



Club Newsletter

Christmas 2025

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FROM THE COMMODORE

For those interested in automatic boat trim systems the May edition of Motor Boat & Yachting has a comprehensive article on automatic trim systems.

2025 has seen 2 new members added to the roll of honour making our total number of members 103.

JUST CHECKING

Before each annual summer rally we make a point of going away for a few days to try out everything after the annual engine service, which we have done before Christmas, and before the annual out-of-the-water maintenance session which we do after Easter.

We were also keen to try out our upper helm area as we had just had the 11 'plastic' windows in our upper helm canvas area replaced. The front ones especially had become very cloudy during the 10 years since we had had them all made. Additionally we had decided over the winter to have the upper helm seats covers all renewed as we think they were the original ones from when the boat was built in 2002 (we purchased her in 2014).

This our first outing had been put on hold a bit as we had in January just moved home for the first time since 1983 and we just managed to squeeze it in before our wedding anniversary 8 day trip down the Rhone (fortunately as a passenger!).

So on April 8th we booked into Cowes Yacht Haven for three nights, and luckily for us it was during that period of continuous sunny weather.

We were delighted that it was all systems working, and even more pleased that we could see through our upper helm canvas cover windows again.

I usually risk not taking out the speed log impeller and cleaning it on our first trip of the year, and then regret it when the speed through the water shows zero when we are cruising along! So sponge and bucket in hand I fumbled around with the carpet and the floor up to extract and clean it before moving off from our home berth.

After our arrival in Cowes we went for a walk and were surprised to discover that though it was half term many of the shops were either closed, or shut at 4:30 p.m. (some even at 4 p.m.). There was even spare room in the marinas.

We booked our favourite Red Duster (not yet open every night) for one evening meal, the Island Sailing Club (also limited dinner openings) for another, and met up with a native of the Island for dinner at The Folly Inn for the third; we were not disappointed with any of them - a real holiday indeed.



Quay Arts in Newport.



View from The Island sailing Club

As is the custom for us the next day we jumped on the bus to Newport, visited what must be one of the best shop and hardware stores in the U.K., Hursts, and then had lunch in Quay Arts.

2025 'CRUISE IN COMPANY'.

We cannot remember a summer when the forecasts continuously change so frequently, resulting in making planning more than a day or two ahead totally impossible.

Monday June 9th

Weather! After a month of continuous sun and calm we entered a couple of weeks of thunderstorms, rain and wind, gusting force 7 in the Solent and force 8 in Weymouth. Accordingly the planned Thursday meet at Yarmouth on the Isle of Wight between our Aquastar 38 Star, with Keith and Shelagh from Onar (a 47), on Thursday June 5th was postponed to the following Monday.

Having arrived in Yarmouth, the weather changed again so our next 41 mile leg to Weymouth on the Tuesday was postponed a further 24 hours to the Wednesday.

So we rebooked our 3 nights at the Weymouth Marina (being one of the few places where one can book in advance) as well as our refuelling there.

So still in Yarmouth, we took advantage of our free bus passes and visited Arretton Barns - and the Shipwreck Centre which had moved there in 2002 from Bembridge (it is hoping that it can soon move to Yarmouth). As the photo here shows, I had my first view ever of real 'Pieces of Eight'. Adrian from Alpha Star (a 33) joined us for dinner at our favourite 'On the Rocks', whilst Richard and Caroline from Dutch Courage (a 45) popped over to say hello having just returned from Cherbourg (in unbelievably foul weather!).



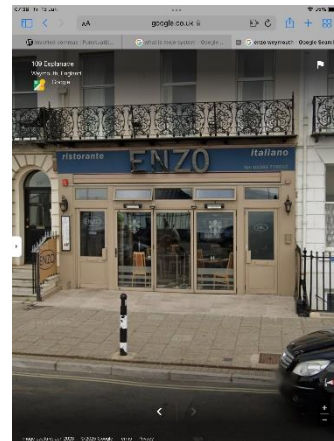
Wednesday 11th

Before leaving Yarmouth for Weymouth, we rang the Lulworth ranges officer and discovered that live firing was taking place all day so promptly altered our track further out to avoid that inner danger area.

Though we had a lovely ride all the way, the weather was playing up again to make Saturday force 5-7, so 3 nights at Weymouth sadly became 2.



As we were eating on board that night Star cheated slightly and we visited our favourite fish-and-chip



takeaway, Marlboro, on the approach to the lift bridge. It was sad to see more empty shops compared to our last visit two years ago. In our view Weymouth still remains the mobility scooter capital of England.

Thursday 12th

That evening we ate out at our traditional favourite Italian restaurant, Enzo.

Friday 13th.

After much telephoning we managed to get berths for both Star and Onar at Darthaven Marina for 3 nights and took the 2 pm bridge lift out of Weymouth to take advantage of the spring tides helping us along the 55 miles trip.

Saturday 14th.

It was unanimously agreed to do the 'Round Robin', which consists of starting at Dartmouth on the river boat and going up the River Dart to Totnes. After lunch one takes an open top bus to Paignton, from where one returns on the Steam Railway to Kingswear Station, which is right beside the marina.

Later in the afternoon we had a visit from Tony and Hilary Giblett (he was the previous Aquastar Owner's Club commodore with a 38, Fastflow) - he currently owns a Seaward 35 - but no one is perfect.....



Onar provided a scrumptious tea for us all. Then supper was had at 'The Ship Inn', which as always was first class, friendly and exceedingly good value for money.

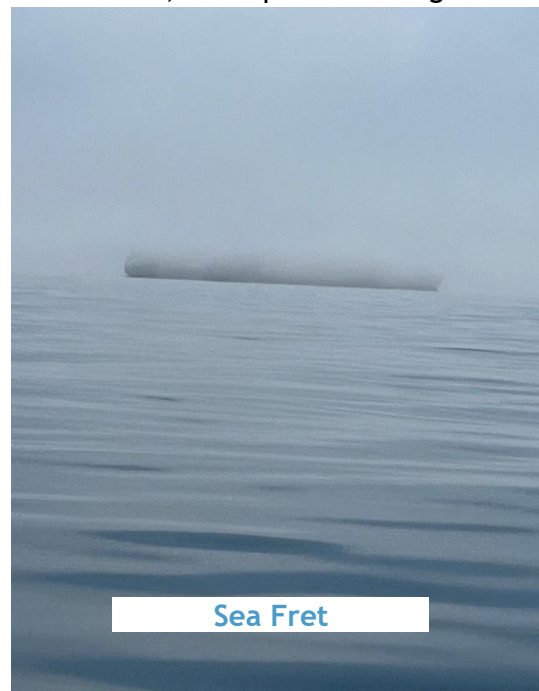
Monday 16th.

Having decided to stay an extra day with the pleasant weather, we explored the sights in the day and enjoyed dinner in 'The Ship Inn' again, as surprisingly we discovered that the Royal Dart Yacht Club now is closed on Mondays and Tuesdays.

Tuesday 17th.

Star left for the 75 mile trip to Poole's Town Quay marina, whilst Onar decided to remain a bit longer before returning for a few nights to Weymouth on her way home. Onar regretted it as the weather soon changed again for the worse!

In fact on our passage Star got caught in the middle of what is called 'Sea fret' a frequent occurrence along the Dorset coast, especially around Portland. Its formation depends on specific weather conditions, including where warm moist air moves over a colder sea surface. This picture was the beginning of it as this oil tanker slowly disappeared from view as visibility dropped to below 100 metres.



So it was automatic fog horn on, slow down, and reduce the radar range on the screen significantly for the next hour.

Interestingly as we were approaching the end of the fog we found we were passing 3 commercial fishing boats which not only were without AIS but did not seem to have radar reflectors either as they did not show up on the radar until we could visually see them. We were unable to confirm if they were French.....

In Poole, as we always try to do, we got out our folding Bromptons and cycled (for over an hour in total) down to the chain ferry, then on to Knoll House Hotel in Studland where we enjoyed a most relaxing and welcome tea (picture on the right).

Dinner was had at the local Rockfish restaurant with its menu of that day's fresh catch.



Thursday 19th.

We left Poole for two nights at Berthon in Lymington. Cowes was unavailable due to the Isle of Wight pop festival, and the Beaulieu River closed before Bucklers Hard for a few days.

The first evening we went to Stanwell House Hotel for dinner. It had recently had what is nowadays called the 'dining experience' changed, with much more space and light. The next evening we went to the slightly more cost effective 'Angel & Blue Pig'.

Saturday saw us return to our berth in Chichester, having confirmed that having removed 22 years of antifouling definitely did make the boat go a good 1 knot faster.

PRELIMINARY PLANS FOR THE 2026 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 2026 cruise in company is to put aside around 2-3 weeks and start our trip about June 25th by meeting up - possibly first in Bembridge or Yarmouth:

- Cherbourg, with 24 hour access. *Port Of Entry*. Then 28 miles to
- St Vaast, access approx. HW +/- 2 hours. Then 20 miles to
- Carentan, access approx. HW +/- 2 hours. Then 45 miles to
- Ouistreham, with 24 hour access. Then 8 miles to
- Pegasus Bridge & Caen. Then 8 miles to
- Ouistreham with 24 hour access. Then 24 miles to

- Honfleur, with almost 24 hour access. (Refuel if necessary at Le Havre.)
Port Of Departure. Then 90 miles to
- Brighton, with its 24 hour access.

NEWS FROM 'GEOFF'S YARD' - by Geoff Willson

We have been busy doing refurbishments, headlining, and taking windows out on Princesses and Fairlines.
Also in spring general work on Aquastars locally, bottom painting, antifouling, anodes, woodwork modifications, etc. and teak decks.

NEWS FROM THE M&G BOATYARD IN GUERNSEY - by David Norman

2025 has been a good year for using our Aquastar 48 Marauder, at the end of April we did a couple of nights away in Carteret with my daughter, son in law and three young children, the crab net as ever was the kids favourite, as it was for their mother and brothers nearly 40 years before.

Unfortunately for the return I found we had a shore power problem and flat domestic batteries, we came home in sloppy force 4 just off the nose, lots of spray on the screen (it is an Aquastar), no wipers, no radar, plotter or autopilot and only 1/3 mile visibility. It is a long time since I have been any distance on a compass bearing alone, we were a bit too far north of Sark and could see no land, but with phone reception near Sark I got Google Earth and a rough position, but it did not update well. We all got back safely, it was a loose battery connection I had not spotted! Subsequently I have downloaded the Navionics Chart App onto my iPhone which works very well when I have tried it and it agrees 100% with my chart plotter even out of phone range as it works off GPS. It costs about £40 a year in licence costs but as an independent standby plotter on my phone I feel it is well worth every penny for peace of mind. Sitting by the window on Easy Jet I have also recorded 404 knots over the water!

Otherwise the Marauder has performed faultlessly this season, we have managed 36 nights away on board, France with a couple of nights in Jersey, mainly weekend trips plus 10 days in June and 2 weeks in France in August finishing off with a Carteret trip at the end of September. So, 2025 less than 50 Engine Hours and 660 Nautical Miles. Other ports visited St Cast, St Quay-Portrieux, Dahouet (Val Andre). Travel costs for two week away was about a third of a tank of diesel.

Post Brexit entry/exit info to France is a minor hassle but not a barrier, it is easy enough to do online providing you think it through, for port information and French Customs procedures see Colin Le Conte's excellent Digimapmarinas.com website for details of the Ports in Normandy, Brittany and the Channel Islands.

There is also a free harbour/marina tides website that is good to use produced by the French Hydrographic office www.maree.shom.fr, use the map to select a port just double check the times zone to avoid errors i.e. near coast of France HW is very close to Jersey and Guernsey HW Times.

Being mainly retired now has its advantages and I only pop in to see my two sons and the rest of the staff at the M&G Boatyard occasionally, If I am bored, or if I need something from the Chandlery.

The Boatyard has remained very busy throughout the year with all the normal service maintenance and repair work, cleaning and polishing as well as a lot of Volvo Penta and Yanmar engine work, antifoul removal and recoating etc.

I have been thinking about a new boat, perhaps a bit smaller, faster and modern but I got a firm no from the Mrs.

What I have noticed over the years is where people have elderly engines with the inevitable age related issues and lost boating time awaiting repairs or overhauls that evolve, the owner and their partner start to lose confidence in their boats which inevitably means they use it less or do not undertake the longer trips away from their home port.

With the very high cost of new boats today, as well as new boats becoming very complex (like new cars) and the inevitable snagging that ensues for the first couple of years, some owners are not upgrading to new boats.

I was talking with a fellow boat owner I know, a fastidious well experienced boat owner who was thinking about buying a newer second-hand boat at about five years old and could not find many boats that fitted his criteria as well as his current boat, he also noted the high prices of new boats, the very high prices of recent good used boats. Like us, most of their cruising is just the two of them on the boat. I suggested they drew up a list based on their current boat, what they liked about it and what they did not, what were they looking for in another boat. They said they loved their boat, it was in a very good condition, but the main reason they were looking to change was ongoing issues with their engines which are over 20 years old, this was damaging their confidence.

I have said for a while now that a repower is worthwhile only if:

- You like your current boat and it fully suits your needs
- You intend to get 5 years or more of good use out of the boat
- You want above all mechanical reliability
- A good engine and gearbox warranty always helps

In five years or more if you place the boat for sale, it will always sell much faster and for a better price than its sister boat with the original 20-year-old engines. You should also have had only minor service costs and hopefully no breakdown costs.

There was an article in Motor Boat and Yachting with my old boat a Fairline 36 Sedan "Bandit" that I bought as a basket case in 2000 and sold when I bought my Aquastar 48 in 2007, I fitted new engines, gearboxes shafts props, canopy frame and covers, cabin panelling etc, <https://www.mby.com/boat-reviews/fairline-fix-how-this-motor-yacht-refit-proves-old-boats-can-be-the-best-boats-137783> .

In the last year M&G has been undertaking five boat repowers all of them diesels: a Classic Gruer 53ft wooden yacht with a Yanmar 4GH 110hp, A Sunseeker Portofino 37 with a pair of Volvo Penta D4 320hp with DPI Outdrives, a Cranchi Endurance 39 with a Pair of Volvo Penta D4 320 hp with DPI Outdrives, an American Sabre 38 (see photos below) with a pair of Yanmar 6LY440hp and gearboxes and we have just sold a Pair of Volvo Penta D6-380hp for a Nimbus 43 which will arrive in January.

Repower jobs inevitably involve emergent unexpected works and other work the owner wants upgraded at the same time, delays may arise for other reasons so it is prudent to specify and price the jobs early in the summer, finalise all points, order the engines in good time which take from 4 to 12 weeks for delivery and for the yard to receive the boat in the July to September period, have all the major works undertaken in the fourth quarter of the year to have the boat up and commissioned in the first quarter, of the following year for the season.

Please see our Facebook Page Marine & General Boatyard and Chandlery, our new website www.mge.gg, Tel 01481 200900 email Boatyard@mge.gg .

We would be pleased to show you the work we undertake and our facilities at the M&G Boatyard, contact one of the boatyard managers John Norman, Andy Richmond or Alexander Norman, or call me.



FROM OUR TECHNICAL DEPARTMENT

1) Protecting those bolts from scale and coral worm



Our R&D rope cutters are held in place by recessed bolts, so to stop coral worm and scale covering them up, as well as the grub screws which hold in place our cutlass bearings, I cover them each year with a blob of 'Lanolin Nipple Cream'! This is more solid than normal grease so generally remains in place. It may be purchased in any chemist such as Boots. Similarly any other bolts with recessed heads such as the Allen key style thruster anode retaining ones on the right I also fill with a blob of it.



2. Running a boat (i.e. don't!?)

Each time something 'goes wrong' I wonder how much it actually is costing us to run Star, our 2002 38 foot boat Aquastar.

We bought her back in 2014 (so 12 years old then) having decided to upgrade to the grown-up version of our lovely 33.

Here is our log of what we have had to do, beyond of course the annual routine engine and other basic boat servicing (and that's enough to put anyone off boating). These are the bigger and more expensive items:

- 2014 - port & starboard seawater pumps seals and wear plate replaced
Rydlyme descaling on both engine salt water systems
replace both turbocharger exhaust elbows
both turbochargers removed and cleaned
port supercharger electromagnetic clutch replaced
sliding door to boat lock replaced
- 2015 - new service kits on both propeller shaft seals
new rope cutters fitted (R&D)
upper helm engine control panels replaced and controls cleaned and recalibrated
both crankcase oil separator traps replaced
port engine fuel filter base and salt water hose replaced
upper helm and seating area covers fabricated
- 2016 - both engine start batteries replaced
main radio power amplifier replaced
- 2017 - 4 new domestic batteries fitted
both turbochargers serviced
both exhaust pipe bend flanges rebuilt
both salt water pump drive dogs replaced
both fuel injection pumps serviced and new nozzles fitted
- 2018 - starboard supercharger electromagnetic clutch replaced
all heat exchanges cleaned out and starboard engine oil cooler tube stack replaced
- 2019 - 2 reconditioned turbochargers fitted
2 new turbo-to-water injection bends manufactured
starboard freshwater engine circulation pump replaced
- 2020 - both engine turbo boost sensors replaced
port engine fuel pump replaced together with all port injector nozzles
teak decking replaced with new 'Flexiteak' equivalent
- 2021 - starboard ECU replaced
- 2022 - cutlass bearings replaced and shaft seals serviced with kit
both propellers refurbished and balanced
5 bronze seacocks replaced
both engine gearbox solenoids replaced
anchor windlass serviced
both engine freshwater systems flushed with Liqui Moly
both salt water pumps replaced
- 2023 - generator capacitor replaced as no A/C output
- 2024 - both turbocharger injection bends replaced
new complete port engine oil cooler
all upper helm windows removed, reframed and reseated
all antifouling removed then started again with Gelshield etc
both engine exhaust pipes removed, holes welded and refurbished
- 2025 - upper helm seat and cushion covers replaced
all 11 'plastic' windows in upper helm area replaced (10 years old)
- Eberspacher servicing and replacement control unit.

3) Securing the future of paper charts

Great news! A press release earlier this year confirmed that Imray have reversed their decision to cease producing paper charts and will now be continuing their production in partnership with the Austrian map specialist Freytag & Berndt.

4) Anodes - aluminium or zinc

As we know if a boat is fitted with anodes made of a metal which is more reactive than the other metals on the boat, such as the propeller, then the anode will sacrificially deplete in preference to the other metal parts of the boat when in water.

In practice anodes are not pure zinc or aluminium but are an alloy of metals.

In salt water either material will work. In brackish conditions aluminium is better.

Zinc was historically preferred because it was cheaper than aluminium, but prices are now similar. Oh, and do not mix different types of anode on your boat.

Magnesium anodes are only suitable for fresh water, which is why some boats have them in their hot water tank. They will rapidly disintegrate in salt water.

And finally some boats have their hull fittings connected up internally with earth wires, but this increases the risk of electrolytic corrosion through stray currents.



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 2025 | - Anodes: aluminium or zinc
- Magnetic fuel decontaminators
- Future of paper charts |
| Christmas 2024 | - Coral worm
- Electric toilet conversion reversed
- Aquastar 38 bathing platform leaks
- Carteret makeover |
| 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
- Cleaning freshwater cooling system
- Volvo seawater pump replacement
- Christmas 2021
 - Protecting horns from water entry
 - Cleaning black corroded copper wire
 - Canvas fittings supplier
 - Cleaning anchor chain
 - Volvo replacement ECU
 - DIY engine de-scaling
- Christmas 2020
 - Window catches / opening stays
 - Electronic antifoul
 - Primary fuel filtration change-over system
 - Voyage tracking app
 - Outboard motor stand
 - Synthetic teak decking
- 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 KAMD 300 heat exchangers
- Christmas 2018
 - 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 COMPLAINTS

1. Magnetic fuel decontaminators -

Magnets attached to a vehicle's fuel line have been claimed to improve fuel economy by aligning fuel molecules, but because motor fuels are non-polar, no such alignment or other magnetic effect on the fuel is possible. When tested on vehicles, typical magnet devices have shown no effect on performance or economy.

From Wikipedia:

Fuel-saving devices are sold on the aftermarket with claims they may improve the fuel economy, the exhaust emissions, or optimize ignition, air flow, or fuel flow of automobiles in some way. An early example of such a device sold with difficult-to-justify claims is the 200 mpg-US (1.2 L/100 km) carburettor designed by Canadian inventor Charles Nelson Pogue.

The US EPA is required by Section 511 of the Motor Vehicle Information and Cost Savings Act to test many of these devices and to provide public reports on their efficacy; the agency finds most devices do not improve fuel economy to any measurable degree, unlike forced induction, water injection (engine), intercooling and other fuel economy devices which have been long proven. Tests by Popular Mechanics magazine also found unproven types of devices yield no measurable improvements in fuel consumption or power, and in some cases actually decrease both power and fuel economy.

Other organizations generally considered reputable, such as the American Automobile Association and Consumer Reports have performed studies with the same result.

One reason that ineffective fuel-saving gadgets are popular is the difficulty of accurately measuring small changes in the fuel economy of a vehicle. This is because of the high level of variance in the fuel consumption of a vehicle under normal driving conditions. Due to selective perception and confirmation bias, the buyer of a device can perceive an improvement where none actually exists. Also, observer-expectancy effect can result in a user subconsciously altering driving habits. These biases can be either positive or negative to the device tested, depending on the biases of the individual. For these reasons, regulatory bodies have developed standardized drive cycles for consistent, accurate testing of vehicle fuel consumption. Where fuel economy does improve after the fitment of a device, it is usually due to the tune-up procedure that is conducted as part of the installation. In older systems with distributor ignitions, device manufacturers would specify timing advance beyond that recommended by the manufacturer, which by itself

could boost fuel economy while potentially increasing emissions of some combustion products, at the risk of possible engine damage.

QL Decontaminator

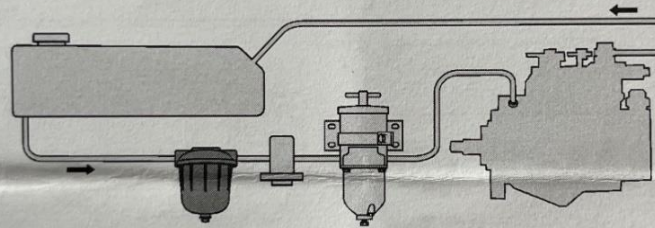
Diesel fuels often contains micro organisms. When temperature and water content is in harmony the microbes can grow uncontrolled giving you problems with a clogged fuel system and restricted fuel flow. The engine is not receiving the fuel flow needed to operate properly and you might even risk that the engine stops suddenly. In severe cases there is also the possibility of heavy wear on injector nozzles and injection pump.

The QL decontaminator will help you control the microbial contamination in your fuel. The return flow, already cleaned by the QL decontaminator, will gradually reduce the micro organisms to a minimum.

The QL Decontaminator works through a patented magnetic system. When the fuel passes through a system of magnets the micro organisms are killed and disrupted to small particles that easily passes through the fuel filter and then burn in the engine combustion.

Product line:	Fuel flow	Effect Hp	Inlet/outlet connection
140	0 - 140 L/h	Up to approx. 150	¼" NPT
→ 500	140 - 500 L/h	Up to approx. 500	½" NPT
1000	500 - 1000 L/h	Up to approx. 1200	½" NPT

⚠ IMPORTANT! Make sure to include the return flow in your capacity calculations.



Installation manual

1. The unit shall be fitted as close to the tank as possible and before fuel filter and feed pump according to picture. The fuel flow must be directed in the correct direction according to markings on the unit.
NOTE! If you have metal deposit in the tank it is recommended to place a water trap or similar before the unit to avoid the metal particles to cause damage to the magnets.
2. For the 500 and 1000 unit only: the location should be easily accessible for draining of water and waste.
3. Fasten the unit with two 10mm screws using nuts and washers. Ensure that the unit is tightly fastened.
4. Cut the original fuel line to meet the inlet and outlet of the unit. Use suitable fittings and connectors to secure a safe installation, see recommendation table as above. Firmly tighten all connections.
5. Vent the fuel system from all traces of air.

Maintenance

QL Decontaminator, 140

No maintenance is needed. The size of the bowl ensures all possible particles to be carried through with the fuel.

QL Decontaminator 500 and 1000

On occasion, loosen the drain plug at the base of the bowl to empty any water and waste that may have collected in the bowl.

NOTE! If the fuel has been subject to extreme micro organic contamination, it may be necessary to remove the bowl for cleaning purposes once or twice with short interval before the system is thoroughly cleaned.

2. Shocking.

When we were out of the water and we had 4 days to do all the annual work, the first day it poured with rain. As we were going back in the water the following Monday (with a wedding over the weekend in between) we had no spare days so had to crack on. This necessitated doing the preliminary jobs on the Tuesday in the rain. One of these was to clean the propellor shafts and the propellers. The boat was plugged in (to ensure the fridge worked).

Sitting in a puddle of water under the boat I soon discovered that each time I grabbed the shafts I received a mild electric shock! A voltmeter between the shaft and the puddle showed 232 volts! Various tests on the boat including disconnecting our electric towel rail and the calorifier showed nothing amiss and the issue continued.

Fortunately, I mentioned it to an engineer working on another boat a few days later, and he said exactly the same thing had happened to him when working on another boat in the same area of the boat park. He concluded that there must be a leakage from the marina supply to the ground which was not enough to activate any trips which was only noticeable when working in such wet weather.

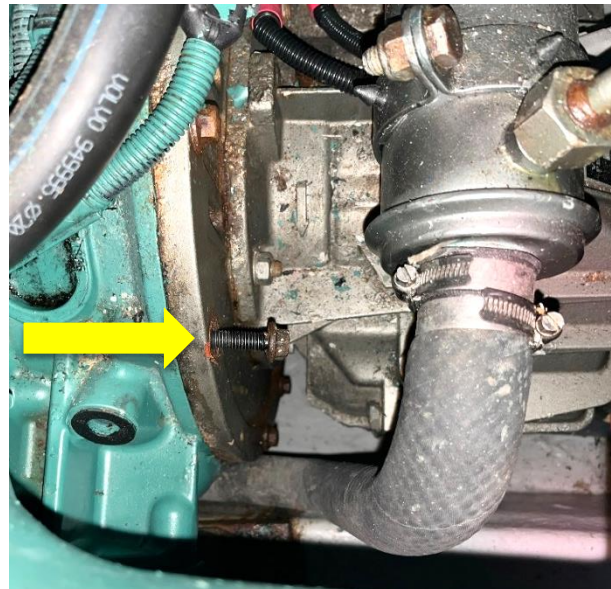
3. Shameful.

Whenever we have someone else work on our boat, I always go and check their work afterwards.

Last month we had the usual annual service and inspection professionally carried out by our local Volvo marine engineering company on our two Volvo KAMD 300 engines.

Imagine my surprise when checking I noticed this bolt on the bell housing (which connects the engine to the gearbox) had almost fallen off.

When one is paying approximately £100 an hour for an established firm who can one trust?



MEMBER'S NEWS

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

Mr Jon Stretton, Aquastar 48, Jesseca Kate, berthed in the Hamble.

Mr Steve McGillicuddy, Aquastar 27, Siegfried, berthed in the Isle of Man.

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.

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.

QUOTES FOR BOATS

Any fool can carry on, but a wise man knows how to shorten sail in time.
- Joseph Conrad, novelist.

“Hunky dory” - if everything is ‘Hunky dory’ you know there is nothing to worry about. Sailors were certainly carefree when they visited Hunky-Dori, a street in Yokohama, Japan. Hunky-Dori was the heart of the city’s red-light district and where every seaman’s pleasure was cared for.


And finally, as always: “There is nothing - absolutely nothing - half as much worth doing as simply messing about in boats”. Ratty, from ‘The Wind in the Willows’.

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Please to lend your Magazine after you have read it; and aid the Cause by promoting its Circulation, and collecting ONE SHILLING for the General Cause, or for the Orphans, or for the Naval and Military Temperance Society, or Open Air Preaching Missions.

THE
Mariners' Church
GOSPEL TEMPERANCE
SOLDIERS' AND SAILORS'
MAGAZINE.

Published for the Temperance British and Foreign Seamen Soldiers, and Steamers' Friend Society and Bethel Flag Union, to promote Religious Instruction, and Temperance Moral Reformation.



THE LONDON MARINERS' CHURCH, WELLOSE SQUARE,
For Sailors, Soldiers, Fishermen, Watermen, and their Families.

Published at the Naval and Military Office, Bethel House, 17, Welllose Square and by W. Butt in 11, Paternoster Row, and may be had of all Booksellers.

We beg to repeat that any Bookseller, in any Town, can order this Magazine, Monthly, in London, and throughout the United Kingdom.

PRICE 6d.

The Mariners' Church Magazine, published from 1836, encouraged 'gospel temperance' and moral reform.

Museum in Docklands, P.A. Collection.



Jack Tar's Drunken Frolick in Wapping,

Printed and sold by J. Pitts 1 Great St Andrew
-street. seven Dials,

JACK Tar from a cruise had ta'en a rich prize
Came rolling down Wapping d-d limbs and
Ran foul of a frigate snug rigg'd tight and trim;
First turning a quid, nods his head with a grin,

Jack thought his broadside would bring madam too
Then talk'd about boarding but ail would not do,
He shew'd her his purse and said dear jewel behold
Don't refuse to engage me my freight it is gold

the sight of the guineas soon alter'd her tale,
she said I'll be pilot so let us make sail
They put about ship and soon they made port,
And came to anchor in the bay of plough Court.

This extract from a songsheet, of around 1840, captures the spirit of Wapping's sailortown.

Inquest.