

DeFever Cruisers Magazine

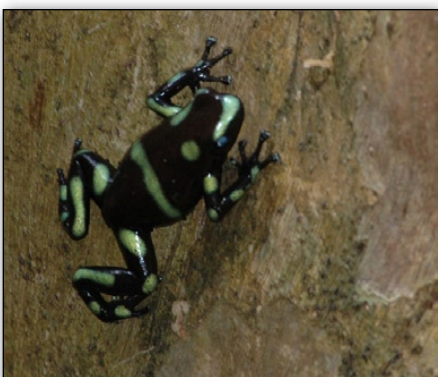


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... AND A GOOD TIME WAS HAD BY ALL!!



DeFever Panama Canal Rendezvous Cruise

54 intrepid travelers (48 DeFever Cruisers members and six non-members) embarked on the Holland America cruise ship Maasdam in Fort Lauderdale on March 5th for a two-week cruise through the Panama Canal, ending in Art and Ruth DeFever's home town of San Diego. Instead of a single article to describe the cruise, we asked people to write up some aspect of the cruise



that they wanted to share. In two weeks we experienced many diverse adventures on board the ship and in our ports-of-call. I'll try to give a little overview of the trip, just to set the stage for the articles that follow.

This was our first experience on a cruise ship, and although I prefer to drive my own boat, a cruise ship will quickly spoil you! We had a number of days at sea since we were traveling long distances, and the ship offered an incredible array of activities and programs ranging from gourmet cooking and wine tasting, fitness activities, presentations about ports of call, computers, movies, etc. Each day's schedule was packed with opportunities and entertainment, along



Welcome aboard

with the spa, two pools, promenade deck for lounging or walking, basketball court, and endless lounge chairs. In addition, we had our own DeFever Rendezvous sessions in a private meeting room during the at-sea mornings.

Art DeFever (#1) gave some of his personal history, working with some of the Hollywood movie studios in his early years. He was involved with a movie made in the late 30's called "Wings Over Honolulu" with Lionel Barrymore. As you can probably guess by the title, it bore some resemblance to the tragic attack on Pearl Harbor in 1945, and Art was questioned by the FBI about the film after Pearl Harbor occurred. He also worked for the famous Carl Shields, and then went on to design tuna clippers and Navy YP boats before embarking on our favorite part of his career, designing our beloved boats. Art noted that some of his tuna clippers are still in San Diego harbor, not far from the cruise ship terminal.

Jim Rogers and Betty Heian (#121) gave three presentations: the building of their customized DF52 Offshore Cruiser, the story of a very interesting grounding incident where preparation was the key to successful escape, and Cruising Puget Sound, Desolation Sound, and Vancouver Island. New members Rick and Pat Daniels (#1197) gave a history of the Panama Canal



Arthur's Presentation



*New members
Pat & Rick Daniels*



Huatulco Streak Backed Oriole

but it's so beautiful with its five stunning bays that we hope it stays smaller and unspoiled. We chose a bird watching excursion which was truly outstanding! Our guide was a serious birder who was a great spotter and superb naturalist.

Acapulco was very pretty, but quite big and heavily developed. We elected to skip the famous cliff divers and tour some

based on the book "A Path Between the Seas", and Bob Dein (#2) gave some photography tips and showed photos from many DFC Rendezvous from years past. (My, how some of us have changed!) We gave a presentation about cruising Nova Scotia – a repeat of the one we gave at Useppa last year. On the last day we heard Hank Haeseker (#22) talk about anchors and anchoring, and Jim talked about properly sizing and constructing an anchor rode for storm conditions. Jim O'Malley was scheduled to talk about fuel, filters, and pumps – even bringing a fuel pump in his luggage (that's dedication!), but he was feeling a bit under the weather and had to cancel.

Most of our group chose the late seating for dinner, so we quickly adapted to a routine of about two dozen people meeting for happy hour (two-for-one drinks) in the Crow's Nest lounge at 6pm (we even saw the green flash at sunset twice), to the evening's entertainment show at 7pm, and then to dinner at a group of tables assigned to DFC at 8pm. We varied who we sat with so we could spend time with old friends and make new friends, and we all thoroughly enjoyed the food!

The cruise stopped at several ports-of-call: Aruba; Puerto Caldera, Costa Rica; Huatulco, Mexico; Acapulco, Mexico; and Cabo San Lucas, Mexico on the Baja Peninsula. Passengers had the option to stay aboard the ship and relax, wander around on your own, or take one of the many organized excursions offered by the cruise ship. We elected to take an excursion in each port since the time ashore was relatively short and we wanted to get a chance to see something interesting in each place. In Aruba we took a four-wheel-drive jeep tour through some of the rugged terrain at the north end of the island, enjoying the huge crashing waves from the unusually brisk winds. Each jeep had a special speaker so we could hear the leader/guide give us some history and other helpful information. We ended with a short swim on a beautiful beach – a great way to rinse off the dust from the bouncing across the desert!

On the Pacific coast of Costa Rica, we chose a nature and bird-watching hike through the dry forest, walking across suspension foot-bridges that spanned deep gulleys. Our guide was very enthusiastic and informative about Costa Rica – its demographics, economy, politics, as well as its wildlife. We saw huge crocodiles basking along river banks and unusual birds in the forest. The highlight for me was spotting the beautifully colored poison dart frog on a tree in the forest.

Huatulco turned out to be a little gem of a place. The Mexican government is investing heavily in the area to eventually develop it as "another Acapulco",





Cabo San Lucas 4-Wheel

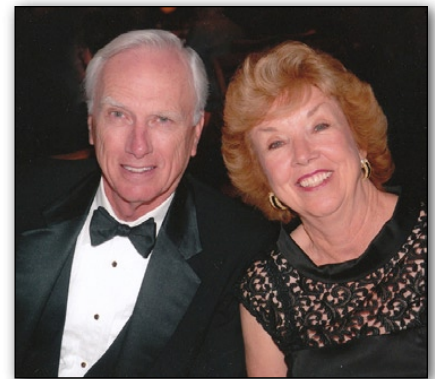
ruins up in the mountain highlands instead. The Mexican government is in the process of restoring the Yeopas Indian site, similar in beliefs and customs to the Mayans. The restoration and guides were excellent, knowledgeable, and enthusiastic.

Our last stop in Cabo San Lucas, on the very southern tip of the Baja Peninsula was a study in contrasts. The harbor was bustling with our ship and another cruise ship anchored, and a large number of private boats and tour boats zipping all around. We chose another four-wheel-drive adventure out in the desert, this time on two-person Honda Big Red vehicles – sort of a cross between a large ATV and a small car. The suspension was fantastic on the Big Reds, which was a very good thing since we bounced up and down

the hills at a pretty good rate of speed, wearing helmets, goggles, and bandannas to keep the dust out of our mouths. We had an absolute ball, seeing large cactus, desert flowers, and beautiful birds before we came to the Pacific shoreline and traveled along the ocean. Our only complaint is that the shore excursions were too short, but a cruise is a great way to sample a number of places to see which ones you want to return to on your own for more in-depth exploration.

The Panama Canal was the absolute highlight of the cruise. The Daniels’ presentation about the history of the Canal, combined with the cruise ship’s presentation helped to build the anticipation for our transit. I was awake and in position on the very top deck with my camera at 5:15am, before the Canal Pilot was even aboard! Jim was in his chosen spot out on the bow just a little later, and we both took quite a few photographs. It’s amazing to think that the Canal is almost 100 years old, and has been operating continuously with only two very short disruptions in all that time. It is truly a monumental human achievement that changed the nature of commercial shipping, and effectively founded the country of Panama. The Canal is now undergoing some expansion with the construction of additional locks to handle larger ships. It was particularly meaningful to transit the Canal just a few months after DF 49 RPH EMMA JO (Jan and Ole Pederson #792) made the trip (see the 2010 Winter issue of the DFC Magazine). I found it interesting to learn that it was also Art and Ruth DeFever’s first transit of the Canal.

Beginning well before the cruise and continuing throughout, Nancy Haeseker (#22, with help from her “lovely assistant” Hank – our Chief Pilot) worked tirelessly to organize the million little details that made our group’s trip so perfect. She badgered the catering staff to insure the food at our two private parties was interesting and varied, she fussed at the staff over the temperature of our meeting room and the audio/visual arrangements, she came up with creative ways to vary our dinner seating now and then to make sure we were mixing well, etc. etc. We’ll probably never know all that Nancy (and Hank) did to make the cruise a success, but we know it was a lot of long hours that didn’t end until well after the ship docked in San Diego. How can we possibly thank them?



Hank & Nancy Haeseker

More...
on the Cruise!

COVIELLO, Dave & Betty (#185) 1985 • DeFever 44 • BOAT OF US Lighthouse Point, FL

Thoughts About the DFC Rendezvous Panama Canal Cruise

So, what’s a cruise anyway? Just a big ship, great food, interesting ports, the Panama Canal, and happy hour. Did I mention 50 of your friends among the 1200 passengers?

I am ready for the summer cruising season aboard BOAT OF US because I gained one pound per day on the

Panama Canal cruise and I can be safe in high winds now. The cruise was a hoot. The best part was being among so many DeFever friends. There was always someone with like interests to talk to. Most joined the nightly happy hour each evening and were companions on the excursions in Costa Rica, Mexico (three ports), and San Diego.

As for the ship, there was an illness aboard which affected about 10% of the passengers including some of the DeFever cruisers. This seems to be the norm on cruise ships these days. The crew worked full-time in addition to their normal duties to eliminate the disease. The serving crew in the cabins, the lounges, and the restaurants were warm friendly people even though the tips were paid to the ship each day whether you liked the crew or not. The entertainment each night was very good, and Betty and I still chuckle when we remember something one of the comedians said.

Nancy and Hank Haeseker (#22) did a wonderful job of pre-cruise planning, arranging the seminars, hovering over the DFCers and making sure we ate dinner with different DFCers each night.

When is the next one?

and more...

DANIELS, Richard & Pat (#1197) • Zimmerman Z36 • SEQUEL • Alexandria, VA

Holland America's Maasdam Cruise through the Panama Canal

This was a wonderful trip, perhaps the best cruise on a cruise liner we've had the good fortune to enjoy. We knew it was over WHEN we had to set the alarm clock, make breakfast, wash the dishes, and make the bed. It's the little things that count. Once home we took hours to read the morning paper and rest our flapping jaws and over-worked ears. Never have we enjoyed such great conversations between "get up" and "go to bed" and with such a wonderful group of people, most of whom we've never met before. Certainly the camaraderie was the highlight of the trip.

But not to be forgotten were the DeFever sessions, the Maasdam land tours, and the shipboard entertainment (shows, comedy, magic, etc.). The sights of the ports we entered and the ones we passed by calls to my wanderlust to return.

Entering the Panama Canal at Limon Bay at Oh-dark-hundred, we experienced the largest flotilla of ships waiting for transit that I've ever traveled through. The locks, dams and Canal were inspirational for their engineering and structural achievement. At the other end of the Canal, I was amazed at the size of Panama City, a landscape of towering buildings stretching for miles.



In Acapulco up on top of a high hill the harbor below was more than one photograph could capture. The beauty has to be experienced. On sea days I took advantage of the Photo Shop sessions to learn how to enhance my photos and "stitch" together a series of landscape shots into one panoramic picture. On board we used Windows Live Photo Gallery, a free downloadable program, and created some great pictures. I couldn't wait to get home and start to work. Bummer – it's free to download, but not to use and all your photos are on the Internet. I deleted the program and returned to the old ways. Our photos will refresh our memories of sights and friends - it was great.

... and *more...*

DEIN, Bob & Barbara (#2) 1999 •
DeFever 44 • GONDOLA Venice, FL

Panama Canal Cruise Port-of- Call: Puerto Caldera, Costa Rica



The guidebooks described Puerto Caldera as a commercial port, without much “polish” for *turistas*, like us. Our expectations were not high, but we were pleasantly surprised.

True, the entrance to the port is not encouraging. There is a pier with room for two Maasdam-sized vessels; a rust bucket freighter was our neighbor. Ahead of us was the partially sunken, steel, four-masted sailboat “Legacy” (sorry, Ron & Pam [Swezy #619]) (Fig. 1). Smoke was coming from a fire on shore, and did not involve the port directly. We hoped that our scheduled bus tour was not relegated to this jitney – it wasn’t (Fig. 2). In fact the tour bus was a posh, well air conditioned vehicle that was nearly as wide as the roads that we traveled. Plus Al, our guide, was VERY knowledgeable and helpful. We were surprised that the countryside was so brown and dry-looking. Al assured us that the rainy season would commence within a few weeks, and the forests would become very lush and dense.



Most(all?) Costa Rican communities are centered around a Catholic church that is across the street from a park. We stopped in the hamlet of Esparza, where local schoolchildren put on a folk-dancing exhibition in the park. The kids were charming, and cute as buttons (Fig. 3). Local merchants had set up tables



with small items for sale. I suspect that the tables were removed very shortly after we left. The central church was well cared for, and obviously a point of pride for the townspeople (Fig. 5).

At a later stop a refreshment stand was surrounded by interesting foliage. It appeared that numerous

bromeliads were present (Fig. 6). Who would have thought that this was red ginger? Well, I didn’t anyway.

Yet a third stop was the town of Orotina with several markets. Locally made, colorful hammocks (Fig. 7) were photogenic, as was the fresh fruit. These mangos (Fig. 8), along with melons, seemed to be staples.



The large cities of San Jose and Puntarenas are in the central part of the country, not far as the crow flies, but a few hours by car on fairly narrow two lane highways. The Caribbean coast is much wetter, with upwards of 100 inches of rainfall per year. I know several people who travel to the Pacific Costa Rican coast for the fishing.

Overall, a nice place.



... and more...

DANIELS, Richard and Pat (#1197) • Zimmerman Z36 • SEQUEL Alexandria, VA

Panama Canal Cruise Port: Aruba



One of the most delightful tours that I took on this trip was to visit Aruba's number one ecological attraction, *The Butterfly Farm*. There were three types of butterflies present in various stages of development and they were alighting everywhere.

But to begin: the farm consists of a large meshed structure, which contains beautiful tropical landscaped gardens, exotic flowers, and pools with fish and turtles.

Visitors were shown the evolutionary cycle from microscopic eggs to strange caterpillars. We saw the birth of a butterfly and watched the newly emerged butterfly take its first flight. Our guide also showed us how to handle the butterflies with



care, and caterpillars if we dared. One visitor wore a brightly colored top and a butterfly alighted on her and stayed with her during the entire tour. I suspect if I had worn perfume I could have attracted a butterfly as well.

The farm also had a great shop selling a wide selection of butterfly-related gifts and souvenirs. Other farms are located in St. Thomas and St. Martin, if perhaps you will be traveling there in the future.



RICE, Dick & Alexandra (#1019) 1982 • DeFever 52 • JENNY West St. Paul, MN

DeFever Profile

Alex and I purchased JENNY in 2006 five years after deciding that our retirement destiny included live-aboard cruising. We had spent those five years looking for just the right vessel and had narrowed the field down among the DeFever, Cheoy Lee, and Hatteras full-displacement designs in the 50' range. We were fortunate to find JENNY, a 1982 DF 52 OffShore Cruiser (hull#2) in Fort Lauderdale, listed by her original owner.

We had 10 years to go before retirement and wanted a fixer-upper that we could purchase at a good price and refit as we wanted over that period of time. An advantage of purchasing a vessel from a long-time original owner is that the vessel likely has fewer if any refits that need to be undone. Conversely, the disadvantage of fewer if any refits is that it likely needs to have more systems upgraded!

We purchased JENNY in November of 2006 and immediately left from Fort Lauderdale on the delivery trip that would take us across Florida and the Gulf of Mexico, then up the river system to Minnesota. Because it was late in the season, we broke the trip up into two parts. Although the first part of the trip went by too quickly, it was a wonderful two weeks to the winter-layover marina at the halfway point in Tennessee.

We began the second half of the trip in the spring of 2007 with an early June wedding aboard for Alex and I with our families in attendance, on Lake Cumberland, KY. The wedding parties seemed to go by too quickly - but it was a wonderful, intimate two-day celebration.

Then we were off on our very memorable "honeymoon" - which was the two-week trip from Tennessee to Minnesota. Our honeymoon trip crew included each of our Moms, Barb and Leah, as well as Alex's older sister Margarita, and my oldest son Dan. I'm still not sure if they were crew or aboard as chaperones. :->)

We'll never forget the Mississippi waters between the confluence of the Ohio River at Cairo (Karo), IL and St. Louis, MO. Rivers in the Midwest were still receding from flood stage causing that unregulated section of the Mississippi to be very high and fast. The most treacherous section was on the Mississippi



just above the confluence of the Ohio where we could see well into the depths of the large whirlpools. The current was so fast that the river buoys were completely pushed over and submerged, then on occasion they would pop back above the surface for a mere second before disappearing again. It looked like a fish tugging on a big bobber. For the first five miles after we turned up the Mississippi it was all we could do to make a forward ground speed of two MPH against the current, with the whirlpools doing their duty trying to whip us around. At that speed we were still able to overtake a large tow that was very clearly operating at wide open throttle.

Our last boat was a 24' Bayliner weighing in at just over 6,000 lbs so the upgrade to 45+/- tons was pretty significant for us. JENNY performed flawlessly across Florida and the Gulf as well as pushing against the spring current for nearly 1,000 miles. We were far more at ease and considered ourselves pretty well acclimated to JENNY by the time we arrived in Minnesota, having transited the 2,000+ miles and 36 lock and dams along the way.



Mississippi River Marker just above Ohio River junction



DeFever's
cruising
cruising

STEPNIEWSKI, Andrew & Sharon (#880)
DF50 • FINALLY FUN
Green Cove Springs, FL

2007 •

A Peek Inside the DeFever 50 Motor Yacht



Trawler? What's a trawler? Amazingly, only a few years ago we didn't have a clue as to what a trawler was and here we are now aboard our new DeFever 50 Cockpit Motor Yacht, FINALLY FUN, enjoying the full-time cruising lifestyle.

With limited boating experience, exaggeration on our boating resumes, and a desire to see the British Virgin Islands, we chartered a power vessel (the trawler!) and off we went. Returning year after year to the BVI's, the dream of a live-aboard lifestyle began, as did the search for what would become our new

home on water. Using vacation time, we traveled to numerous TrawlerFests and boat shows in Fort Lauderdale, Miami, Annapolis, and elsewhere over a three year period. We built skill sets in theory only from the various and

sundry classes we participated in, as we were land locked in jobs with no boat. Crawling in and over too many trawlers to count, we developed an understanding of what comprised a good solid boat versus just a pretty boat and also what value we could expect from our dollar. The DeFever became our boat of choice and the search began in earnest for a gently used one in the 45 – 49 foot range that would meet the criteria on our “Must Have” list and as a bonus, would meet much of what was on the “Wish List” of things we’d love to have, but would give up if necessary.

The new 50 Cockpit Motor Yacht looks like the 49 CPMY from a distance, but is larger and has some wonderful improvements. Pure, unadulterated drooling began when we climbed aboard this new hull in mid 2007. Smitten, we retired and purchased her in early 2008, moving aboard as soon as warmer weather allowed. With its foot wider beam (16’) and the additional foot in length (50’10”), the visual impact inside is one of airiness with large tinted windows port and starboard, as well as forward and aft in the main saloon and galley. Solid inlaid teak and holly sole, an attractive update from the parquet flooring used in prior models, visually contributes to the feeling of dramatic spaciousness.

The most distinctive difference is the U shaped galley featuring a nine-and-a-half foot long Corian countertop



harboring four drawer U-Line refrigerators/ freezers underneath. Gone is the tall upright traditional refrigerator/freezer or tall pantry in the galley. The double sink and trash compactor make clean-up a breeze, as I move between the microwave/ convection oven and Force 10 LPG stove and oven, chopping and cooking up a storm while Andy still has room to work on the computer at the long counter, albeit dodging a few flying splashes of whatever is on the current menu!

The additional foot in width allows us to accommodate more guests in one visit, utilizing both the saloon and the V-berth. In the main saloon, our couch pulls out into a queen sized sofa bed, leaving room to squeeze around the Pompanette helm chair

at the lower station and to access the stairs down to the head in the forward berth.

A huge plus and an important item on our “Wish List” is the forward berth that our guests love. With its hanging locker and drawers for storage, and a vanity desk area with three bookshelves above and seating below, guests emerge from the ensuite head and separate shower stall with plenty of room to move about and dress. The teak seat in the shower is an addition that I certainly wish we had in the master stateroom shower and a recommendation I’ve made to the builder.



Our master stateroom looks much like that of the 49 CPMY, except the bed is king-sized, with the same walk around space, storage, light, and air as the 49. The Vacuflush head, Corian countertop and separate shower stall in the

ensuite head pretty much mimic the one in the forward berth, as does the larger vanity area in the stateroom with seating. The separate ‘laundry room’, housed behind the closed door in the master stateroom, much like other models, contains a full size front load washer and separate full sized dryer, making life aboard life a pleasure. I hated schlepping laundry as a college student and would absolutely detest having to do so at this stage of my life! Additionally, this new model washer sips only 15 gallons of water, a huge plus!

Down in the engine room, critical differences seem to be the six foot headroom, the twin John Deere 300 HP

diesel engines, electronic engine controls and somewhat larger 2.25” shafts. The new semi-displacement hull with its vinyl ester resin has taken us up and down the ICW three times, over to the Bahamas and up to Canada, although not at the manufacturer’s stated cruising speeds of 9 – 12 knots. FINALLY FUN has never experienced 12 knots and we generally hold her to a cruising speed of 7-9 knots. Oddly, this boat has useless trim tabs that never worked and we believe are a result of high hopes on the part of the builder that this new hull would plane. What these tabs are successful at is attracting additional marine growth, making two more things to scrub!



Outside and up top, other key differences between the 50 CPMY and the 49 CPMY include the addition of a second Pompanette helm chair beside the Captain’s on the larger and more spacious flybridge, allowing for easy conversation and two sets of eyes watching for those elusive crab pots and markers along the way. A small under-counter refrigerator/freezer nestled alongside one of the two long settees ensures cold drinks throughout the day. The fixed table on the flybridge seats three or four and has become a favorite place for toasting a sunset. Down on the aft deck, the built-in icemaker with sink gets a workout constantly and that additional foot of beam allows for a large outdoor table capable of seating eight comfortably with lots of space to walk about. Believe me, with six

children, grandchildren and all the folks who became ‘best friends’ since we bought the boat – that extra space is always in use!

We learned that those pins in the hinged radar arch are more than decoration and are easily removed. We were successful in lowering the air height from about 23 feet to less than 17 by dropping and propping the arch in order to cruise along the Erie Canal, around the Triangle Loop through Kingston, Ottawa and Montreal, down Lake Champlain, and the Champlain Canal last summer.

Overall, our experience in living aboard this new boat in a lifestyle new to us has been rewarding and the changes made from the DeFever 49 CPMY to the DeFever 50 CPMY are positive. However, no boat, new or old, I’m told, is perfect. Nearly two years later, we’re still shaking out the frustrating gremlins and their compadres that reside in some of our systems. That universal phrase sung by so many, “Get used to it, it’s a boat” serves only to instantaneously raise my blood pressure and my ire, making for interesting and sometimes loud conversations between us, the dealer, builder, and/or various and sundry repairmen - to no avail. I am, however, eager to further test this boat’s seaworthiness and our newly acquired skill sets on an extended cruise to the U.S. and British Virgin Islands and beyond as soon as we can rid ourselves of the gremlins in the electrical systems, and also to get the chart plotter to work on a consistent and reliable basis. Both of these issues have been frustrating, fruitless, constant works in progress since purchase.

For more information on the adventures and travels of FINALLY FUN, log onto our blog: www.finallyfun.talkspot.com or contact Sharon at sharon.larrison@gmail.com or Andy at sharandy@gmail.com .



DeFever Cruisers Embroidered Items

A variety of clothing and other items are available with the DeFever Cruisers Burgee logo from www.mediasource.net . To go to the custom embroidery shop click on the bottom right icon: “Stylessource.” Then enter the password, “defever” in all lower case. There are no minimums. For promotional items, click on the bottom left icon and search for a product that you like (there are minimum quantities for promo items).

Boat/US Membership Discount

Our Chief Pilot Hank Haeseker (#22) recently tried to renew his membership in Boat/US on line. He entered our DeFever Cruisers "Group number," GA84456B but the online system did not show a discount from the regular annual dues of \$15 (up from \$12.50). So Hank called in to talk to a representative, and she said they would honor a rate of \$12.50 but he would need to mail in the renewal form rather than do it online.

Bottom line: You can save a whole \$2.50 by writing in \$12.50 on the form and mailing it in for renewal.

DeFever
TECH

ROGERS, James & Betty HEIAN (#121) 2001 • DeFever 52 •
ALICE J Benicia, CA

A rough trip, tired, and can't anchor

It has been a long day with snotty seas, we are tired and we have arrived at our anchorage. After carefully examining the depths, we don gloves, turn on the windlass, and... the anchor does not budge because the chain rode has turned over on itself. We know what must be done. Go below, take all the chain (usually wet and a little muddy) out of the chain locker, pile it on the forward berth, and then restack it in the chain locker, all the while circling the intended anchorage. Finally, we put down the anchor and think about how this happens and what we might do about it.

The DeFever 44 is a "dry" boat. Its flared bow rapidly rises and slows when encountering a steep wave. This shape largely precludes burying the bow in most seas. Long period seas are seldom a problem but short wave length, steep seas are often a problem. Both San Pablo Bay to the west of our marina and Suisun Bay to the east are shallow and can have short steep waves in the afternoon when strong westerlies oppose an outgoing tide. These are prime conditions to foul the chain.

We believe two major mechanisms contribute to the problem.

The first involves abrupt slowing of the boat combined with a pyramid chain pile. While pulling anchor the chain falls through the hawse pipe into the chain locker forming a pyramid-like stack. When the high flared bow hits a short steep wave the boat slows significantly and anything loose, say dishes in the galley or the stack of chain rode will keep going. The dishes may break (we have experience with this) and the chain from the top of the pile will fall over itself, trapping the anchor end of the chain.



The second involves rapid downward acceleration of the bow. Is it possible to accelerate the bow downward at a rate greater than gravity? We believe it is. With a steep sea of proper wavelength, the bow rises abruptly as it encounters a wave then it drops abruptly as the bow is in a trough and the stern is raised by the wave. The bow can be pitched into the trough at a rate greater than the acceleration of gravity. We know that this happens because in steep seas we have to tie our bow anchor down against the chain roller to keep it from momentarily floating then slamming down onto the roller. Each event suspends the anchor chain briefly before it crashes down again, this allows the chain to turn over a bit with each such wave and after a full day the anchor chain will be securely trapped.

So what can be done? First, eliminate the pyramid by carefully faking down the chain when pulling anchor. This often involves one crew member who gets to stand in the rain regulating the rate of chain retrieval and one who gets to go below and handle the wet rode. This generally works because the chain cannot fall on itself, but it involves a messy job in the forward berth every time the anchor is pulled, and it does not work under severe pitching conditions.



We know a skipper of a DeFever 43 who was going to fix the problem. He cut a triangular piece of plywood to exactly fit over the top of the faked chain. He drove wedges between the plywood and the hull to trap the chain. But, by the time he had transited San Pablo bay, the wedges were out and the chain had turned over.

An old fellow we met on the docks in Ketchikan, Alaska had another solution. When his boat was under construction he placed an old fashioned galvanized metal hot water tank, tall and narrow (with the top cut off) in his anchor locker. While the chain might rise and settle in steep seas, the very narrow tank prevented it from turning over on itself. This is a very workable solution if there is enough vertical space in the bow, but that is typically not the case in DeFever designs.

While our DeFever 52 was under construction in China we mentioned the problem to Art DeFever. He suggested having a cone fabricated inside the anchor locker. The base should be fiberglassed to the bottom of the chain locker and the cone taper upward about 24 inches to a point. The taper allows the chain to rise under severe conditions but each time it settles back down around the cone, it can't roll onto itself. Also, there is no pyramid of chain to fall over and trap the anchor rode. We asked Wilson Lin to incorporate a cone in our anchor locker and in nine years we have never had our all-chain rode turn over on itself. The only problem we had was that the cone point was quite fine and once in a great while a single chain link would catch on the point. We wound a bit of twine soaked in epoxy around the tip of the cone to give it a clown-nose-like appearance.

The cone solution has been entirely satisfactory and anyone who has experienced the anchor rode problem could very easily, and at low cost, add a cone to their anchor rode locker.



SILVER, Steve & Kim (#1079) 1987 • DeFever 44 • MAYA Cincinnati, OH

Taxes and Registration

From the day we bought MAYA, two issues have been at the back of my mind and of great bother to me: taxes and registration.

As you know, buying a boat out of state and moving it from jurisdiction to jurisdiction brings up all kinds of taxation and registration issues. The laws vary from state to state and there is no clear guidance to whom or how much to pay taxes. Over the past year, I literally have spent weeks on the phone and Internet trying to figure out what we should do. I called the tax department in every state we transited as well as those we planned to visit in the future. As you might have guessed, I got different answers from every official I spoke with.

Florida has the most onerous restrictions, and since we were going to be there for about a year, I decided that I had better comply with their rules just to be on the safe side. As they say, it is better to ask for forgiveness than permission. With that in mind, I recently visited the local office of the State of Florida Department of Taxation and Revenue to try and make us legal.

Before I go on, I should say for the record that I have the upmost respect and compassion for all the good folks who work for the state of Florida. Theirs is a thankless job and I certainly would not like to work on that side of the plate glass window. However, just once I would like to be shown the courtesy and consideration customers should receive when they are forking over large numbers of boat units.

Whoever designed the offices of the Florida Department of Revenue did not have the customer in mind. The plate glass window I spoke of has a small hole that you must speak through in order to be heard by the agent. This small hole is placed about four feet off the floor, so every time you want to talk you have to bend over, crank your head to one side and loudly state your case. I was wondering what kind of numbskull would devise such a system when it dawned on me that the height of the hole was there for the benefit of the agent. She sits all day and it is at perfect mouth level for her. But I digress.

I think the agent I dealt with knew right away that my situation was not going to be the standard car/license

plate transaction they deal with most of the time. I was a non-Florida resident, I had a boat (two, counting the dinghy), the boat was documented by the U.S. Coast Guard, and was bought out of state. There was a long line behind me and it was ten minutes until her lunch. The perfect storm.

I thought I would try the “lost puppy” routine on her to see if I could get past her air of indifference. You might know the lost puppy routine. Act like you are totally lost and helpless, smile a lot, and beg for any breaks that can be sent your way. This used to work well for me, especially when I was younger. I think now that I am without hair and generally irrelevant, I need to come up with a better schtick. I am not fooling anybody anymore.

I could tell in the first thirty seconds that she was not a dog lover of any kind and could care less about lost puppies or out of state boat owners. Her job was to get rid of me as quickly as possible as the noon hour approached. Okay, so much for the lost puppy routine. I decided to go for the more direct approach.

Bending down and leaning to one side, I told her that, “I had been in contact with the Department of Taxation in Tallahassee and they gave me a list of the documentation I needed to process my application for registration and title.” I added, “I wanted to be prepared so we can do this as quickly as possible and so I won’t waste your time.” Raising one eyebrow (her only one as a matter of fact), I could tell immediately that she was going to be the judge of that.



One by one, she picked off all the documents that I needed... and there were lots of them. Like a machine, I presented each and every one according to her request, properly filled out and notarized. “Do you have Florida form 2271-A?” she asked? “Bill of Sale? Memoranda of title?” “Yep, right here,” I said.

“Damn” she must have thought, “this guy is good.”

“About the dinghy: you do have a pencil tracing of the registration plate of the dinghy? I will need that you know...”

“Of course,” I said.

As I slid the paper under the glass window, I saw some of the lilt go out of her eyebrow. “So you want to play hardball, do you sonny?”

I could imagine her thinking. But, she couldn’t get me. Whatever she wanted, I had it, copies and all. Seventeen pieces of paper flew between the two of us. Back and forth we went. She was just about out of cards when she said, “I will need your wife to sign this form. She is here isn’t she?” As I swallowed hard and the color drained from my face, I meekly muttered “no.”

“Well come back when she is with you” was all she said. As she closed her window I noticed a very self-satisfied smile come upon her face.

Luckily Kim was not far away and by the time we got back to the window, lunch was over. The agent had made her point, though. Victory was hers. No out of town boat owner was going to mess with her. From there on out, the process went very smoothly and after writing a boat-unit-sized check to the State of Florida, I left with two yellow stickers the size of a postage stamp.



“Make sure you stick these in the appropriate place,” was her parting shot. If only I could.



O’MALLEY, Jim & Ann (#238) 1980 • DeFever 43 • WILD GOOSE Merritt Island, FL

Dragon Voice Recognition Software

While on the cruise I talked with several people about the use of a speech or voice recognition program I have been using: “Dragon Naturally Speaking Version 10”. I’ve been using it for several months now and am quite happy with it. The program requires one to two hours of training time before you can start getting 90-95% word recognition. I’m using the program now and so you will see all the mistakes it makes as I spoke into the microphone. (*It’s my job to fix the little errors, and I don’t mind!* – Ed.) If you talk clearly and distinctly, the accuracy is very good. If anybody is interested, I purchased this from eBay and am quite happy with it.

I have spent several years trying to find a speech recognition software program satisfactory to me, and this is the first one that I continue to use on a regular basis. For people who have little or no typing skills this program serves to eliminate 90 to 95% of the typing requirements.

I usually capture the text using DragonPad from the tools menu and then copy to whatever program I am working with. Some of the online e-mail programs will not accept direct input from Dragon, but will accept dictation mode. I had to switch to the dictation mode because when you use words like cut-and-paste it thinks it's a command-mode quirk of the program. In dictation mode it only types what you speak and you have no other commands available through the microphone. It's really a pretty good program and I've been happy with it. I have no financial connections with the company at all and don't even own stock.

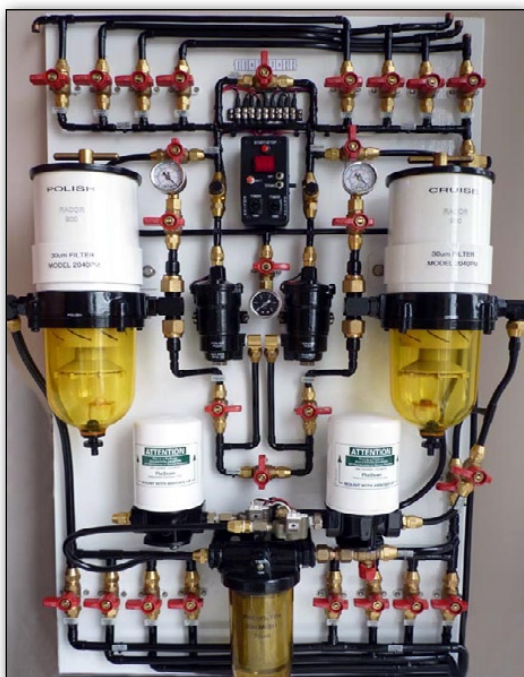


RICE, Dick & Alexandra (#1019) 1982 • DeFever 52 • JENNY West St. Paul, MN

Winter Fuel System Project

Since 2006 we have been able to complete a number of our planned projects aboard JENNY. We are die-hard do-it-yourselfers and have yet to hire any work out because we enjoy doing it ourselves. I grew up on a farm where I became skilled in a number of trades but am schooled as a Professional Electrical Engineer. Alex is a Graphic Designer and has a great eye for interior design. We don't do very much work aboard in the summer because we enjoy what free time we have cruising so we make up for it by doing most of our projects in the winter off-season.

This "off-season" we removed the fuel system from JENNY and built the new fuel-management system shown here. During the design stage we had done a significant amount of research into proper fuel management for offshore vessels and believe that we have come up with a design that is intuitive yet offers complete reliability and flexibility in actual use. The original system had many valves and filters scattered around the engine room but it was very limited as a working system. In fact, the primary Racor 900 engine filters were located in the bilge under the engine room floor making them very difficult to access and impossible to see into the bowls. They had significant corrosion due to that environment and needed to be completely rebuilt before being used in the new system. JENNY had no existing fuel polishing capability and there also was no ability to feed fuel to any selection of engines or generators from any selection of tanks (two 500 gallon saddle tanks and two 250 gallon upright fwd tanks).



In the effort of sharing what we've learned from this research and from experience, we offer the following as what we believe to be very important aspects of building, and more importantly, maintaining a robust fuel delivery system:

1. Keep the fuel tanks clean. Cleaning out the tanks is a dirty job but well worth doing. If you don't want to tackle that sort of thing then it should be hired out, especially if you don't know how long it's been since it had been done. We opened our tanks and cleaned them last spring. During the cleaning process we found about an inch or so of moisture holding asphaltene on the tank bottom that had pitted the bottom of the tanks. After it was completely cleaned out with a shop-vac and mineral spirits we used a liquid steel product to fill in the pits. There was also a fairly significant amount of rust accumulated on the inside top of the tank that we scraped off. We then treated the inside top with a rust converter to neutralize and seal the steel to try to prevent additional accumulation. We don't think the prior owner had ever opened the tanks but we plan to repeat this process every three to five years. After experiencing this we'll also be far more diligent in keeping the tanks filled to minimize condensation - especially during transition and off seasons.



2. Use multistage filtering. We've designed and installed the following 3-stage system: (Pre-filter) 70 micron high flow stainless steel (200 mesh) with see-through bowl; (Primary) 30 micron Racor 900 water separating filter; (Secondary) 2 micron on engine final spin-on filter.

Multistage filtering is important to obtain the greatest usage of the filter media. Filtering at 30 micron with the primary and 2 micron with the secondary will provide the longest period of time between filter changes and a lower likelihood of filter trouble at the worst possible time. Adding the washable 70 micron pre-filter in advance of the primary will increase life even further but it's certainly not necessary. We've added it mainly to allow positioning the new FloScan fuel monitoring system at the fuel control panel rather than needing a FloScan at each individual engine. The pre-filter and primary filters should be able to be bypassed for maintenance.



3. Ability to accurately monitor conditions on both the vacuum and pressure sides of the system. We've installed vacuum gauges between the lift pump and primary filter to monitor the state of the primary filters. We've also installed a pressure gauge between the Walbro lift pump and the secondary filters to monitor the amount of pressure needed to push the fuel through the secondary filters to the engines. This allows us to accurately monitor and quickly determine exactly which filter is becoming clogged before it becomes an operational or life threatening problem. Valves should always be installed to isolate the metering in case of a meter seal failure and I believe they should always be left in the off position and turned on only when performing the engine room checks. We are sticklers for hourly engine room checks so any change in filter performance will be noticed well before it can cause an issue.

4. Filtering and pumping redundancy. The system has two main flow circuits: a normal cruising circuit and a normal polishing circuit. Either circuit can be used for either process for complete redundancy. There is the added benefit that the circuits can be enabled in parallel when/where needed. For example, two separate tanks can have simultaneous isolated polishing under timer control while on the hook, or dual pumps could be operated as engine supply for added confidence in a treacherous section of water.



5. Intuitive and uncomplicated operation. It's very important to have a fuel system that can be quickly operated without first requiring a period of thought and study to remember how it operates. It's difficult to achieve that when accommodating four fuel tanks and four engines (plus a boiler) and using multi-flow valves.

For that reason - and the fact that we had the space - we've elected to use single flow valves. It required more valves to accommodate fully redundant flow circuits with complete tank and engine flexibility but, as you can see, single function valves allow a very high level of intuitive layout and operation. This is a photo of the Polish Return

Tank Manifold. There are identical Manifolds for Cruise Return, Polish Supply, and Cruise Supply.

System Operation

The fuel system layout is divided into quarters with the supply manifolds on the bottom and the return manifolds on the top. The polish circuit is on the left and the cruise circuit is on the right, either of which can select among any of the four tanks. There are also "Dual Polish" and "Dual Cruise" valves that provide the parallel but isolated functionalities. There is also an "X-filter" valve that allows dual pump operation via a single filter for doubling the flow rate of the polishing circuit without involving the cruise filter.

We also have a theory of operation in how we will use our fuel tanks. We will always take on new fuel in the two 500-gallon saddle tanks and use the two 250-gallon upright tanks as cruise tanks. There are a number of reasons for this: when cruising areas with questionable fuel quality we can easily quarantine a significant amount of fuel until it's been well polished. The larger 500-gallon saddle tanks work very well for that purpose with the added benefit that they are far easier to physically access to clean if we do get a load of dirty fuel.

The added advantages of using the upright (floor to ceiling) 250 gallon tanks as cruise tanks is that they offer natural gravity flow to the engines when sufficiently filled and they are rectangular with a

relatively small cross section which makes them great for absolute monitoring of fuel used or remaining with the sight glass.



The system includes a homemade electronic countdown timer that can be preset to control both the Walbro polish and cruise fuel pumps. When not set to the count-down timer mode the pumps will be in ignition mode so that they can polish, prime, and/or provide fuel pressure as an additional lift pump while cruising. There is also a FloScan switch that selects whether the FloScan operates in the timer or ignition mode depending on whether we want to monitor the amount of fuel moved between tanks or the amount of fuel consumed.

We added the FloScan because we've wanted a more accurate method of monitoring fuel usage as we try to determine our most efficient operating RPM. We think we've been creative in its implementation because we've only needed to purchase and install one FloScan system instead of the one-per-engine that is normally done. By installing the FloScan at the fuel control board instead of at the engine we can monitor our total fuel flow regardless of the number of engines running - including the genset and boiler (hydronic heating).

Most FloScan installations do not include fuel used by the gensets or heating systems so the accumulated tracking is less accurate as those units consume more fuel. The design that we've used allows the FloScan to monitor the exact amount of fuel consumed regardless. This design also allows us the ability to monitor the exact amount of fuel moved between tanks for absolute accuracy in marking the sight gauges, or for monitoring the amount of fuel moved while polishing. Another advantage of a single FloScan unit is that it becomes easier to interface and accurately monitor/log fuel usage via other instruments like the chart plotter.

As compared to a single engine installation, we enjoy the added maneuverability of using twin engines inside marinas and wherever we feel we need immediate control. But once we're out of harm's way and able, we shut down one engine for nearly all of our cruising. We rotate which engine is shut down so that we maintain equal operating time and we will do that rotation every four hours or so. This is well within the Twin Disc procedure for trailing a prop and the second engine is always at the ready if needed.

We know that we conserve fuel by rotating engines and there is even a greater savings on wear and tear with significantly reduced operating hours on the engines. There's also the advantage that it's quieter running on one engine as well. We also think it's far better on the engines by keeping the one operating engine at a good cruising RPM and temperature rather than reducing the RPM of two engines and operating them at a less-than-favorable temperature in the effort of conserving fuel. We have estimated, the best we can with sight gauges, that we save from 20% - 30% in fuel use by rotating engines in this way. And we're eager to confirm exactly how much of a savings it is by using our new fuel system with FloScan when we splash JENNY this spring.



**MOORE, Glen and Jill (#314) 1976 • DF40 Passagemaker • LAST DANCE St. Augustine, FL
DeFever Profile: Bill and Michelle Bressler (#894)**

1962 Custom Steel 65' DeFever OUR ISLAND

Bill and Michelle wanted a boat that was strong, and capable of making long ocean crossings that they could rebuild to meet their needs and preferences. They found the boat to match their dreams in a steel 65' DeFever. Well, actually, she is a DeFever knockoff. Skallerud and Sons, the yard that built her, built several DeFeveres for Art, but OUR ISLAND isn't a DeFever-built boat. However, Art said she is a stretched version of one of his designs.

Jill and I enjoyed the opportunity to visit with Bill and Michelle



Our Island at dock in Blakley Harbor

at their dock on Bainbridge Island in Blakley Harbor, when they were about 75% done on a complete interior refit of the boat. They were gracious hosts, providing a detailed tour of their boat and a lot of local knowledge and recommendations of places to visit on our cruise. Every system and surface on the boat had been rebuilt or was in the process. All woodwork was being rebuilt by Bill, with some help and coaching from



Bill Bressler in mid-project upgrading the pilothouse instrument and layout



New helm instruments and upgraded layout

Michelle's brother Sam, a master shipwright and wood artisan. From the heads with tongue and groove hickory soles to the built-in dresser's mahogany drawer fronts, all were works of art in wood. In addition to the eye-pleasing beauty, with a little engineering Bill was able to double the size of the storage in the dressers. .

OUR ISLAND was designed and constructed with cruises to Alaska and beyond in mind. The storage aboard is massive. Water tanks hold 5000 gallons of fresh water, served by an 800 gpd watermaker (called a seawater recovery system in 1962). The galley has a 22 cubic foot refrigerator/freezer and the walk-in pantry has a built-in 35 cubic foot unit. Of course, there is the 15 cubic foot chest freezer on the flybridge. With plentiful salmon, dungeness crabs, and prawns hanging out below the boat, you need voluminous places to store them.

The rebuild of the galley has increased cabinet space by 30% through thoughtful redesign and replaced the original refrigerator with a 26 cubic foot French door fridge/freezer. Cooking was upgraded with a Wolf propane range (at 460 pounds, a challenge to install), stone countertops, stainless steel backsplashes, and a full-size dishwasher. Galley under-counter storage went from seven shallow-depth to 13 full-depth drawers, all on Accuride glides, plus a garbage disposal and a pair of recycle bins on slide outs. Above the counter, a new cabinet was added where the fridge was originally located. Under-cabinet lights and overhead lighting were added on three different switches to set the mood and lighting level.



Galley upgrade with Wolf range during refit (drawer fronts not installed)

Prior to our visit, Bill had replaced the third generator which had been dedicated to running baseboard heaters on the boat, with a diesel-fired hot water heating system. Each space on the boat is served with an individual thermostat, which required 960 feet of wiring. Because the heating system is hydronic, every dresser, locker, room, and storage area is heated, either by hot water registers or by the hot water supply lines running to and from the boiler. The generator sat below a steel workbench located between the twin engines, so now he has more storage space for tools. He has also installed a pair of 2800 watt Outback inverters, which have a structure similar to a desktop computer. The components are mounted on easily-removed circuit boards. Bill had a problem with one of the units, called the

manufacturer, and received new boards to install. Problem solved with no capital outlay.

The pilothouse was under construction last summer. One major change that appeared to be original to us was the stairway from the pilothouse to the flybridge. It is located in the same exact spot where all such stairways are on DeFevers. We are sure Art would approve. The navigation station became a bit smaller



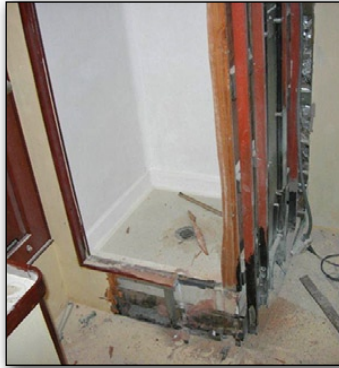
Michelle Bressler (left) shows one of the guest staterooms to Jill

in the redesign, but the functionality increased greatly. The back wall of the nav station is made of cork and works perfectly as a bulletin board. There is still plenty of room for the electronics package which includes a SSB, RDF, VHF, GPS, depth sounder, and AIS, all located at the nav desk.

Michelle's touches are throughout OUR ISLAND. The master stateroom and the three guest staterooms are all attractive and make great use of space. The master bath (head may technically be the appropriate nautical term, but a space with a full-size tub and room for two people to work at the same time is truly a master bath) is both beautiful and functional. Michelle has done all the finish work throughout the boat. Bill claims that his joinery work often appears to be "wood butchery" until Michelle applies her magic touch sanding, staining, varnishing, and painting the surfaces.

Michelle grew up on Bainbridge Island, which is in Puget Sound six miles west of Seattle. So she has been around boats her whole life. Her family built a 26' Thunderbird sailboat in their backyard, and six row boats on the dining room table of her family's house. She even commuted to work in Seattle by ferry or the family boat. Michelle retired in 2005 so she could devote more time to the boat remodel. She previously worked as VP of Business Planning for CellularOne, but now spends her time sanding and varnishing.

Bill comes from the old school of common sense and do-it-yourself and save. He got his first boat on his 10th birthday, a 10' aluminum row boat. He built his first boat when he was 13 and has not been without one since. He purchased his only new boat in 1977, a 24' Rinell cruiser. But since then has only purchased fixer uppers. He feels its better in the long run spend the money saved by making the boat's systems and interior spaces better and to your own liking. Plus you know how everything works.



Original master head at beginning of refit



Full-sized tub



Master stateroom before rebuild



Master stateroom after

to



Off to Alaska

Professionally, Bill has worked in sales and marketing for most of his life. He worked for Honeywell's automotive division for 18 years and retired in 2005 as Western Regional Manager covering 13 states. The knowledge gained over years of building and designing has been applied to engineering the systems and spaces on their boat.

As you read this, Bill and Michelle have departed from Bainbridge Island. With their interior projects complete except for the salon, which Michelle graciously agreed to make the last project, they are embarking on their second Alaskan summer cruise. If you see this unique, unmistakably DeFever-looking boat, give the Bresslers a shout.



Panama Canal Gatun Locks



Carl & Trish White



Cathy & Jerry Ingram



Maasdam departing Huatulco



Pedro Miguel Lock



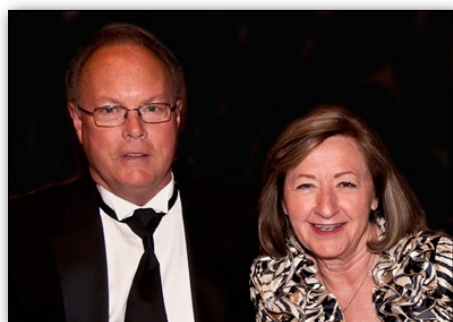
Mike & Bill Oppold



Carol & Bob Bryan,



Steffie & Mike Danforth



Anne & Jim Dick



Nonnie & Bob Sharp



DeFever Cruisers at Panama Canal Bridge of the Americas