

DeFever Cruisers Magazine

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

MOORE, Glen & Jill (#314) 1976 • DF40 Passagemaker • LAST DANCE Green Cove Springs, FL

Ode To A DeFever Passagemaker 40 *(With some input from Bob Dein and Glen Moore)*

Barbara: Arthur DeFever Designs Ageless Boats

In 1976, a specific Arthur DeFever-designed Passagemaker 40 was built at Jensen Marine, Costa Mesa, California. She was known at this time as Hull# PASJ0300M76A, and was destined to live a long and useful boat-life, overcoming trials and tribulations as she navigated U.S. and Bahamian waters.

The passed-along lore says that she was displayed at a major boat show, and her lovely lines and irresistible interior, her seaworthiness, and her timeless design attracted a buyer. He took the DF40 PM home, but his purchase was not welcomed there. We cannot verify the wife's reaction/rejection, but circumstantial evidence supports the belief that the DF40 was introduced to buyers at a boat show. Found aboard years later were decorative items of the kind used to "dress ship": a full size vinyl staysail emblazoned 'Passagemaker 40', assorted glasses etched with the outstretched wings of the flying bird Passagemaker logo, and a few towels embroidered with the same design.

And as for the length of the first person's ownership time, again we have no proof, only that by her 10th birthday (and named LASSIE) in 1986, the lore had the helmsman count at six, with owner number five using her as a cocktail water taxi (named ESCAPE) for about a year and a half, and number four having lived aboard, but rarely untied from the dock, for nearly eight years... or so the lore said... Doing the math, that left only about a few months per for owners two and three, seemingly improbable, but so



Fig. 1



Fig 2



Fig 3

the story went...

Then in the fall of 1987, deciding to switch watercraft from the mainsail variety to the stabilizer style, this writer and her co-captain 'adopted' ESCAPE (photos #1, 2, 3,4), and renamed her SCENIC PATHWAY (photos # 5,6, 7,8). For the next few years, she safely transported a teen-age son, cats, and a hamster around lower Florida waters (east, west and Keys), during vocation-limited few week stretches.

Concurrent with our expanding cruises, she was aging not so wonderfully. There was the usual litany of complaints, problems, and repetitive re-fixes, and 'the biggie' - replacement of the fuel tanks (photo #9) - a major assault on SCENIC PATHWAY's hull. The hull and house were otherwise physically sound, and needed



Fig. 4



Fig. 6



Fig 5



Fig. 8



Fig. 7

only minimal rehab before being ready to cruise again. But all of her operating systems were in desperate need of refurbishing or replacement, and new versions of that model were no longer being constructed. So we began a search for a similar boat from a different manufacturer. But nothing, and I mean **nothing**, could measure up to that DF40. So a dream list of desired replacements and upgrades was formulated, a yard chosen, and SCENIC PATHWAY underwent a makeover: two new Perkins engines, new Westerbeke 8K generator, new wiring, and two additional fifty gallon water tanks were installed (photos #10,



Fig. 9

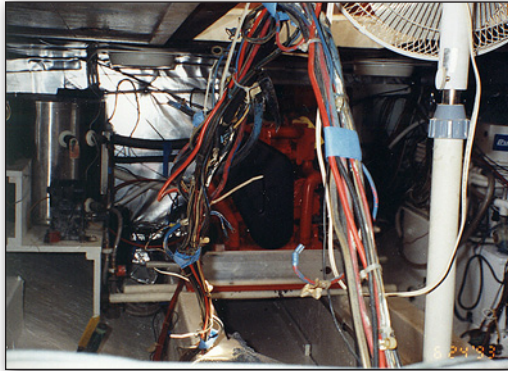


Fig. 10



Fig. 13

11). She also received a beautification makeover: carpet, upholstery, wallpaper, bedding, window treatments, etc., were upgraded or replaced (photo #12). She looked and performed again as the grand lady she had been. Arthur DeFever came aboard to see, as he had a few times previously, and expressed pleasure at the overall looks {photo #13}.



Fig. 11

But there was one missing major component. After having attended the stabilizer seminar at each of the DeFever Rendezvous, we had resisted the outlay of that amount of money. We had always rejected the siren song of the salesman: this boat's too small, too old, we probably won't own long enough to amortize the expenditure, etc. But after the Naiad folks

literally followed us home from the Faro Blanco Rendezvous, measured, and delivered the custom sales pitch, we succumbed (and never regretted one penny of the cost), and SCENIC PATHWAY stoically endured the drilling of more holes in her hull.



Fig. 12

Then Bob and I began preparing ourselves and SCENIC PATHWAY for lengthier cruises, with the 1994 Bahamas summer Rendezvous as our first goal. The trusty trawler accomplished this in fine style, so we decided to do it again, and again, and again, for a total of five round trips during the remainder of our ownership.

PassageMaker Magazine provided the platform for the little bit of notoriety in SCENIC PATHWAY's existence: a few paragraphs and photos included in a couple of miscellaneous- topic articles by other authors, and a multi-page article written by us about transporting dinghies, replete with 35mm film pictures we had taken (look for the framed copy on LAST DANCE).



Fig. 14 & 15



Then there was a major event that nearly ended the existence of SCENIC PATHWAY. A 110v fan sat in the lower helm



area and stirred the air for the marine dehumidifier to do its job more efficiently. The fan shorted, started burning, fell onto the upholstered chair and onto the carpet. The boat was tightly closed, oxygen became depleted and the fire self-extinguished, but not before doing major smoke and heat damage to the salon and staterooms (photos #14, 15). The engine room was unaffected. The insurance company nearly declared her total, but changed their minds, and about seven long months later she sat happily at our dock once again, really looking forward to the next cruise (photos #16, 17).

She also served as the floating 'office' for DeFever Cruisers

Figs. 16, 17, 18



from when we founded the group in 1997, until 1999. In 1999 we decided to order our DF44 GONDOLA, and began the task of making the PM 40 available for a new family to cruise and love. She went on the market as we

departed on that fifth Bahamian journey (photo #18). As we returned about four to six weeks later, the broker let us know that a potential owner was going to meet us along the route as we proceeded towards home. Thus, Indiantown Marina on the Okeechobee Waterway became the site for the 'blind date.'

And so entered skipper number seven into this ode: Glen Moore. It seemed to us that he really wasn't all that serious a looker, and definitely not a buyer based on what to our 'standards' had been a fairly cursory visit (Glen will tell you that he was a veteran trawler searcher, more than prepared with his mental checklist.). Boy, were we ever WRONG!! After a few phone calls and faxes during the next few days, Glen transitioned to new caretaker of this PM40, taking possession very shortly after our return to Venice.

JILL:

In 1999, after 12 years of ownership, the Deins decided more space and a larger boat would be desirable, but the design lines and seaworthiness of a DeFever were still required. They ordered a new DF 44 to replace SCENIC PATHWAY.

Glen, searching for a 42' – 44' trawler, was convinced by his broker to look at a DeFever 40 returning from a cruise in the Bahamas. Timing of schedules placed SCENIC PATHWAY at Indiantown, as it headed back across the state of Florida to Venice. The lines and great condition of the boat convinced Glen to downsize dreams and purchase the solid little cruiser. At the end of July 1999, SCENIC PATHWAY was left at the Venice municipal facility, Higel Dock (overnight dockage is no longer permissible), with her new name, LAST DANCE, hung on the stern – on a poster created by Barbara.

Short and infrequent cruises, dictated by a schedule that included employment and paychecks, were the norm for the next decade. Her



most frequent and (my favorite) cruises were to Cumberland Island, Georgia, where she would hang at anchor among the beautiful trees, wild life, and nature. There were a couple of cruises to the Abacos, but the long distance cruises the boat was designed for eluded her.

A decade of aging, changes in cruising equipment available, and my desire to update the décor dictated a two-year refit. LAST DANCE received new finishes on the interior woodwork, new and enlarged settee, new valances and shades, new galley appliances, cabinets reconfigured for greater storage, new carpet, new sink plumbing, and new air conditioning controls and layouts to bring a



new look and functionality to the interior.

Electrical systems for supporting time at anchor were added, including: multiple series 31 batteries replacing the 8Ds to allow Glen to actually lift a battery and to increase battery capacity, high output alternator controlled by a programmable remote regulator, a Magnum 2812 pure sine wave inverter/charger, with higher capacity wiring and appropriate fuses.

The sanitary system, which makes me cringe when Glen starts showing off the heads, was entirely re-engineered with home-style appearance Raritan Elegance heads, new LectraSan treatment system, new holding

tank, macerator discharge pump, and all new hoses. Electronics upgrade was accomplished by a Garmin chart plotter/multifunction display, with XM weather and high definition radar. Some electrical systems that were not changed in the earlier upgrade by the Deins were replaced, or rewired. New shafts and

propellers were installed.

With her looking so beautiful and new and running so sweetly, it is hard to believe this old gal, an example of Arthur DeFever's design talents, is 35 years old. As this article is written, LAST DANCE has cruised up the East coast, spending two months in the Chesapeake Bay, into New York City and is currently in the Hudson River, 2,100 miles into the 6,000 mile Great Loop Cruise, providing Glen and me a wonderful platform for cruising.

Happy 35th Birthday, LAST DANCE!

HEIN, Dick & Mary (#1189) 1979 • DeFever 43 • HEINSITE Baltimore, MD

Mini DFC Rendezvous in Baltimore, MD

Fells Point June 2010



Front row: Celeste Yost (DF41, SAY GOOD-BYE), Dave Graham (DF41, *LISA MORGAN*), Karen Graham
Back Row: Ralph Yost (DF41, SAY GOOD-BYE), Dick Hein (DF43, HEINSITE)



ROBERTS, Jim & Robin (#331) 1988 • DeFever 49 Pilothouse • ADVENTURES Big Pine Key, FL

Mini DFC Rendezvous in Maine

Acadia National Park



DFC folks on a hike up to the top of Cadillac Mountain in Acadia National Park. Bar Harbor is in the background, and also the MAASDAM - the same Holland America cruise ship that DeFever Cruisers were aboard when we went through the Panama Canal during the 2010 DFC Rendezvous. Pictured are:

Jim, Pat and Chuck Berry (DF49 RPH , GOT THE FEVER) and Steve and Diane Koch (DF49 RPH , AURORA).

DeFever's cruising cruising

GRAHAM, Janet & Wally (#1246) 2003 • DeFever 45 •
CHRISTINE San Anselmo, CA

CHRISTINE in Alaska

We departed Hoonah, Alaska April 27th for the first trip of 2011. The boat spent the winter in Hoonah and survived intact despite 85 mile per hour winds. The first two days were clear and calm with temperatures between 38 and 44. The view of the snow capped Fairweather Range, with 15,000 foot Mt. Fairweather completely cloaked in snow, was stunning. All the mountains above 1,000 feet were still snow covered. The spring thaw has not really started. We went to Tenakee Springs, Angoon and then to Sitka with stops along the way. Needless to say, we saw hardly anyone else cruising this early in the year. They don't know what they are missing. We return to Sitka on May 23 and will take the boat south in the open Pacific around the southern end of Baranoff Island and then east to Petersburg, Alaska.



EBAUGH, Robert & Elaine (#1146) 1985 • DeFever 44 • MAR AZUL St. Petersburg, FL

Caribbean Bound: South Florida to Puerto Rico

We really enjoyed meeting so many of our fellow DeFever Cruisers at the Sarasota Rendezvous in March. Since then we have wrapped up our lives ashore and moved aboard MAR AZUL. We set sail on April 2 for a two-year Caribbean tour. The first major leg of our voyage was to travel to the east coast of Puerto Rico which will be our home base for this hurricane season. Our route took us along the west coast of Florida to the Keys, across the Gulf Stream to Bimini, through the Exuma Cays and South Bahamas, Turks & Caicos, Dominican Republic, and finally across the Mona Passage to Puerto Rico. We set a deadline to arrive in Fajardo no later than August 1, allowing three to four months for our travels.

In summary, we have had a wonderful time, mostly smooth seas and calm anchorages, and were glad we planned a leisurely pace allowing time at so many interesting and enjoyable destinations. If we could have further rearranged our lives and schedules,

we would have added a couple of extra months to this part of the trip. We have met a number of cruisers who took a speedier route south for various reasons, skipping some of these destinations, which seems a shame.

If you prefer a quick summary, that's it, and feel free to skip to the next article. We'll provide some details that may be of interest to future cruisers, and won't spend time on Florida and the Bahamas since these wonderful cruising grounds are more frequently traveled by our DeFever Cruiser friends. We are glad that we got to experience the Exuma Cays after hearing so much about them, and thoroughly enjoyed our month in the Bahamas. We caught up with DeFever Cruisers and other boats *September Song* (Signature 55, #734 Vandegejuchte), HALLELUJA (DF44, #854 Reinken), Island Girl, SEA PEARL (DF 53, #654 Nekola & Requena), and Absolutely at Staniel Cay, and really enjoyed the camaraderie of our DeFever friends and their assistance orienting us to the Bahamas.

After a week in George Town, just in time for the Annual Family Regatta, we made stops at Long Island, gorgeous Conception Island where we wish we had spent more time, and Rum Cay. Then we took advantage of a phenomenal





Turks and Caicos Arrival

floating docks to facilitate boarding and two resident marina dogs, Effie and Gemma who welcomed Lady and Bandit. South Side offers courtesy rides to town and keeps a rental car on the premises so we were able to conveniently get out and explore. The island is lovely, the people friendly, and the visitors an interesting mix of nationalities and cultures. Provisioning here was more expensive than at home, but we didn't find it much different than the Bahamas. Conch is a local specialty, and we enjoyed a delicious conch dinner one evening at Da Conch Shack on the beach.

We had another incredible weather opportunity with almost no wind and flat seas for the trip from Providenciales to the Dominican Republic on May 16th. Leaving South Side we needed a high tide exit for our five foot draft, and fortunately that coincided with a 7 AM departure time. Crossing 70 miles of Caicos Banks, an unmarked, shallow body of water scattered with coral heads required daylight conditions for the 10 hour trip. There were no anchorages until we reached the Turks Islands at the end of the Banks. We saw only two other boats the entire day until we reached Big Sand Cay, where two sailboats were anchored. Big Sand Cay is an uninhabited park island with a lovely beach, although we found it difficult to land the dinghy in the surf. The anchorage provided a nice break after a long travel day, but was roly. We decided to continue through the night to Luperón for a 9 AM arrival.



Luperon Arrival

weather window with glassy seas for a 31-hour passage directly to Providenciales, Turks and Caicos. The waters in the Turks and Caicos are spectacular, although for cruisers they present some challenges with few protected anchorages. We were ready for a marina after three weeks at anchor. Turtle Cove on the north side of the island is a popular spot, close to the famous Grace Bay beaches, and offers a number of bars and restaurants within walking distance. However, the entrance through the reef can become impassable in certain weather conditions, and one risks getting stuck there. Stopping at Turtle Cove was a little out of our way and would have added another day to our passage south. We chose to stay at South Side Marina, a small and friendly facility located on the opposite side of the island, not far from the Sapodillo Bay anchorage. Bob (the owner) and his staff host a daily radio net, BYOB Happy Hours, and a weekly BBQ open to boats in the anchorage, marina guests, and locals who want to join in. The marina is dog friendly, with



South Side Marina

floating docks to facilitate boarding and two resident marina dogs, Effie and Gemma who welcomed Lady and Bandit. South Side offers courtesy rides to town and keeps a rental car on the premises so we were able to conveniently get out and explore. The island is lovely, the people friendly, and the visitors an interesting mix of nationalities and cultures. Provisioning here was more expensive than at home, but we didn't find it much different than the Bahamas. Conch is a local specialty, and we enjoyed a delicious conch dinner one evening at Da Conch Shack on the beach.

Bob's travels as a corporate pilot have prepared him well for the Customs and Immigration processes in the countries we have visited. His advice is to be patient and expect a lengthy process involving multiple officials that might take two or three hours. After waiting all morning with the quarantine flag flying, he went ashore and visited a sequence of officials representing different government departments to complete the paperwork. The government provided a written fee schedule in English and in Spanish, with a central number to call if discrepancies were noted in what was actually charged by the local officials. He returned to the boat with the Comandante and another official who boarded and went below to determine the number of cabins and make a quick inspection. They were pleasant and spoke little English. We speak little Spanish, which made for a brief conversation. Everything was deemed in order and Bob transported the officials back to shore.

Compared to the quaint Bahamas out islands and the more

cosmopolitan Providenciales, Luperón offered a glimpse of a very different culture. The harbor was smaller and more crowded than we had envisioned, with about a hundred boats. Some cruisers appeared to be staying for the season or indefinitely, and others passed through quickly en route to other destinations. The non-cruiser locals got around in rowing shells, and only a few had motors. It appeared that the town's waste found its way to the harbor. No one swam here other than professional divers. The official gateway to town was the government dinghy dock, a functional but somewhat rickety looking structure. A short walk down a paved road led to government offices, a gate, and then the town, tucked behind the mangroves. Small buildings, thatched roof shacks, and markets lined unpaved streets, which surprisingly had sidewalks. We later found out that the streets were torn up to install utilities, then money ran



Luperon Harbor



Luperon

out. Waste water from businesses was dumped in the gutter, and dogs and chickens ran freely with an occasional cow in the mix. After our first visit to town to walk the dogs we quickly realized we needed a better alternative, and started using the dinghy dock at Puerto Blanco Marina which offered more sanitary dirt roads (or so they appeared?) for our walks. We still encountered cows, chickens and horses from time to time.

We referenced Bob and Alice Hooker's entry (#222, GA64 BALI MOTU) in the Fall 2006 DFC Magazine on their visit to Luperón. Much of what they reported has not changed, including the Friday Karaoke and Sunday Boater's Flea Markets at Puerto Blanco Marina (both fun and a good way to meet locals and other

cruisers), rolling electricity black-outs across the country, and the "reverse sticker shock" for many items. The Luperón Yacht Club didn't seem to be doing so well, which was a shame. We agree that the facility has a beautiful location and great potential, but saw few people there. Most cruisers gathered at Puerto Blanco or at one of the cruiser-oriented restaurants in town. The cruising community is very welcoming and local businesses reach out on the Wednesday and Sunday morning nets with various specials and offers of free internet access in the restaurants. We especially enjoyed Captain Steve's Place, and found delicious full meals for 100 pesos, about \$2.65 U.S. (breakfast, lunch or dinner). Ice cold large Presidenté beers were 40 pesos, or about \$1.

We read Bruce Van Sant's works in preparation for our trip, including "The Gentleman's Guide to Passages South: The Thornless Path to Windward" and found much of his advice for navigating against the trades applicable to our DeFever. Bruce has had some health challenges, sold his boat and now lives ashore in Luperón. We invited him and his wife Rosa to visit MAR AZUL while we were there. Bruce has had a fascinating life. We enjoyed several afternoons with the Van Sants and got to visit their beautiful home overlooking the harbor. (Bruce's website has some interesting information about the author, his new book, and Luperón: <http://www.thornlesspath.com>)



Mototaxi, Puerto Plaxo

One day we visited Puerto Plato, the closest neighboring city. We were advised to hire a driver and Nino was highly recommended. He charged 1600 pesos or about \$42 for the day, which was a better deal than a car rental, plus we had a knowledgeable tour guide to answer our questions and keep us out of trouble. The countryside is lush and green, and farming is a major industry. Puerto Plato is a busy port town on the north coast of the Dominican Republic. Private yacht anchoring there is discouraged. The town was pretty and clean, with tourist areas nearby including Ocean World, a small Sea-World type resort with marina facilities, and a casino. We looked around at Ocean World and didn't see much activity. We were happy with our decision to stay in Luperón



La Sirena in Puerto Plata

and experience the local culture there. We found outstanding provisioning at La Sirena in Puerto Plata, a market similar to a small Wal-mart. Prices were a quarter to a half of what we would pay at home for locally produced items, and we are kicking ourselves now that we didn't buy more.

From a safety and security perspective, we felt comfortable in Luperón. A few vendors approached the boat to offer their services and were courteous if we declined. Being greeted by two large barking dogs was probably a good deterrent too. We locked the dinghy to the boat and to dinghy docks, but didn't feel the need to haul it up each night. There were some reports of gasoline theft from dinghies while we were there, and if we went out in the evening we opted for Puerto Blanco where the dinghy could be more readily supervised. From a sanitation perspective, we were careful about what and where we ate and drank, and thoroughly cleaned



Luperon vegetable truck



Selling pineapples

fresh produce when bringing it aboard. There was a cholera outbreak in the country at the time of our visit, and we were glad that we were able to have our own fresh water supply via our watermaker. We were not able to use the watermaker in the muddy Luperón harbor, however, which resulted in "water restrictions" –prudent, but ultimately unnecessary since we had almost a half tank of water remaining after our 15 day stay.

After Luperón we faced another long trip to Samaná, our next major destination on the Eastern coast of the Dominican Republic. There are harbors to stop at along the way, but it gets complicated since you are technically required to check in and out with the port authorities at each harbor. Our weather window was getting slim too, so we decided to make the 25 hour, 130 mile run non-stop, with winds 10 – 15 knots from the east-southeast, seas less than five feet. Not perfect like the last two long passages, which had unfortunately set a high precedent. Bob checked out with the Comandante, who came aboard again to inspect the boat, and re-visited all the various customs officials he saw on arrival. Then the requested despacho to Samaná was issued. Anchor duty was messy after two weeks at anchor, with barnacle growth on the 25 feet



Motoconcho – Samaná

of anchor chain that was not buried in the mud. We didn't see any boats between Puerto Plata and Samaná, over a one hundred mile stretch. Staying alert during night watch was critical as we were taking a route close to shore to catch the calmer seas at night, part of Bruce Van Sant's formula for using the night lee of the large Dominican land mass to get a smoother ride.

We arrived in lovely Samaná (pronounced "sah-mah-NAH") on Thursday morning and pulled into the Puerto Bahia marina. Puerto Bahia is a new resort outside of the town of Samaná, with a hotel, marina, and condo residences lining the hillside. It also has restaurants, pools, spa, small grocery shop and tennis courts. It has the marks of a first class resort, and was a stark contrast to Luperón. George Bush from Crawford, TX, signed the guest book in January as one



Puerto Bahia marina

the cruise ship visits (tenders, para-sailing, snorkeling boats), so we were glad we had selected a marina for this stop. If we had more time, we might have taken some land trips to see more of the exquisite scenery in this part of the country.

We left Samaná shortly before 7 am on Wednesday, June 8 and got a despacho to Punta Cana, about 12 hours away on the Eastern tip of the Dominican Republic in case we decided to stop for the night. The weather looked good and if all went well we wanted to continue through the night across the Mona Passage directly to Puerto Rico, about a 140 mile trip. The U.S. doesn't care about seeing despachos from foreign ports, so a modified plan wouldn't impact our U.S. arrival. It would have been more complicated if the Dominicans dispatched us to Puerto Rico and then we needed to stop along the way.

Leaving Samaná we kept a careful watch for most of the morning for logs and debris in the water. It rained just about every day since our arrival in the Dominican Republic, and run-off from the mountains was heavy. We tried to stay out of the garbage line, the offshore zone where debris tends to flow, but we still had to dodge chunks of trees from time to time.

The Mona Passage, the waters between the Dominican Republic and west coast of Puerto Rico, is known for its rough seas. The Hourglass Shoals are prominent in the northwest part of the passage, an area with one hundred or so foot depths adjacent to extremely deep seas, one to three thousand feet deep. The rapid transition in depth can generate high waves over the shallower waters. We carefully avoided the Hourglass Shoals as recommended, staying close to the Dominican shore, scooting around the western edge, then crossing south of the shoals and north of Mona Island. We experienced some moderate swells as we came closer to the shoals, but nothing terrible. Freighters didn't seem to worry much about the shoals and we saw several on radar that scooted right over the area.

On Bob's watch around 11:30 PM we were contacted by the U.S. Coast Guard by radio, asking for the vessel eight miles north of Mona Island to identify ourselves. We were asked for the boat name, number of crew aboard, where we were going, and if we had contacted U.S. Customs yet. Bob provided all the data, which they took a few minutes to check, then cleared us to continue. Without actually seeing our boat or getting more specific information, we weren't sure how they really knew we weren't running drugs or carrying a load of Haitian refugees. They were very cordial, and advised us we could contact them if we needed any assistance on our passage. It was nice to know they were out there in the middle of nowhere if our small vessel ran into trouble.

The crossing was about as smooth as we could ask for, although not glassy like the Turks and Caicos and Luperón passages. We arrived in Puerto Real, Puerto Rico shortly after sunrise on June 9th, and were happy to have completed the last of our long passages for a while! We look forward to taking a few weeks to explore the southern Puerto Rican coast as we make our way to Fajardo.

of the hotel's first visitors. The scenery here was breathtaking, with palm forests creating a natural landscape for the resort. The marina charged a \$1 per foot per night transient rate, and is without a doubt the nicest \$1 per foot marina we have ever visited. The marina staff handled the Customs interface for us, and were well versed in customer service. The actual town of Samaná, also known as Santa Barbara de Samaná, is several miles away from the resort and hosts cruise ships on occasion that anchor outside the harbor. They tender their guests to town or to Cayo Levantado, a picturesque island not far offshore. Most of the boats we saw in the harbor appeared to be related to



Samaná to Mona passage



MAIMITI Cruising to TAIWAN

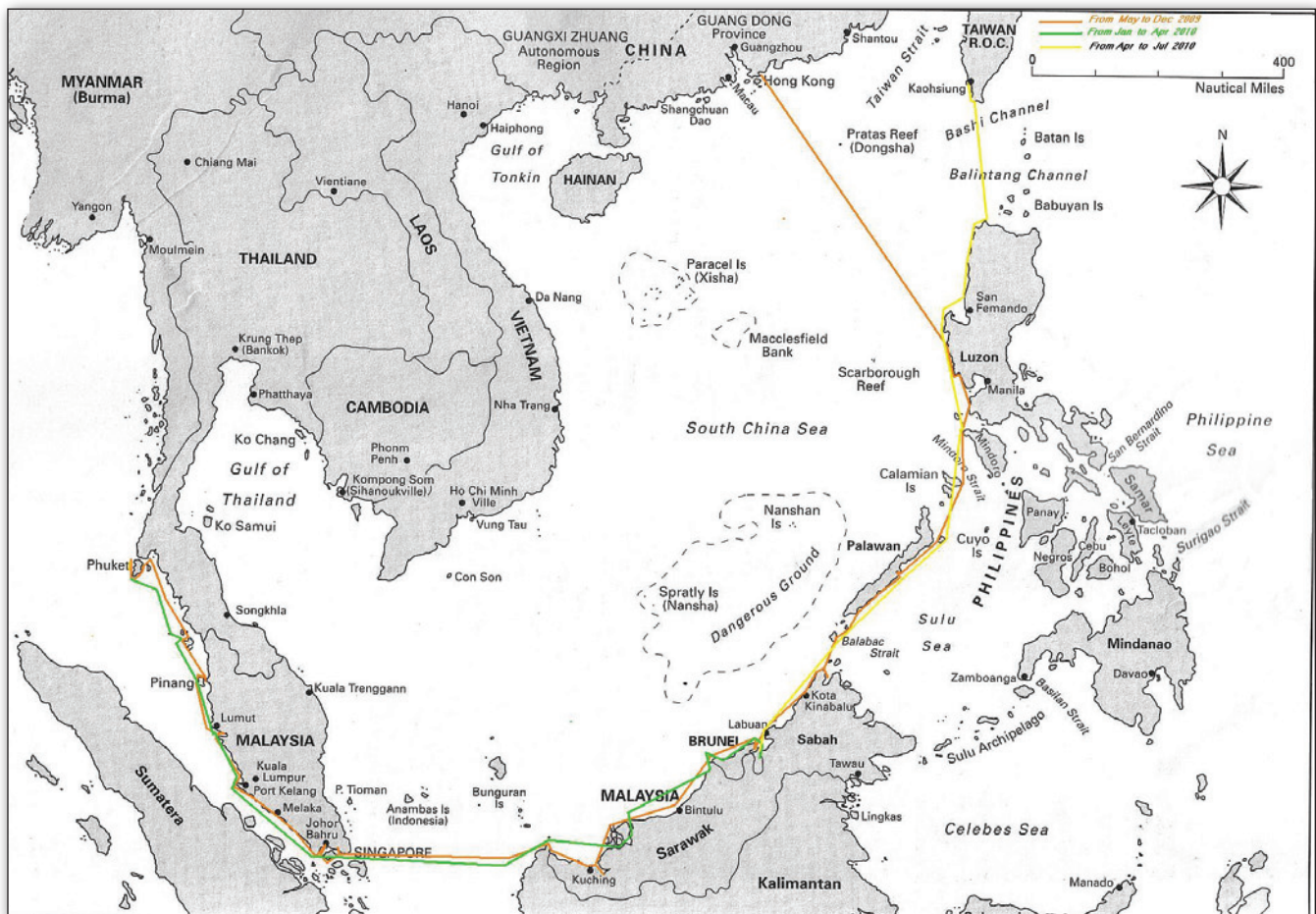
Our boat MAIMITI is a 2009 new DF 45 formerly DF 44. Basically is similar but one foot longer and one foot larger than the previous 44 and the hull was modified with a hard chine; accordingly, the former 49' (44'+5') is now 50' with the same hull shape than the 45'. Our boat MAIMITI has some custom modifications including the hard top, but I suppose the hard top will be available on request.

On June 8th 2010, we landed at Kenting Harbour and Marine Park, Taiwan. We had been cruising along the Thai and Malaysian coasts for several months; it was another cruising experience for us. Cruising there was pleasant and inexpensive, people were friendly, the tourism generally encouraged and the nautical facilities are improving. Local produce is easy to find and we enjoyed a lot of fish and shellfish widely locally caught or raised.

We had no problem exploring these countries with our DeFever 45' MAIMITI, even if it was different from what we were accustomed to: we tried several times trolling, but generally along the coasts, the water was so full of every sort of plastic or debris that as we put a line, soon we caught... garbage. The water is usually muddy because of the abundance of the debris dragged from the rivers to the sea, and often we encountered logs and trees floating on the surface; These obstacles and the abundance of fishing nets and traps, discourage night sailing, so normally we did a day trip.

After one year it was time for us to leave Asia and to consider a different cruising ground. Our wish was to come back to French Polynesia but we had to think about the route to follow.

From several options, we decided to go east from Cebu (Philippines) to Palau Island (in the N Pacific, 500 miles E of Philippines), then continuing east along the western Carolines, the Marshalls, Kiribati, and Samoa, arriving in French



Polynesia one year later. It was a long term project even if fascinating.

From Langkawi (on the northwest tip of the Malacca Strait), we arrived in Singapore in 15 days, cruising during the day and sheltering during the night in the several anchorages or marinas found along our way.

We have been moored for a week at the Johor Bahru new marina, on the Malaysian peninsula coast just in front of Singapore where we moved, for a couple of days, to install the Trojan deep cycle batteries on the house battery bank (Singapore was the only place around where they were available).

On the morning of March 11th we left Singapore with a timely outgoing tide that helped us till 1 PM.

Crossing the strait from Singapore to Borneo was not so bad; we had smooth seas with 10-15 knots northerly wind; on our route we met a lot of ships but we had no problems. The recently installed AIS was a great help to easily locate them.

After a three days sailing, we approached Kutchin on the Malaysian side of Borneo, and instead of anchoring on the bay previously chosen (it was not sheltered from the NE wind), we opted for the Sarawak River a few miles away. While there we changed our anchorage several times because of the strong current carrying a lot of debris, but finally we had a peaceful rest. During two days anchored literally in the middle of Borneo's jungle, only few fishermen and a couple of regular ferries travelled along the river but no one seemed interested in contacting us. An astonishing note: there, with no town, no hotel, no resort around and only a cellphone tower far away, we got an Internet connection on board MAIMITI !!!! Later we knew that the Sarawak State (one of the Malaysian Confederation State) had installed WiFi Internet all over the country!

Still the NE monsoon season, we had time to spend in Borneo and in the Philippines waiting for the transition period supposed to have less wind and smooth seas for our next passage to Palau; so we decided to spend some time visiting the Sultanate of Brunei.

This country gets all its resources from oil; the wells are everywhere and its coasts are dotted with oil platforms. The travel guide speaks about this country as a very rich one, with a pension granted to everyone retired and with a good public welfare; but we were disappointed generally comparing it with the other more developed Asian countries.

Here in Brunei we met Mr Wilson Lin, the POCTA president and builder of the DeFever yachts. He kindly joined us to see MAIMITI after one year and 5000 miles of cruising. It was a pleasant and friendly two day meeting. We spoke to Mr. Lin about our cruising projects and we evaluated the feasibility of shipping MAIMITI on a cargo ship as well.

Then we left Brunei and we went along the west Sabah (another Malaysia's State) coast. We noticed that things change very fast in Asia. We discovered a new marina at Labuan Island open to the public even if not yet completed, and a brand new Shell fuel and gasoline pontoon just at the Labuan harbour entrance, a few hundred yards before the new marina.

We anchored at some Gaya Islands bays in front of Kota Kinabalu 5 Stars Marina, and we enjoyed their rare to find clear water. We transited through a narrow dredged channel connecting the south bay to the harbour of Kota Kinabalu (the main city of the Malaysian Borneo); there were works in progress, perhaps a new harbour?

We had a two days rest at Usukan bay; it was a sheltered and quiet bay with no shops around, but in the morning we saw local fishermen selling their catch at the little village wharf.

We were wondering about this huge concrete wharf which has been built in this bay, but later we realized what it was there for: three large vessels carrying workmen living in the village nearby docked there, so we realized that this huge dock was built as support for the offshore oil platforms.

At Kudat, where we arrived a couple of days later, we anchored in the town's harbour, a wide basin open to the east prevailing wind and uncomfortable because of its long fetch. Soon we moved to the little round "marina" built on reclaimed land, one mile NW. There we had a nice time for a while and we were able to provision in the local market and supermarket.

Time was going on, but the wind direction didn't change; the SW monsoon season was delayed, so we realized it would not be a good idea to cruise easterly because we would have had the wind and the sea always on our nose. We again considered that a cargo ship would have been a better solution for crossing this area of the Pacific Ocean. It will be expensive, but much more comfortable.

We sent an email to Mr. Lin, and soon he found convenient cargo transportation for MAIMITI from Taiwan to San Diego. We agreed on it and our plans changed. The approximate loading date would be late June or the first week of July, so we had time to spend among the Philippine Islands.

From Kudat (the northernmost tip of Borneo) we crossed the Balabac Strait heading to Palawan Island (south Philippines). The wind early in the morning was light and variable with a smooth sea, then leaving the protection of the land it was 10 knots SW backing W, and later 15 knts from NW when approaching the Balabac Island. We had up to two knots counter current at that time, but keeping MAIMITI on a route at 90 degrees to the current, there was no problem crossing the Balabac Strait.

At Puerto Princesa we cleared into the Philippines. The weather on subsequent days was fine with light wind so we had a good cruising time. We decided to check out new anchorages between the North and South Green Island; the water was not so clear, but with the sun high over our heads, we could negotiate the reefs on either side of the channel.

The lagoon inside was calm, but not clear enough for transiting along the interior Pasco channel, so we anchored few hundred yards from the entrance, on the right side in 30 feet of water. We had a good night, and the day after we departed to Dumarang island. This time we tried a different anchorage than on our previous trip; this one was at Aracoeli Bay. Here we found less water than charted on our Navionics electronic charts with no passage to the little inner harbour, even though the nautical guide spoke about this bay as a typhoon refuge; we anchored in a bay close to this harbour on the left side; at that time the water around was calm.

Cruising the Palawan area we noticed a lot of double bamboo outrigger canoes (parawas) powered by sail or by outboard motor. Looking at them from a long distance they look like big spiders! On our previous passage one year before, we just saw parawas with paddle or sails but with no motors - how fast people's lives are changing!!

We always cruised north, and we enjoyed the calm anchorage at Cabulavan Island, Dytaytayan Island, and Tara Island in the Calamians group. We found clearer water there than in Borneo, and we had some great swimming and snorkeling. No one is living on Dytaytayan Island, while on Tara Island there is a small village. Here we have been asked for food and shirts, while young boys were asking for cigarettes. It was also interesting to note the different fishing techniques used here from that used in the south Philippines.

In the South (Palawan area) they use surface floating nets with floating clear bales; we had to pay a lot of attention sailing there because they can be seen only from a close distance.

Because of the shallow water of the coastline the local fishermen are using extensive fish traps, known as kelangs. These ones are made by hanging a net on several stakes in line for more than 350 feet and are placed at a right angle to the main current.

In the Central Philippines we noted some bamboo rafts, 15 feet long and about six feet wide. They were floating low on the water and were marked by two or three palm fronds about 10 feet long. All these techniques we've described are traditional techniques. Most Filipino fishermen today are using modern techniques - they have large vessels and their nets are underwater marked on the surface by big cans. We argued that the poverty and the different lifestyle was one of the reasons for this fishing difference. Indeed, when we arrived to Hamilo cove (Luzon Island, on the north Philippines) after the Verde Island passage (where we experienced 20 knots wind against the current, steep seas and a five foot swell) it was evident that this part of the country was more wealthy: brick houses, villas, new cars, powerboats, and several works in progress all around. At the naturally protected bay where we anchored for a couple of days, there was a newly built fishing harbour and on the opposite side a new marina under construction.

A couple of days after, we arrived at Subic Bay Marina in Subic Bay, not too far from Manila, where we got provisions at the several supermarkets on the area.

At Port Matalvi about 70 miles north of Subic Bay, we noted two new oil wells and in the anchorage in Port Olongapo (south of Matalvi Island) there were many fishing farms. This business has been extensively developed in this area.

At Bolinao 70 miles north of Port Matalvi, we almost couldn't find a spot to anchor because of the hundreds of fish farms. Before arriving we checked this anchorage on Google Earth: the picture was only two years old and at that time there were only a few fish farms with plenty of space to anchor!! Anyway we found a restricted space to drop our anchor and there we have been waiting for three days because the weather was not so good for the next planned anchorage, north of Bolinao.

On June 4th, we headed to Piget Island, the place from where we decided to sail to Taiwan. After three days at anchor we found the right weather window. Perhaps it was our worst anchorage. Because of the north swell entering the bay this anchorage was always rolling, and we have been busy keeping away the local people that came around MAIMITI all the day, eager to ask for a gift or wishing to board her. We were very happy to leave the Pidget Island anchorage!

Our 210 mile channel crossing from the Philippines to Taiwan was fair, almost what we were supposed to have based on the GRIB data. We always had up to two knots favorable current, the wind in the morning was a light land breeze. Later



Powered Parawan

during the day we had light NNE winds with a seven foot NW swell. When we crossed a trough line, as predicted from the GRIB files the wind turned east and then backed to NNW, 12 to 15 knots, but the sea was always not so bad, even during the night. The next morning we had the same 15 knots of wind.

Crossing the Bashi channel (close to Taiwan) we met several ships. One of them didn't see us even if her AIS was working and even if we called her on VHF - they didn't answer our call and we had to change our route in order to avoid a collision.

At 1:30 PM we arrived at Kenting Harbour and as we approached the Coast Guard dock, they directed us to the yacht basin where we applied for clearance.

MAIMITI was assigned a slip in the marina, and we had water and power. The marina was clean and quiet but several floating slips were missing, probably from some past typhoon, and not replaced yet. We had WiFi Internet at the marina office close by, but on the downside the facilities for a boat were limited.

On the other arm of the harbour there was a fishing basin where we could buy fresh fish from the the fishing fleet, or at the nearby area where there were several stands selling a variety of cooked fish.

MAIMITI and her crew had a pleasant rest at Kenting Marina, after roughly 7000 miles of our one year trip along the Malacca Strait and the China Sea. Everything worked well with no particular issues other than the normal (almost daily) maintenance.

One month later as the loading time was approaching we moved to Kaohsiung. It was a one day (60 mile) trip with smooth seas. Mr. Wilson Lin joined us on this trip on board MAIMITI and after one beautiful sailing day we landed in Kaohsiung Harbour around 4 PM, where MAIMITI was docked on the Kaohsiung Marina floating pontoon.

Kaohsiung is the second largest city in Taiwan and one of the most important ports in the world. It is a modern city with plenty of shopping malls, restaurants, and every kind of store, while the streets around the harbour had plenty of food and fish street vendors for the pleasure of the MAIMITI crew. There are three islands on the harbour area connected by a fast ferry service, and several channels departing from the main basin; on one of these close to the harbour entrance there is the ferry dock and the floating pontoons of the marina where MAIMITI was docked. Several fishing boat are moored here behind the marina docks. This harbour is very busy but the other side is close to the shops and to the subway, and even if it is not a quiet place to moor a boat during the day it was a good place to stay while waiting for our boat to be shipped.



Kaohsiung Marina

In Kaohsiung we enjoyed the friendly assistance of Mr. Lin and his family, and we had several parties together. Furthermore, because a lot of mechanical and stainless steel parts for the DeFever boats are made here in Kaohsiung, we spent time buying genuine spare parts and making some minor modifications to our boat, always with the assistance of Mr. Lin.

All the shipping tasks were organized by Mr. Lin and his experience was a great help. On July 10 - loading day, Mr. Lin's son Louis came on board to help us, while Mr. Lin was on board the *Clipper Meadow* (the ship) overseeing the loading work.

The loading from the water went fairly smoothly and in a short time MAIMITI was secured on the *Clipper Meadow's* deck. While the crew of the ship was working on securing our boat on the deck (there were three bigger boats to be loaded as well), the propeller manufacturer employees replaced MAIMITI's two propellers (we preferred to replace both propellers because they seemed to be slightly damaged).

That same night the *Clipper Meadow* left Kaohsiung Harbour, carrying our beloved MAIMITI to the U.S. West Coast.

The next day after a pleasant dinner with Mr. Lin and his family, we flew to Rome, planning to go to San Diego two weeks later to unload MAIMITI and to continue our cruise.



DeFever TECH

HEIN, Dick & Mary (#1189) 1979 • DeFever 43 • HEINSITE Baltimore, MD

An Added Hatch

When we first started looking for a DeFever 43, we saw one in New Orleans that had a hatch added to the aft head. We thought it was a great idea and when we got ours, we did the same.





MOORE, Glen & Jill (#314) 1976 • DF40 Passagemaker • LAST DANCE Green Cove Springs, FL

A New Pantry

Storage is always an issue on our boats. Where does everything fit and how do you organize it so you can find it are continual questions on a cruising boat.

Art DeFever has given us a lot of cabinet spaces, but some of them are not the most effective in usage of space. Many of the cabinets are deep, creating places in the back that are inaccessible, and where things that are needed can hide for decades. On LAST DANCE, one cabinet featured a slide-out shelf at the bottom of the cabinet with a beautiful, teak liquor caddy, similar in design to an old tool box – rectangular with a handle across the top, and six holes for bottles including a square hole for Jack Daniels or Jim Beam to fit. While we enjoy an evening drink, dedicating a whole cabinet to six liquor bottles was not efficient.

One big need that kept resurfacing was the lack of space for food items that you would store in a pantry. An easy-to-reach, convenient storage for dry goods was needed. We designed and built a set of sliding shelves to fit in the cabinet originally designed as a liquor cabinet. The bottom shelf was sized for tall cans, the middle shelf sized for the traditional soup/vegetable cans, and the top shelf for boxed goods such as dry pasta. The whole shelf unit slides out to give access to the items in the back. This shelf unit can hold an amazing amount of groceries, all easily reached.

Note the pin in the front, right corner of the bottom shelf. Since this is a rolling shelf, when you get in rolling seas, it has the possibility of self-rolling, the shelf pushing the door of the cabinet open. When the shelf is rolled into the closed position, the pin is pushed down, locking the shelf in position.



Hold and Treat System on SEA BISCUIT

We completed a fantastic upgrade recently on SEA BISCUIT. Since our acquisition of SEA BISCUIT in late 2009 we've made many changes and improvements. In the first couple of months we learned the boat. Under the expert guidance of Captains Steve and Diane Koch of AURORA (#74) we learned all the systems on our boat, and we changed all the filters, impellers, and other expendables to set a start point for our future maintenance. Steve and Diane came aboard for a full week while we had the boat in Charleston, South Carolina. In addition to guiding us through the systems of our new boat, they worked several minor maintenance issues and accomplished a few upgrades that would make the boat easier to maintain. We installed an oil change system, engine room gauges for both engines, pressure gauges for the Racors, and other small improvements to make our management of the boat a joy, rather than a job. If you have a DeFever that is new to you, and especially if you are new to this type of boating, I cannot recommend strongly enough the concept of hiring Captain Steve and Diane Koch, or any of several seasoned DeFever experts that offer such services to help bump your confidence level up a few notches in a short period of time. Although my experience was with the Koch's, there are others, just ask around. You won't likely be disappointed with the guidance you receive and it will move you light-years forward in the enjoyment of your vessel.

But, our really great upgrade just completed was our new complete sanitation system. We had Steve come aboard during our stay in Stuart in February and in addition to several other improvements he installed our new Raritan Hold and Treat Waste System. All our cruising plans were strongly influenced by the need to plan stops for occasional pump-outs. After our new system, that is a thing of the past. Here's how it works, in layman's terms.

The waste from both of our heads travels to the holding tank, just as before. When the holding tank level reaches a level slightly above empty, the effluent is processed in batches by the Raritan Hold and Treat System. It is basically a Raritan ElectroScan that is connected to the holding tank but operated by a computer system and a sophisticated tank level device. I don't know the exact parameters, so I will use an example to explain. For example, when the holding tank reaches a 15% full indication (really – almost empty), the Raritan ElectroScan will pump one batch of waste from the holding tank into the system and perform the first stage of processing, basically into the first of two chambers of the Raritan. The system first macerates the effluent, then using electricity (12V DC) and salt water in the waste solution, the system creates hypochloric acid to break down the waste. This process takes two minutes and draws up to 20 amps while running. As a new batch from the holding tank is pumped into the first chamber, the first batch leaves the first chamber and is moved to the second chamber. While the first batch is processed in the second chamber, the new batch is processed in the first chamber. After two minutes the processing is complete, and the next time a new batch of effluent is pumped into the ElectroScan, the contents of the second chamber is pumped overboard via the traditional overboard through hull fitting.

The processing continues, and the level in the holding tank is gradually reduced. After about four batches, the system takes a break - it basically rests for 15 minutes. Thereafter, it starts all over again. The process continues until the holding tank reaches a "near empty" indication on the newly installed tank level monitoring device (in my example, let's say 10% full)."

A couple of things are integral to the system: First, your existing tank level monitoring system is not acceptable for the Hold and Treat System - it must have its own measuring device. You may be able to keep your exiting monitoring system, maybe not. Each installation needs to be evaluated. Second, it is important to note that the system needs salt water to operate. The chemical composition of sea water, and the fact that it contains salt, is important to the operation of the system. The system will work only in salt water, unless you install the optional Salt Water Feed Tank. Ours is a four gallon water tank, installed along with the system, that takes fresh water from the onboard supply (tapped from the supply to the forward sink), and places it into the four gallon tank. I add a supply of salt tablets which creates a very strong salt water solution. The computer included with the Hold and Treat System assesses waste as it is pumped into chamber one – if it does not contain enough salt in the solution, it adds the appropriate amount of salt water from the four gallon Salt Water Feed Tank. The computer and sensors do all the work. Your job is to keep salt tablets in the Salt Water Feed Tank. If you fail in this chore, the system will alert you that it is not processing the waste by illuminating a red warning light which is mounted in a location that will make it easy to observe. Steve mounted ours near the lower helm where it is easy to see from anywhere in the saloon. Normally, you will see



a little green light as it processes waste. If the red light illuminates, you can go look at the message display panel and see what the error message is. Normally, it will tell you low amperage – and low amperage is most likely a result of not enough salt in the solution. I suppose you could have dead house batteries, but it is a lot more common to not have enough salt. At least, that is my experience.

You don't want to run the system with error messages displayed, so tending to those is important, but easier than you think. We have learned to occasionally check the Salt Water Feed Tank, and if you are going to check it, you may as well top it off with salt tablets – it is easy to do. A 40 pound bag is about \$5.00 at Home Depot or WallyWorld.

The system can be “turned off” at any time. If you enter a marina area with poor current flow, for example, and don't want to operate the system, just turn it off. You are then at the beginning of a holding tank operation, except you are arriving with an almost empty holding tank instead of an almost full one. There is a key switch to disable the system, and the captain can do so and remove the key to partially satisfy the “no overboard pumpout requirement”, along with closing the overboard through hull fitting, and securing it with a tie wrap. That process, however you do it, should not be omitted when operating in a Federal No Discharge Zone (NDZ). If you are just pulling into a marina for a night or two, and you do not want to run the system, you can just turn it off and not secure the



through hull valve. At any rate, if you close the through hull – be darned sure you open it before you re-activate the system! Make a reminder tag and place on the key switch to help you remember.

Steve mounted our entire system in the forward bilge area beneath the stairs going into the forward stateroom. It is easily accessible and contains both the four gallon salt water tank and all the other components of the system.

The end result – unless you are in a NDZ, and you should already know where those No Discharge Zones (NDZ) are located (the Florida Keys, a few areas in the upper Chesapeake, any body of water impounded – no flow to the ocean), and other specified areas, then you won't be bothered by locating the nearest pump-out facility. The EPA has a website where you can check to see where those NDZs are located, and you should definitely do that since they change from time to time. www.epa.org Otherwise, the Hold and Treat System provides a great relief to those of us living aboard for weeks at a time, or full time. It is clearly one of the best improvements we have made to SEA BISCUIT and we enjoy having it aboard.



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: “Stylesource.” 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).

West Marine New Member Discount

Just a reminder that West Marine as well as some other marine stores offer a discount program for new boat owners. You don't necessarily have to purchase a brand new boat – just a boat that is “new to you”. Proof of purchase is usually required to take advantage of the program, but do inquire at West (they offer a discount for 30 days) and at other marine retailers in your area. Thanks to Barbara and Bob Dein (#2) for this tip!

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INDIAN SUMMER - Spring Commissioning - Sort Of

The weather has broken and the snow is almost all gone, but we still have a lengthy list of things necessary to get INDIAN SUMMER really ready. “Really ready,” of course, has three major components. First, all mechanical systems have to be upgraded where necessary, operating properly and serviced recently. Second, comfort items, such as cushions, chairs and mattresses have to be in good shape - and comfortable. Third, the boat’s appearance has to be such that when someone sees her, outside or in, the obligatory “very nice” is not mumbled with fingers crossed behind the back. The pessimists among us predict that INDIAN SUMMER will never be “really ready.” But, we have some progress in each area. That being said, we have hit a major snag. Spring has arrived and suddenly “let’s go boating” has a lot more appeal than “let’s rewire the starboard alternator.” Both engines run; the lubricants have all been changed; the fuel has been filtered and the batteries are up. The electrical systems mostly seem to work, when we can find the right switches. And we don’t need the new nav gear, cushions or upholstery to run around the Severn River a little. And it’s still too cool for the bottom to foul much. So, we’ve added a fourth requirement to the “really-ready” list. The operators of INDIAN SUMMER need to be experienced handling her, at least in calm and sunny weather which is when we plan to do most of our boating. So, a mechanical or comfort or appearance project can be ratcheted a bit down the list, replaced by “operation practice,” a rationalization of which we are particularly proud.

Those who read our lack of progress report in the Winter 2010 DFC Magazine will recall that one thing setting back the schedule was the sinking of INDIAN SUMMER’s dockmate *Luce-Eel*. Once most of the snow had melted, recovery efforts started. With the use of a couple of chains and some old anchor lines and a two-ton Coffing hoist, *Luce-Eel* was dragged around during a few high tides, and pulled nearly upright, still on the bottom with gunwales awash. Then, at a particularly low tide, plastic bags were stuffed in her scuppers and a couple of electric pumps pretty quickly got her floating again. The process took a lot more head scratching and grunting over the Coffing hoist than the description implies, but it did go smoothly with minimal new damage. Most systems aboard, however, are toast. The engine was full of water. A vacuum pump removed most of it from the crankcase, and the glow plugs were removed to clear the water from the cylinders. After filling with kerosene, then kerosene and WD40, then engine oil, and after rinsing the starter in fresh water and WD 40, a jumper battery was connected and a temporary fuel line was run from a plastic diesel can. It took some cranking, but the Isuzu diesel started. It made some disquieting noises, but may be salvageable. The same can not be said for the electric wiring, electronics, etc. Although she looks pretty good considering, *Luce-Eel* is in need of a lot of rehab.



“Luce-Eel”

So back to INDIAN SUMMER’s too-slow conversion and commissioning. Conversion is from *Alpha Wave* to INDIAN SUMMER with all of the implications of new ownership, new priorities and tastes. And her name is changing, although without proper safeguards from the wrath of Neptune. By the time this is printed, we will have removed the old name from the transom, after a completely unsuccessful run at that project in January. Seems that paint remover requires 60 plus degrees Fahrenheit, and prefers temperatures over 80. But a varnished board on her superstructure now proclaims her proper documented name, so progress there is.

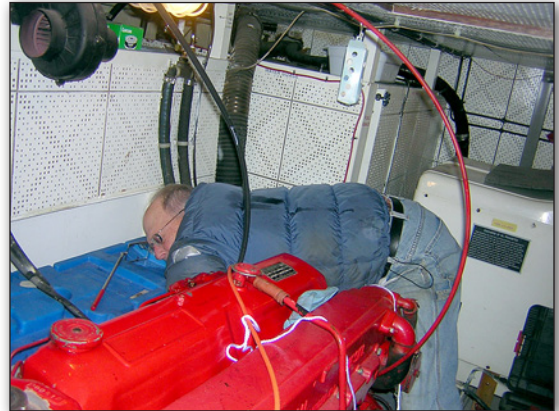
All 12 of INDIAN SUMMER’s plastic portlights are damaged and deteriorated. They are glued in, of course, no doubt with the thought that removal would never be necessary. Having extracted one with significant effort and an array of thin-blade power saws, and hammers, we confirmed that the opening did not match any off-the-shelf port. The closest was a lovely stainless steel assembly, priced well above our target budget. After looking at everything we could find online, we



INDIAN SUMMER with her new, varnished livery

finally selected white plastic ports that will require 1/4 inch shims to fit our openings. They are products of the Fuller Brush Company. Since we haven't yet received them, we are now in the stage of hoping they are as good as the descriptions on the web.

In the last article, we reported that we had replaced the lift pump on the starboard engine, thus curing a slow-start problem. Well, we did replace the lift pump, and it does its job properly. Unfortunately, if the engine sits a while, the slow-starting returns. A couple of days, therefore were spent trouble shooting. The Book says, right after "air in the fuel line," that balky starting may be due to "improper injector pump timing." Since no fuel is leaking out, no air should be getting in, right? And the engine has been worked on by an unknown cadre of mechanics over almost 30 years, so one of them is bound to have screwed up the timing, right? So, with careful perusal of the Book, we learned that the timing marks for setting up the injector timing are on the flywheel - at the back of the engine - visible through an access port low on the starboard side of the bell housing. I use the word "visible" here because that's what it says in the Book. The Book also says that in marine applications, "a small mirror may be helpful to see the marks." The Book does not say "or not" so we've inked that in our copy. The access port on the balky starboard engine is, of course, nearly against the engine bed rail, under a maze of pipes and hoses for fuel, lube oil and coolant. Looking in the port requires three or four hands, on extremely long and skinny arms, holding flashlight and mirror, and really good eyes. Swear words don't seem to help, and the timing marks always seem just barely in the shadow of something. So, off we went to Harbor Freight, and for just short of a tenth of a



Everything on a boat is always conveniently located

boat unit, (a boat unit is still \$1,000, right?) we are the proud owners of a little flexible-wand camera, with LCD display and a light in its tip. After only an hour or so getting it lined up into the "viewing" port, cranking the engine back and forth, we were able to confirm that there are indeed timing numbers on the flywheel. And, when the injection index holes, accessible through another port on the upper right of the engine, are properly aligned with each other, and presumably with Arcturus and several other important stars, the flywheel index mark on the bell housing is between the 19 and the 21 on the flywheel - exactly where it is supposed to be. Timing isn't our problem.



INDIAN SUMMER sits ready for adventure on the Severn

But both engines run, and we've decided to run around the river a little before we decide whether to take the injector pump off and send it for rebuild. Maybe it'll get better. And maybe we'll see an osprey and some lazy ducks along the way.



ROBERTS, Jim & Robin (#331) 1988 • DeFever 49 Pilothouse • ADVENTURES Big Pine Key, FL

Replacement Bow Hatch Gasket and Port Dogs

Many of us have older boats with a large Bomar hatch in the foredeck. These hatches are quite expensive and the size we have is no longer available. The problem we had was that the hatch gasket was tired and somewhat flattened, and it would leak in a driving rain or with aggressive boat washing. We contacted Bomar (now a subsidiary of Pompanette) and bought 10' of replacement gasket. At first we thought the correct replacement part was the "high-profile". No joy. So we returned the high-profile and they sent us the low-profile gasket (the only other choice listed in the online catalog). Still no joy! We called Bomar and ended up talking to a gal who had been with them for many years. She remembered that our older hatches used a different gasket - it's a 9/16" closed cell neoprene, part number P100-52. Installation was simple since the gasket comes with a 3M adhesive strip attached, and it fits perfectly. Hopefully we can save others the same grief trying to find the right gasket.

We have the 18" ports on our boat – some are a Taiwanese brand and some are Hood (now a subsidiary of Pompanette) brand. On a few of our ports, the black plastic handles on the port dogs were cracking or broken. We saw some really nice stainless steel port dog handles at the Miami Boat Show in the Pompanette booth – they are available to replace your old handles. The part number is: H6540-00SP1. List price is \$20 but when we said we would order a number of them, Pompanette dropped the price to \$15 each.

Installation is pretty simple, though the screw/pin they come with is smaller than the ones on our ports and they did not fit well. We just removed the old handle from the existing screw and only replaced the actual handle part of the dog. On the original dogs, the last round of threads was peened over to capture the handle, but the threads were easily opened up with a small triangular file. The new handles are much nicer than the old ones, and we ended up replacing all of the handles in our stateroom and head – the ones we use the most.



BERRY, Chuck & Pat (#895) 1988 • DeFever 49 Pilothouse • GOT THE FEVER Knoxville, TN

Painting the Engine Room

Why is it that one project leads to another, and that one to another, and before you know it you've practically redone the whole boat, or engine room in this case? Our slippery-slope started with replacing heat exchangers. Our Lehman 135s each have three heat exchangers and a raw water pump, and all needed replacing. Of course they did not come painted - just primed in a drab grey. We painted them Rustoleum Regal Red to match the engines. Before installing them, we realized just how shabby they were going to make the rest of the engines look. Thus, the second step was degreasing the two hulking engines and then repainting them to match the new parts. One small half pint was sufficient. Throw-away foam brushes make clean up a snap as does using clear plastic Dixie cups for the paint.

After everything was painted to a high sheen and the new parts installed, the acoustic tile started looking really bad in comparison. Twenty-three years in an engine room has a tendency to do that to white things. Chuck was in favor of replacing them, but "let's do it the easy way Pat" suggested we try painting them first and replacing them only if the paint failed. Some of the tiles and the wood corner molding at the tops of the fuel tanks were loose and needed to be glued. This was the least successful part of the project. We tried DAP Weldwood Contact Cement applied to both the tile and underlying surface (according to the directions on the can) then sticking them together after a short drying time. They must have dried too much because they would not adhere. We tried another coat of adhesive then slapped them in place while still gooey. They stayed in place but I lost part of a glove in one and had adhesive all over the place. We are guessing that some of you have a better product and we hope you will share it with us.

We gave the tiles and surrounding area a good vacuuming using the shop vacuum brush attachment. I have a new Sears 2.5 gallon shop vacuum after wearing out my old one. This one is easier to get into tight places such as behind the engines. We tested Kilz by painting a few of the really nasty fuel and oil stained tiles and left them to check for bleed-through. Sure enough, the next morning the ugly stuff was showing through.

The paint department at Home Depot suggested we use Behr Premium Plus Ultra --a primer, stain blocker, and paint all in one coat. The salesman agreed with Chuck that flat or low gloss finish would better protect the acoustic property of the tiles but he surprised us with the information that water based paint would be less likely to attract mold and mildew. He set us up with a small plastic paint tray with a matching 1"x6" white-with-yellow-stripe fabric roller. The smaller stuff is easier to handle in tight places and the roller fits nicely behind the fuel tank sight glasses. This paint went on like a dream. It is thick enough that it did not drip or run and was very forgiving. One coat was recommended and would have been fine had we not skipped a few spots. We were able to get to the areas behind the fuel manifold by using the smallest foam brush, placing one side only on the paint in the tray then sliding it carefully behind the tubing.

There were, alas, a few tiles we thought were beyond help as they crumbled at a touch. A can of spray Zinsser Stain Sealing Ceiling Paint (Ace Hardware) did the job. Rather than rolling, a carefully aimed spray covered those nicely. Okay, if you get up close and examine them you will see some holes are filled with paint, but it looks great from the engine room door!

Everything is looking so good that the stringers and floors now need some touching up. The former owner used Interlux Brightsides and unless we get a better suggestion, that job is next in line. After that, we are not looking around for anything but a good book!



MOORE, Glen & Jill (#314) 1976 • DF40 Passagemaker • LAST DANCE Green Cove Springs, FL

Easy, Affordable Internet Connection

Communications while cruising have always been important. Not that long ago the major, if not only, communication tool on our boats was the VHF radio. Today it seems that we cannot function without an Internet connection.

Many devices and systems have been designed to provide wireless connections to the Internet, some specifically for marine use. The system that we are currently using has been made possible by the advanced capabilities of smart phones.

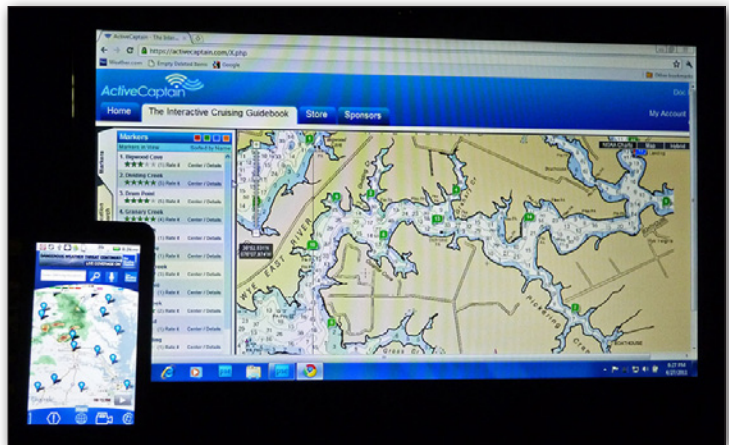
A Droid X, running the Google Android system, was purchased to increase communication and information access on LAST DANCE. It is amazing how much information you can put on that little screen. But, it is hard to read for old eyes and even harder on which to type - our touch-typing classes did not include thumbing keys on a little touch screen. With all the capabilities of this device, it should be able to bring signals to a computer, allowing us to use the larger screen and full keyboard.

It does. For \$30/month, Verizon will give it the power to serve as a wireless hotspot for up to five devices – more money than we would like to spend and more devices than we need to operate. The solution we found was an app on the Android Market: EasyTether.

EasyTether allows the phone to become the connection to the Internet for the computer via a USB cable. There is a free version of EasyTether that connects to http sites, but not to https sites (secure pages, such as ones where you would access your bank accounts or make purchases). The full version is \$9.99, a one-time fee. The corresponding software for the computer to communicate with EasyTether is a free download. Using this connection adds to the data usage on the cell phone plan, but since our Verizon plan includes unlimited data, there is no cost for usage.

EasyTether and the Droid have worked great for us. Anywhere there is a reasonable cell phone signal, there is also Internet. When the system was first run at home, it produced a connection speed 2.5 times faster than the Comcast broadband we had been using at home. A surprise, as we had expected that the phone would be slower. With weak signals, the speed slows. The only negative we have experienced is that the connection is dropped when an incoming call is received. Our solution has been to give Jill's phone number to people who might call since the Droid is on Glen's phone number.

There are other apps for tethering phones and computers. This was the first application tried, and since it was successful, no others were tested. With the rapid development in smart phone applications, it may be wise to explore the options available if you are interested in tethering a phone and computer.



This article was written at anchor and transmitted via EasyTether to our ebullient editor, Robin Roberts, while in a peaceful anchorage on Pickering Creek in the Chesapeake Bay. The photo shows the Droid displaying a moving storm, while providing the connection for the computer to access Active Captain to research anchorages.



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: "Stylesource." 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).

Coming Soon...
More photos and stories
about our
Furred Friends Aboard



Furred Friends Aboard

Lucky Dogs! on LUCKY DOGS

Ahoy! Please allow us to introduce our three Lucky Dogs; Teddy, Lillie, and Sofie! These adorable pooches, dressed in their nautical attire in celebration of the DeFever rendezvous, are the most wonderful traveling companions to have on a boat. So much so, that we decided to name our boat Lucky Dogs (a double entendre for being the three luckiest dogs living the spoiled life; and we, most certainly, being Lucky Dogs ourselves to own such a fantastic vessel as a DeFever!) Owners Paul and Helen Koch have taken MV Lucky Dogs to escape from the freezing and brutal NJ winter to bask in the sun on beautiful Pine Island in SW Florida. After a six month cruise down the coast and meandering along the inside of the Florida Keys, we have settled down in the most incredible tropical paradise for us and a doggie playground like no other for the fur babies! The crew of five Lucky Dogs are having so much fun here that we have decided to stay for the summer! If any of you are going to be around this way near Cape Coral, give us a shout out. We would love to meet up with some of our fellow DeFever Cruisers! Happy trawling!

Helen & Paul Koch • M/V **LUCKY DOGS**

Lying as a Floridian/Pine Islander

"Live the life you love and love the life you live!"



left to right: Sofie, Teddy, and Lillie