthed in Hoganas, Sweden.

Mr Michael Wood, Lochinvar, Aquastar 27, berthed in Neyland, Wales.

Mr Paul Whiston, Yakima, Aquastar 38, berthed in Falmouth.

Mr Robert Hewett, Saturn's Moon, Aquastar 38, berthed in Helford.

Mr H. Young, Aurora (previously Jacobite 2), Aquastar 38, berthed in Firth of Clyde.

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



CRUISING COCKTAILS.

For the yachtsman, no drink is as closely linked to a place as is rum punch and the clear blue seas and fresh winds of the Caribbean.

There are as many ways to make this classic cocktail as there are delightful anchorages and sleepy ports, and as long as it tastes great no one will complain. If in doubt stick to the basic formula:

- 1 of sour,
- 2 of sweet
- 3 of strong
- 4 of weak.

The sour is normally of lime juice, though some add bitters too.

The sweet is sugar syrup, but pineapple (and orange juice) often appear.

The strong has to be rum, and the weak can be anything from water to more juice (coconut?).

