

# DeFever Cruisers Magazine



Volume 13 Number 2

Spring 2008



**KOCH, Steven & Diane (#74)**  
**Boynton Beach, FL**

**1989 • DeFever 49 Pilothouse • AURORA**

## DeFever Cruisers Winter Rendezvous 2008

What happens when there are no volunteers to organize the annual DeFever Cruisers Winter Rendezvous? The Chief Pilot, Hank Haeseke and Admiral, Nancy Haeseke (#22) came up with a most excellent idea. They suggested a cruise on a Big Ship where we can all pretend to be our own pilots while others do all the work!

*Uh oh! Looks like some of us missed a great time at the Winter Rendezvous!*



Inspired thinking!

That's exactly what about 80 members from coast to coast did from Thursday, February 9 - Sunday, February 14 aboard Royal Caribbean's



*Admiral, Nancy Haeseke and Chief Pilot, Hank Haeseke (#22)*

### ENCHANTMENT OF THE SEAS.

We were able to secure a conference room for our seminars that included presentations about the DeFever designs and future by Arthur DeFever and Grant Huber as well as "Cruising the Bahamas" presented by Bob & Barbara Dein (#2), "Cruising Abroad in Holland on a Canal Boat" by John & Karen Siscoe (#499) and "Troubleshooting" by Steven Koch (#74) and Ron Owens (#401). We were treated to a visit by the ship's Captain and Mechanical Engineer who shared some personal history and answered questions regarding the ship's operation, handling, systems, and unique problems of fueling and waste management. Somehow the discussion always ends up talking about "heads!" They were very personable and impressed by the questions from our seasoned group of cruisers.



*Grant Huber (#490) and Arthur DeFever (#1)*



*John Siscoe talks about Dutch cruising.*

The first port-of-call was Grand Cayman, known for its Seven Mile Beach and popular Sting Ray City. Members could book excursions through the ship or with local vendors, or could stay aboard relaxing by the pool, bellying up to the many bars, climbing the rock wall, exercising



*Talking heads. . . uh. . .talking ABOUT heads!*



in the gym, or reading a book. Many chose to go snorkeling looking to experience the promised seven years of good luck if you kiss a sting ray!

We enjoyed a brief ferry ride from the ship to shore and back as there were no docking facilities for cruise ships, and it offered a great opportunity for pictures.

The two days we were at sea allowed time to enjoy the amenities of the ship, the numerous entertainment venues, casinos, games for all ages, food buffets, ice cream cones 24/7, and people watching. Truly, there was never a dull minute unless you chose the privacy of your well appointed cabin or found a quiet spot on one of the decks. Often, you would see members gathered around the pool or piano bars engaged in conversation with smiles



on their faces. Are we havin' fun yet? You betcha!

The second port-of-call was Ocho Rios, Jamaica where

once again you could book excursions, plan your own or just stay aboard. We were able to dock at this destination so you could disembark at your leisure, and the view was spectacular. This spot is famous for Dunn River Falls, and many members took to the challenge of keeping their footing while climbing the 700 feet on slippery rocks. Another adventure was a dolphin encounter where you could hold on for a ride and enjoy this creature's playfulness.

Our evenings were scheduled with dinner at the



*Ocho Rios, Jamaica*

restaurant where Nancy had cleverly mixed up the seating each night so we were able to meet all of the members and enjoy new stories. On two occasions the staff performed skits which were entertaining; after dinner the shows began and lasted into the wee hours. No rest for the adventurous... GET OUT THERE!

Then, when it's finally time to retreat to the comfort of your cabin, your steward has created "towel art" for your enjoyment and little chocolates on your pillow for sweet dreams. This



is so wonderful! We enjoyed very pleasant weather, impeccable service, yummy food, fun entertainment and the camaraderie of the DeFever Cruisers onboard a classy cruise ship for five days. Life is indeed good...

A special thanks to Hank & Nancy Haeseker for stepping up to the plate and organizing this year's event so that the DeFever Cruisers could enjoy another Winter Rendezvous. NOW IS THE TIME FOR OTHER MEMBERS TO TAKE THE LEAD AND PLAN NEXT YEAR'S RENDEZVOUS... JUST DO IT!



Thank you Bob Dein for many wonderful photos of this great event!

Bob Dein

## A DeFever Cruiser lays his sextant aside for a while

As some of you know, earlier this year Ruth and I sold POKEY TOO, a 1981 DF60, to Bill King (#1036) and Irmajean Stone. They had sold their 43' Spindrift sailboat *Marjorie Grace* and they delighted in the roominess of the DF60. They will keep P2 in Green Cove Springs on the St. Johns River until the spring when they will take it to Oriental, North Carolina.

Over the next couple of years, Ruth and I plan to tour North America. You see, we have been sailors for a long time and have never been to Kansas. We have seen the edges of North America but not much of the interior.

The oceans and sandy beaches have always been a magnet for Ruth and me. Ruth loved racing one-designs while I loved ocean racing. I crewed on two Trans Pacific races, a Lipton Trophy Challenger, and dozens or even hundreds of offshore race events. Unfortunately, participating in them was like a second, demanding job, which left little time with Ruth and our four sons. I quit crewing on serious racing machines and began cruising offshore with family in a series of sailboats, each relatively more comfortable than the last. However, trawlers began to appear in remote anchorages and we started looking. These things, while not quite as seaworthy as many offshore sailboats, were certainly comfortable. Instead of galleys, cockpits, kerosene lamps, and dishes hand washed in saltwater and Joy, they had kitchens, saloons, electricity, and dishwashers. Nice! Okay Ruth, let's look at a few.

My seagoing senses latched onto the DF49. It looked similar to those Albacore trawlers on the Pacific Coast (Art DeFever designed some of them). Ruth preferred the DF44 however. She fell in love with *China Doll* in Dana Point. We named that DF44 POKEY and readied it for a passage to Florida.

We were enthralled with the comfort of a trawler compared with a sailboat and had a great time on the six-month passage. Most nights we spent in exquisite, exotic anchorages. Exotic and eerie indeed was La Palma, Panama located in the Darien Gap, a stretch of rainforest between the Panama Canal and the Colombian border. Since our charts did not cover the network of rivers and tributaries in the Darien, I relied on a large-scale road map where rivers are roads! For a full day, we had not seen a single house, canoe, person or animal. Nearing La Palma, we passed an abandoned fueling dock with a vine covered Texaco sign that looked as if it was a prop for "Planet of the Apes". La Palma is located on a muddy bank sits on stilts above a rain drenched river with 20-foot tides. The impenetrable rainforest prevents completion of the Pan American highway that begins in Prudhoe Bay, Alaska and ends in Ushuaia, Argentina. Anyway, the next time you are transiting the Canal, take a few days and see it.

Back in Florida, our granddaughters were old enough to take on our boat. Ruth's sister usually joined us, as did our son Matthew. On a whim, I bought the DF60 for the additional room. The granddaughters learned to become Little Mermaids on remote Bahamian reefs. After they became more interested in boys, we headed to the Lesser Antilles and spent the year 2000 there with our grandsons and their parents. Later, and somewhat a consequence of insurance requirements, our range was limited to the Bahamas, Gulf of Mexico, and the East Coast of the U.S.

The decision to sell P2 does not mean we will not re-hydrate our gills and return to the sea. Until then, best wishes to you all for snug anchorages.



## ***DeFever Cruisers Boat US Membership Discount***

DeFever Cruisers Members are eligible for a special rate when joining or renewing membership with Boat U.S. (Boat Owners Association of The United States). As of the first quarter 2007, the standard BoatU.S. membership fee was \$25.00 annually. The DeFever Cruisers discounted price is \$12.50. Use the code: "GA84456B" to get the discounted price. If you need more information, please refer to: <http://www.boatus.com>

## FEATURED BOAT:

### DeFever Down East 40

— Linda Always Could Find the Best Boat  
in a Marina!

*(Note – the Down East 40 is different from  
the Passagemaker 40, also featured in this  
issue of the DFC Magazine – Editor)*

We took delivery of our Down East 40 at her new home at Port Ludlow, Washington in January 2007. Cold, windy, grey - in other words another beautiful Pacific Northwest day. As Linda and I stood on the dock to have our picture taken by Joe Gaspers, the previous owner, the joy of ownership obvious in the picture hit home. I could only think of the scene in “Finding Nemo” when the seagulls discover the little hero flopping on the pier in Sydney harbor. “Mine...mine...MINE...mine...mine!! A little selfish and self-congratulatory perhaps, but completely unavoidable. The fulfillment of a dream far beyond my original expectations (I’m afraid you already long-time DeFever owners will have to forgive the newbie excitement, I’ll settle down after a bit).



We had been cruising the Pacific Northwest for several years. Our original cruiser, a Sea Ray 23’ express cruiser took us from Port Townsend to Friday Harbor (“you crossed Puget Sound in THAT?” is an actual quote). We then cruised to Bedwell and on to Telegraph Harbor. “Yep, this is great, need more room”. We then found a 30’ Sea Ray Sedan with a real galley, a real head, and a real sleeping cabin. We took it to Nanaimo two years in a row. We also took it to Olympia, up and down Colvos Passage, Kingston, and many points in between. With the cockpit covered by an extended flying bridge for the less-than-tropical weather we enjoy up here, it was a perfect North West boat... except for the twin gasoline, 250 hp (each), fire breathing V-8’s. The thing would do 35 knots, and cruise at 25. Our only problem was finding berthing space for the fuel barge we had to tow behind us in order to have any real range. Oh, it’s for sale!

We achieved the lofty fuel burn of 35 gph at 25 knots. At that speed I also didn’t like staring at the water intently, looking for any floating debris or deadheads waiting to poke a hole in our boat. After reading many articles in cruising magazines, the next year we tried running at displacement speed (around six knots), much better...only five gallons per hour - better, but not good. What was good at that speed were the dolphins swimming with us across the sound, orcas jumping across our bows at Salmon Bank, and harbor seals pointedly staring at us (“You guys got any spare herring?”).

The search was on.

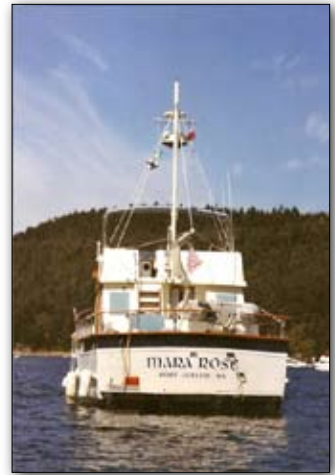
We looked at a whole fleet of ubiquitous Chinese, Chen Wa, Lein Wa, Ding Wa, trawlers (is there really fiberglass under that teak or did you install a trampoline under the deck?). Okay, no teak decks screwed to wood cored fiberglass. No semi-displacements - didn’t want twin 150 hp diesels that will almost put you on plane so that you can’t see over the bow and leave a six foot wake behind you. As we planned on Alaska trips and maybe down the coast to Mexico we also didn’t want big glass windows in the cabin trunk waiting for a breaking wave to turn them into large holes into the boat. We even looked at a 36’ center cockpit sailboat. But I’m on the wrong side of 60, fell off of too many motorcycles, got beat up by equipment working in too many sawmills, and the idea of cranking a winch handle on a big main sheet, having the jib stuck full out in a blow because of halyard wrap, and other sailing features that would have been fun at 30, isn’t my idea of retirement cruising.

Walking the docks at Port Townsend we saw a boat with our home port on the stern and thought we would see if they were aboard. We never got to their boat. Berthed in front of it was this beautiful 40 footer. High bow, full displacement, side decks I could actually walk on, and high gunwales and sturdy rails. It had a real mast and boom, six feet or more freeboard, no teak on the decks, and best of all a “For Sale” sign. We called the number; the owner came over and took us aboard. Single engine, 450 gallons of diesel, 300 gallons of water, 8 KW generator and 3 KW inverter, hydraulic stern thrusters, a berthing space that to us looked like a suite on a 1930’s ship named after some European Queen, a galley with propane stove and oven (I love to

cook), full size refrigerator, diesel heater, Vacuflush head, thick Lexan windows, and a bathtub, all in a 40 ft boat!

We were caught. That little sweetheart wrapped all 300 feet of her anchor chain around us and wouldn't let go. "It's WHAT, a DeFever?" Even at 30 when I was only looking at boats with a stick and a rag I remember going through the listings, seeing and reading about DeFever's. "Nice little ships, really well built, too bad they're stink boats." Well, times and tastes change, it's 30 years later and one of those nice little stink boats was in front of me and even if I had to take a bank manager hostage, it was going to be ours.

One of the major draws was the previous owners. The Gaspers were the perfect people to own a boat. Joe is a marine engineer, with enough salt in him to preserve meat! The



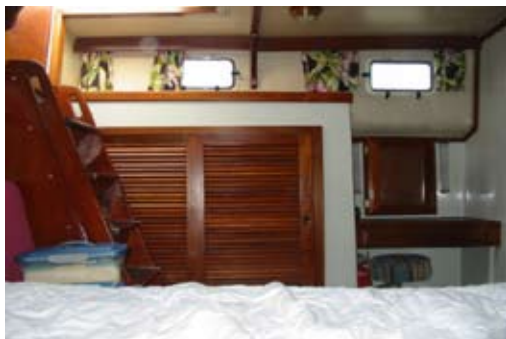
engine room was clean enough to eat off the deck.

**NOT BAD FOR A 30 YEAR OLD BOAT!**

With enough batteries to light the

Hood Canal Bridge, spare parts to open my own West Marine, and all the first class workmanship, it appeared ready for Alaska on a moment's notice. His wife Rachel, a very talented and artistic person, prevented any gross anomalies such as orange cushions, or six foot plastic swordfish ready to spear the unsuspecting.

When we tried to track down some history on the boat things got a little more confusing. We saw several DeFever's with a similar overall configuration and appearance. There were Davis-DeFever's, Passagemaker DF40's, a couple of 41's, and something called a Marine Trader that looked similar. We did find out that our boat was built in Southern California for only





*Port side, showing full length Fiberglass sides of flying bridge @ Friday Harbor, San Juan Islands, WA*

a few years, but that just added to the mystery. It should be noted that some of the confusion was cleared up in the recent (and excellent) DeFever Cruisers Magazine article by Bill French (#969). We were very impressed when we noticed the cabin and deck mold were one-piece, no seams, and no (hopefully) leaks. The same construction techniques were evident in the flying bridge. On our Down East boat, we liked the wraparound sides with all the seats and rear counter, molded as one piece also.

**HAPPY NEW OWNERS!**

The result of all this is shown to the right. Oh, and the bank manager didn't even have to write a ransom note.



*DeFever arrives with Linda and Rick*



## FEATURED BOAT:

### History and Background of the DeFever 40 Passagemaker

*The DF 40 Passagemaker was a recent topic of conversation on the DeFever Cruisers Forum, and Michael Thompson and Bill French were kind enough to offer some significant pieces of history about this particular model.*

**THOMPSON, Michael (#925)**  
**Cape Canaveral, FL**

**1973 • DF40 Passagemaker • FULL STEP**

I wrote to Mr. DeFever asking him about the history of my boat a few months ago. I received a very nice reply that is the basis for most of what I have written here. Mr. DeFever did not comment on the numbers of boats built, but he did say that my boat was a rarity, a “gem,” and that I should hold on to it.

If other DeFever PM 40 owners can expand on this I would be grateful for any corrections or additions.

You have to be very careful to define exactly what boat you are referring to when asking questions about a DeFever 40 Passagemaker. As far as I know there are:

- Some all-fiberglass DF 40s where the decks and cabins were molded in a one piece female mold. These boats were built by Jensen Marine first, and later by Downeast. I have seen estimates that there were as few as 17, and as many as 100 of these boats built. These boats have a radius chine.

- Some boats with fiberglass hulls and plywood decks and cabins. Some of the early Jensen advertising described these boats as having been built by Jensen, but I have seen reports that they were built in Taiwan and imported by Jensen.

- There were several Taiwanese yards building rip-offs of the Passagemaker 40 in the same time period. They were sold under several different names originally, but these days sellers and brokers almost always refer to them as DeFever Passagemaker 40's.

Currently (Fall 2007) there are 12 listings on YachtWorld for a DeFever 40 Passagemaker. Actually there are only ten boats in total since three of the listings are for the same boat. The boat in Nova Scotia is a all-fiberglass Jensen boat. The boat in Annapolis is an all-fiberglass Downeast 40 built from the same molds as the Jensen boat. As for the other eight - only a personal inspection will tell you for sure.

Copies of the Jensen Marine advertising for the DeFever Passagemaker 40 can be seen at [www.bangorpunta.com](http://www.bangorpunta.com).

**FRENCH, William (#969)**  
**Corpus Christi, TX**

**1976 • DF40 Passagemaker • SATISFIED THREE**

### DeFever Passagemaker 40 History

On the next page you will see the first advertisement for the DeFever Passagemaker 40. Please note that the boat shown is really a DeFever wooden 38, the boat from which the 40 was derived. No 40's had yet been built. Note also the use of the slogan “All American Fleet” to signify “built in the USA”. Also included are drawings of a 50 and 54. Jensen had plans at that time to build those in fiberglass. At this time the main competition was Grand Banks who were still delivering boats in wood to dealers, the largest of which was a 42.

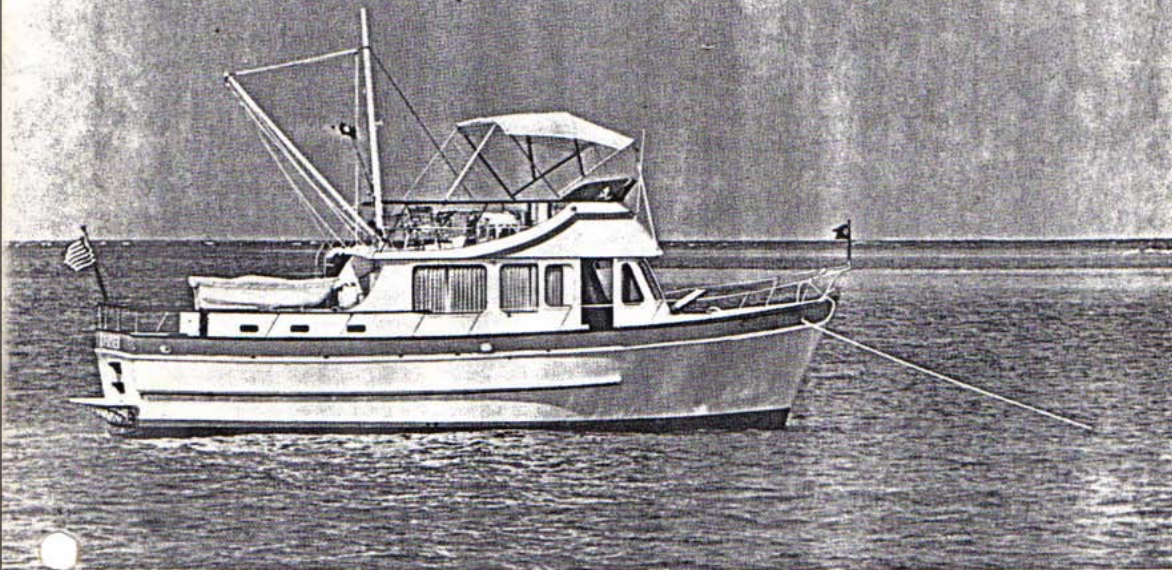
Jensen built one other DeFever model, the 34. (*DF34 Brochure is included in this issue, thanks to Bill French – Editor*)

The advertisement refers to a buyer of a DF40. That would have been Dick Bradley who wrote for Yachting Magazine. Dick and his wife (Dori?) cruised the DF40 extensively on the ICW and Chesapeake Bay. Columns from that time may be found in old issues of *Yachting*. Dick also wrote a companion piece to one written by Sloan Wilson, whose book “Away From It All” is credited with generating great interest in cruising the ICW. Here is some information as I know it. Jensen Marine built the DeFever Passagemaker 40 and a smaller Passagemaker at their Costa Mesa, CA plant. The first two boats were built for Jensen in Asia and were an absolute mess. This Asian tooling was later used to build Marine Trader 40's and led to lawsuits between Jensen and DeFever on one side and the Marine Trader people on the other.

New tooling was created in Costa Mesa and a total of 131 Passagemaker 40's were built. New tooling was again created



# A De Fever Passagemaker 40 in the Bahamas Out Islands.



**Its owner, a former racing sailor, says, "After two years of searching for the perfect boat, we bought our De Fever 40 in less than 30 minutes!"**

"Let's face it, when you spend two years looking for the long-range diesel trawler that fits your needs, you're bound to have seen just about everything there is on the market."

"So, when you finally step aboard a 40 footer that has the feel of a 43 foot boat but is priced some \$20,000 less, you don't hesitate too long."

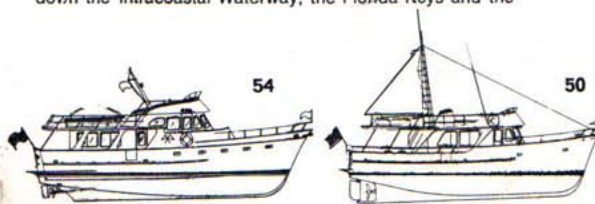
"When you learn that its designer is the acknowledged master of the art of reliable diesel cruising boats, Arthur De Fever, you start reaching for your checkbook."

"And a year later, after having sailed your De Fever 40 down the Intracoastal Waterway, the Florida Keys and the

Bahamas Out Islands, you get a lot of satisfaction out of knowing you made the right choice. If we were to buy a new De Fever 40 today, we'd want it exactly as it is. There's not a change we'd make!"

"In our opinion, the De Fever Passagemaker 40 is the best offshore diesel cruiser you can buy at any price. Considering the cost of our boat against its nearest competitor, there's just no other way to go."

**Send for information about the  
De Fever Passagemaker fleet!**



**"The real cruising man's cruiser!"**

**De Fever  
Passagemaker**

A BANGOR PUNTA COMPANY

235 Fischer Street, Costa Mesa, Calif. 92627

and boat number 132 (the one I now own) was built. This new tooling was sold to Bob Poole at Downeast and a number (I think between 30 and 40) of boats were built. The Downeast boats had a different cabin and bridge layout from the Passagemaker.

The Passagemaker was built with single or twin engines, Ford or Perkins, and many have a "come-home" system run off the generator. The quality of these boats helped to establish a quality reputation for all DeFever boats.

There were two brochures done for the Passagemaker, one black and white and one four-color. In addition there was a four-color brochure done for the smaller Passagemaker. I have these brochures and would be happy to scan them and e-mail them to anyone who wants them.



## De Fever Passagemaker 40.

The All American Fleet



The name Arthur De Fever has been synonymous with the classic design for many years. He has produced some of the world's largest one-designs as well as many famous custom designed and built pleasure yachts based on trawler lines. The new De Fever 40 is the culmination of this experience and knowledge. It also reflects Arthur De Fever's own personal cruising experiences which has extended over many years and into every part of the world. For this reason, the De Fever line is not only a great design... they live great. This experience plus further makes the difference between enjoying a cruise or enduring a great cruise. Perhaps that is why you will find that among real cruising men, De Fever is the most requested name afloat.



L.O.A. 39' 6"  
L.W.L. 34' 1"  
Beam 12' 8"  
Beam W.L. 12' 9"

Draft 3' 4"  
Dish Air 4  
Freeboard 4' 5"  
Freeboard Air. 4' 0"

Mast Height Above W.L. 22'  
Vent Mast Height Above W.L. 13'  
Design Displacement 26,000 lbs.

Originally hailed as a breakthrough in trawler design, the De Fever Passagemaker 40 is now further improved through the use of heavy, hand-layed up Fiberglass construction. Today the De Fever 40 has the feel and the interior spaciousness of a much larger boat.

With its large, airy and light deckhouse and clean floor plan, the boat provides unusual livability for long passages or living aboard. The generous use of teak adds a warmth and feeling of quality found in trawlers in this price range. As with all De Fever designs, every cubic inch of space is used wisely.

With the dining table converting to a double berth, there are ample accommodations for six adults. Both heads have showers and both the master and guest cabins have ample hanging lockers and storage. There are additional lockers under the berths and the settee.

The galley is large and well equipped and is located in the center



of the boat where there is an exceptional amount of light and ventilation. The roll-out bar under the built-in fishermen's seat is an exclusive De Fever innovation.

The master stateroom is designed to provide plenty of walking space, far more than is generally found in 40-foot boats. The access to the cockpit affords extra light and ventilation as well as being a safety feature. Once again, deep drawers, dresser and hanging lockers are above average. Perhaps the most outstanding feature of the exterior of the boat is the very large flying bridge that provides seating for five on the trawler benches as well as room for tables and chairs for up to a total of a dozen adults in comfort. There is storage under the benches and the console.

The engine room has been re-designed to allow even more room for access to the engine and other equipment. Heavy sound and heat insulation adds to the enjoyment of the boat underway. Access to the engine room is through a companionway from the aft cabin or through a large hatch in the main cabin.

While the De Fever 40 has been known as an exceptional sea boat, fiberglass construction has allowed us to make even more improvements in her performance and comfort. A modified hull configuration has given the 40 a softer ride while the traditional De Fever flared bow has been accentuated to provide even greater protection from spray on the foredeck.



### SPECIFICATIONS

#### STANDARD EQUIPMENT LIST

Two 20 HP outboard motors (20 HP or more with 1800 RPM) (20 HP or more with 1800 RPM) (20 HP or more with 1800 RPM)  
Gas lift (20 HP) (20 HP or more)  
Instrument panel or plot for sea use  
Custom color paint (interior and exterior) (interior and exterior)  
Interior and exterior paint (interior and exterior) (interior and exterior)  
Painted and varnished deck  
Teak deck  
Two berths (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
Three berths (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
Various seating (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
Interior and exterior paint (interior and exterior) (interior and exterior)  
Painted and varnished deck  
Teak deck  
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Various seating (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)

#### OPTIONAL EQUIPMENT

Two berths (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
Three berths (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
Various seating (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)

#### INTERIOR

Two berths (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
Three berths (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
Various seating (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)

#### EXTERIOR

Two berths (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
Three berths (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom) (12' x 18' heavy duty marine bottom)  
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De Fever Passagemaker  
235 Fischer Street, Costa Mesa, Calif. 92627

• A BANGOR PUNTA COMPANY

These specifications are subject to change without notice and may vary slightly due to the use of different materials and construction techniques.

**FRENCH, William (#969)**  
Corpus Christi, TX

**1976 • DF40 Passagemaker • SATISFIED THREE**

## DeFever 34 History

Here is the Passagemaker 34 brochure. I am not sure but it may be the smallest DeFever design ever built in any quantity.



**The DeFEVER 34  
by PASSAGEMAKER TRAWLERS  
is a full displacement cruiser**

Traditional trawler qualities, exceptionally strong fiberglass construction, diesel reliability and range are combined with distinctive modern styling to give the experienced yachtsman a boat he will truly enjoy and take pride in owning. Passagemakers are designed by Arthur DeFever and built by American craftsmen to assure the owner of lasting value for his investment.

Look inside the 34. Obvious thought has gone into the detailing. The result is comfort for short or extended passages. It's an ideal boat for the enthusiast or the whole family. Large main salon windows give the cabin a spacious and airy feeling. Ample use of oiled teak, fine upholstery and appointments reflect the quality inherent in all phases of Passagemaker construction. You'll find the galley to be very complete with refrigerator and freezer, butane range and oven, pressure hot and cold water sink and ample storage. Included in the salon/pilot house is a large upholstered L-shaped lounge with an adjustable table.

Broad side decks and a wide, open foredeck are important features of the 34. There is plenty of room to set an anchor, handle dock lines or just loaf. The stainless steel bow rail has been designed and built with extra strength to enhance crew safety. The fixed bow adds to comfort by reducing spray, making the spacious foredeck a realistic place for one to relax and enjoy the sun.



**DIMENSIONS**

O.A. 34'  
 L.W.L. 30' 2½"  
 Beam 12' 3"  
 Beam W.L. 11' 3¾"  
 Draft Fwd. 2' 10"  
 Draft Aft. 3' 4"  
 Freeboard Fwd. 5' 1¼"  
 Freeboard Aft. 3' 7½"  
 Mast Height Above W.L. 17'  
 Design Displacement 19,259 lbs.  
 Tonnage: Water, 300 gal. and Fuel, 360 gal.  
 Range 1,000+ mi.



A smooth and comfortable passage is Art DeFever's design goal and the 34 accomplishes that goal very well. The full displacement hull, of one piece, reinforced fiberglass lamination construction, uses hand laid-up woven roving for high impact strength. Resin is hand squeezed to control thickness. A full run keel increases directional stability. The boat is economically powered by a reliable, six cylinder marine diesel engine.



The stateroom forward features a large V-berth with six inch covered foam mattresses and a filler for the V. There is considerable storage in drawers under the berths, large cabinets at the head end of each berth and shelves port and starboard. A large hanging locker, with storage bins inside, is located to starboard. The head has a pressure hot and cold water shower as well as pressure hot and cold water sink and a self contained toilet with holding tank and discharge to meet federal pollution standards.



The DeFever 34 by Passagemaker features, as standard, a distinctively styled flying bridge, which seats four people easily, with additional space for deck chairs and slings. Deck to cabin access is afforded through a large sliding door to starboard and double sliding doors aft. All are secured with bolt locks. The large swim step and transom door make for easy boarding from floating piers. Both the control station in the pilot house and the one on the flying bridge have complete instrumentation for monitoring necessary engine functions. Passagemaker, a division of Jensen Marine, builds boats to top quality yacht standards for trouble free operation, easy maintenance, ease of handling and economical cruising.

Please see also special equipment. All prices and specifications are subject to change at any time, including alterations of the color and materials used that belong to the customer.



*Arthur DeFever: Noted for exceptional trailer design throughout the years, responsible for some of the world's finest trailers and race clipper. His personal cruising experience spans dozens of years in waters all over the world. This has led to his world famous designs for pleasure yachts based on trailer lines.*



**DeFEVER PASSAGEMAKER TRAWLERS**  
 235 Fisher St., Coats Mass., Ca. 10621  
 ● A Ranger Ponto Company

1982 Model in U.S.A.

# DeFever TECH

**SCHRIMSHER, Steve & Nancy (#864)**  
Green Cove Springs, FL

**1987 • DeFever 44 • SALTY TURTLE**

## **Aft Cabin Ventilation**

We are spending the winter in the Bahamas, mostly at anchor or on a mooring, and keeping the aft cabin cool up until now has been a challenge. Our boat, a DF 44, has the typical six side ports and two aft ports. We saw a wind scoop for side ports on a friend's sailboat and decided to give them a try. It is the "BreezeBooster" that easily deploys on most opening ports. We bought two (one for each side) for approximately \$100 including shipping, and it is one of the best \$100 that we have spent on the SALTY TURTLE. The cabin temperature drops by at least five degrees when we use them. They bring in so much air that we only use one of them most of the time. They have turned many a miserable, hot, sticky, Bahamian nights into very comfortable ones. I have no financial interest in the product, but highly recommend them to all aft cabin trawler owners. You can see them at [www.breezebooster.com](http://www.breezebooster.com). They come with or without screens. I have found that the one with the screen doesn't really cover our 7 x 16 opening and the screen also cuts down on the air flow. At \$50 each, they are a bargain. [Editor's note: we love these port wind scoops too, but prefer the model with the screen since we have to remove the regular port screen with the scoop.]



**OWENS, Ron & Charma (#401)**  
Apollo Beach, FL

## **Matching Gelcoat color (from the DFC Forum)**

Our DF41 was a 1988 model built by Blue Water Marine (Taiwan). Our DF44 was built by CTF, also in Taiwan. Both boats had exactly the same gelcoat color. To my eye, Interlux has two paints that match nearly perfectly. In Brightside Polyurethane (one part), the number is Off White #4381. Their Perfection (two part) Polyurethane is Off White #YHA192. When I say perfectly, I actually used the two part to touch up some areas of the gel coat. It was closer in color than the gelcoat I mixed to match (so much for that skill set). When I installed the new stand up door on the 44, I used the paint on all the trim that is literally right next to the gelcoated surfaces. The match was better than I could have hoped for. I believe Bob Utter (#221) had the same experience with painted items on FLORISEAS.

The real issue in matching is that there are many, many shades of "white". The color tint to be added to white gelcoat is ORANGE. The gelcoat has more of a yellowish pink to it than you think. Of course, when you mix yellow and red you get orange, so just add orange pigment if that is the route you decide to go.



**STORMONT, Dave & Penny (#683)**  
Kitty Hawk, NC

**1990 • DF57 POC • STORMY**

## **Varnishing Tips (from the DeFever Cruisers Forum)**

There are about as many techniques for maintaining bright work as there are owners who do the job. I'll share a few of my ideas and know there will be many more who will probably weigh in on this topic. First of all, doing the work under cover is surely a nice advantage but not altogether necessary. The secret is to work when the temperature is 65 degrees or higher,

with manageable humidity – say 85% or lower. I live on the North Carolina coast and don't have control over the humidity. If possible, I like to work on an area that is shaded rather than in direct sunlight as it gives me a little extra time to work the material, but I don't always have that luxury. I use Epifanes (especially for teak – gloss finish) as my finish product. There are also many other fine products out on the market and it seems each captain has his/her favorite. Depending on the condition of the existing teak your job will require different effort. Assuming your existing finish is a mess and you have decided to start at ground zero - here goes. Strip all old finish off using a heat gun and different sand paper grits. I start with 120 grit for the real ugly places and then work through 180 grit to 320 grit. It's critical to spend the necessary sanding time and then wipe your work area down thoroughly with clean rags and tack cloths - you have to start with smooth clean wood. The base coat is cut 25% with thinner and applied with a badger brush (2-2.5 inch) working dry to wet with your strokes. Some folks use a sponge brush but I'm a little old fashioned. Work small areas (6-12 inches) versus large areas, and make up your batch of finish to cover only what you intend to complete in that work period. On extremely warm days and especially in sunny areas I have had to clean my brush a time or two during the work period (I try and have two or three brushes ready to go when I start). Curing time is usually 24 hours and no sanding is required between coats if they are applied within 72 hours. You will have to sand between the base coat and the next coat, as (with all raw wood) the base coat will raise the grain. I use a 320 grit or a 400 wet/dry paper for this part of the process. Once again, make sure your work area is wiped clean before applying the next coat. An "acceptable finish appearance" will start at about five coats but once again, every captain has a little different opinion.

To maintain the finish, I use 320 grit and then apply the varnish thinned approximately 30% (two coats). Timing on the maintenance is critical and can be affected by weather, but I try and hit my bright work as early in the spring as the weather will allow (April) and as late in the fall as weather will allow (October). I hope this helps and I look forward to seeing some other "tricks of the trade" which will no doubt show up on this forum – we are all learning all of the time!



**ROBERTS, Jim & Robin (#331)**  
**Big Pine Key, FL**

**1988 • DeFever 49 Pilothouse • ADVENTURES**

## **ADVENTURES Gets a Facelift**

We've owned our DF49 RPH for about five years, and we have made a number of improvements and upgrades during that time. The final "big" project was to have the entire boat painted, along with a few other things.

Our boat is a little unusual in that it has a black hull, originally painted with AwlGrip when the boat was brand-new. Although the paint was quite old we could still bring it to a pretty good shine with AwlCare (AwlGrip's version of wax), but it was clear that the paint was on its last legs – not bad for 18-19 years! The rest of the boat's original gelcoat was pretty chalky, and we had a number of stress cracks that needed attention – normal for a boat this age.

We spoke to the AwlGrip folks at the Annapolis Boat Show and asked them to recommend a painter anywhere along the Eastern Seaboard who could handle a project like ours, and they immediately suggested Bruce Mallard in New Bern, NC. Bruce used to be the head of Quality and Finishing for Hatteras (now he has his own small company), and Hatteras paints all their boats – so he seemed to be well-qualified for the job. Bruce has also done a lot of testing for AwlGrip over the years so he knows a lot about the products. We met with him and interviewed each other, talking about ADVENTURES' trouble-spots and most serious stress cracks. We showed him photos of the bad areas and he laughed, saying that if those are the worst cracks, the boat is in great shape for 19 years old. Plans were made and we brought the boat to a yard Bruce recommended in Morehead City, NC where the work would be done outside. Outside? Our painter said that it was easier to control dust and grit outside (where he can choose his painting days) than in a shed; he felt that no matter how good the ventilation is, there is always a problem with suspended particles in the air in a shed.

Once we were hauled and blocked with extra supports for the long project, Jim and I spent two weeks working 12+ hours per day to strip all the exterior hardware off the boat. Steve and Diane Koch (#74) had AURORA painted a few months earlier and they warned us to label everything we removed, especially noting the position and orientation of each item. We bought a gross of heavy-duty zip-loc bags, and we used a ton of them to keep things organized. Steve and Diane's suggestions were life-savers when it came time to put the boat back together again.



*Hawse cleats – each one is custom-fit to its location on the boat*



*“Ugly Betty” phase*



*Old and new holes for davit compression post*

around the new davit. We cut the top skin of the boat deck off, dug out the synthetic deck coring in that area, and epoxied a solid block of mahogany in place of the coring. We put the top skin back on, and the crew erased the seam as they prepared the boat deck for painting.

Painting the boat is the last thing that’s done, after all the cracks and imperfections are fixed. The crew painted all the white areas on the house

We moved in with friends (very, very good friends!) for the months needed for the painting project. In fact, it should be called the “fix the boat” project, since the primary focus was on finding all the various stress cracks and trouble areas and fixing them structurally. Bruce warned us that he wouldn’t paint the boat until it was fixed, and fixed right. We wanted the same thing, and were very appreciative of the crew’s attention to detail. Cracks were opened up and repaired with multiple layers of fiberglass and epoxy, then faired with AwlFair (an epoxy-based fairing compound). The crew found water in all of the side gates, transom door, and Portuguese bridge door – which surprised us. They were very thorough, but we never felt they were “making work”. Although we were living six and a half hours away, we spent most weekends working on boat projects, and we always stayed long enough to spend some time with the crew on a Friday or a Monday to keep in touch with their progress and the issues they were finding. Over time we developed a great rapport with Bruce and his crew, and they taught us a few tricks over the months. We stayed out of their way, working in other areas of the boat or cleaning the miles of stainless railings and various other stainless bits and pieces. It was hard to see our boat in such a horrid state – she was sanded and covered with pink fairing compound all over the place.

While we were making a mess of the boat, we decided to replace the davit crane with a hydraulic model from Steelhead Marine (800 lb. capacity). We mocked-up a compression post with a piece of PVC pipe to determine a location that would allow us to swing our big 13’ Caribe and still walk past the post on the starboard side of the boat. The four and a half inch hole in the boat deck for the new davit was a little aft of the old davit hole, and Bruce recommended that we beef up the boat deck



*Transformation*

and flying bridge first, then the hull, then the decks (with non-skid) last.

It was very gratifying to see the boat go from the “Dalmatian” look of white primer and old black paint to the shiny black hull again. We couldn’t see the painted house since it was finished but covered in masking paper, like a Christmas gift waiting to be unwrapped.

We also took advantage of the painting mess to address the one thing we never liked about the boat – the size of the swim platform. The platform is small and the transom angles outward from bottom to the top, making the useful part of the platform about the depth of a human foot. A few years ago we asked Arthur DeFever (#1) about the platform and he felt it could be as much as four feet deep. We decided to make a modest change, adding 14” of depth to the current platform. After looking into several options, we ended up having Bruce and Mossy Guthrie (a very talented marine carpenter) modify the old platform and strengthen it. Of course, a bigger platform will be subjected to greater stresses – downward forces from human weight on the outer edge as well as waves pushing up from below in lively seas. We worked with a local machine shop (Bircher Inc.) to design support brackets that would be very strong and that would distribute the forces across a wider footprint on the transom. We also stiffened the transom with a large piece of marine plywood, kerfed and epoxied on the inside. The new swim platform brackets had a wider and longer footprint against the transom, and were reinforced with 1” solid rods – two per bracket (the inner rod was to help stiffen the platform). Jim Bircher was a delight to work with – he was interested in the metallurgy as well as the aesthetics of the design, and he helped us optimize material and labor costs to keep the overall price as low as possible.

The decks were the last to be painted, after the house and hull. We chose a tan color (“Moondust”) for the decks to reduce some of the glare from the relatively bright white (“Stark White”) that we chose for the house, and we’re very happy with the finished look. In order to prepare the decks properly for painting Bruce’s crew had to grind off all the non-skid pattern, so the new deck paint had a mixture of coarse and fine non-skid particles to create a very nice non-skid surface (which is easy to repair if needed). The particular ratio of particles was developed by Bruce for Hatteras, and it’s grippy but gentle enough to feel very nice with bare feet. Once the decks were painted and had time to cure, we moved back aboard to continue our own projects and to start to put the boat back together.



*Mystery cracks*



About two weeks after the hull was painted, we walked outside the boat to greet the crew one morning and found a number of small vertical cracks in the new black paint on both sides of the hull. I don’t know whether Bruce or I had more tears in our eyes. Bruce set to work like a man on a mission, taking a die grinder to open up the areas and uncover the layers to find the root cause of the problem. If the boat had originally been a light color, we would have suspected problems caused by the additional heat from the dark paint – but our boat was always black.

Bruce’s experience as a long-time boat builder and a large network of other experts helped uncover the mystery. The problem material was a grainy gray filler that was purely cosmetic – it was on top of the structural fiberglass, and was most likely used to repair areas where the hull mold was getting



scruffy as it neared the end of its useful life. Our boat is hull #60, and was one of the last few made with the old mold. After a number of phone calls, Bruce was able to confirm that it was German-made polyester filler commonly used in boat yards to repair mold damage in the 1980's. Unfortunately, the filler expected to "breathe" under the paint, and the newer formulation of AwlGrip (changed in the early-mid 1990's) is "tighter" and less breathable. Once he understood what he was looking for, Bruce was able to spot the other repair areas by eye and grind all the problem areas back down to the fiberglass surface. They added some fiberglass cloth to stabilize the area, then faired and re-primed. We ended up painting large sections of the hull over again, but the problems were resolved.

While Jim and I began to install the huge amount of railings, rub rails, and other hardware, the crew re-bedded all the windows around the boat. We were horrified to discover that the original caulk under the window frames was pretty sparse



*New swim platform*

– we've never had problems with window leaks thank goodness, but the crew couldn't understand why! As we re-installed hardware on the boat we replaced all the screws with new ones. There were almost 800 in the windows alone. Everything was caulked with BoatLife Caulk (no silicone!), and bedded with 3M 101. The advantage of BoatLife Caulk is that it can be painted. The crew (and we) caulked every seam and then they came along with an artist's brush and painted the caulk with AwlGrip – gorgeous! The job of re-assembling the boat was enormous – it took much longer to re-install things than it did to remove them. We worked literally from dawn to dusk, seven days a week, with help from the crew. Remember, we were living on the hard in a bare-bones boat yard all this time, so we were very motivated to get the project finished and get back in the water!

Hopefully we won't have to do this again for another 20 years! It was a big job, but the end result was well worth the cost and effort. We learned a tremendous amount from the Bruce and the crew's expertise, and we were so pleased and impressed by their old-fashioned work ethic and craftsmanship. Preparation is 90% of the effort for a great paint job, and the preparation would be virtually the same for paint or gelcoat, so why not use the superior product. Short-cuts in preparation will result in paint failures, but the fault will not be with the paint. AwlGrip is an excellent product, and is repairable with a reasonable amount of effort. I re-painted all the caprails on the boat a few years ago so I could learn about AwlGrip. It's a very fussy paint but it can be applied by mere mortals with some thorough study of the Application Guide, careful preparation, a

proper respirator, and some practice. AwlGrip is very toxic, so the proper organic respirator is absolutely critical!

Recently, the newly painted ADVENTURES was docked next to the newly painted AURORA – both gals stood proud and accepted comments from passing admirers with aplomb.



*Finished!*

## Adventures “Make-Over,” Finally DONE!

New bottom paint (Petit Ultima SR ablative – two coats)  
Metal-protecting bottom paint on rudders and struts. Both stripped of old paint build-up  
PropSpeed on props and shafts  
Main and spare props cleaned and checked  
New Spurs zincs and bearings  
New zincs  
Entire boat exterior above the waterline - stress and spider cracks, other imperfections structurally repaired  
Entire boat exterior above the waterline painted with AwlGrip – two top coats on hull and three top coats on rest of boat  
Extended swim platform by 14” (from 20” to 34”), painted with AwlGrip  
New transom step, extended by 2”  
New brackets for swim platform – custom SS (316) with two 1” solid rod supports each (5 brackets)  
New swim ladder – 1.25” OD stainless steel tubing, 2” wider, added one tread. All treads epoxied and coated with non-skid granules and 4 coats of varnish.  
Rudder assemblies (both) torn down and cleaned, checked, painted, packed, and re-bonded  
Replaced handle on air conditioning seacock  
Replaced both air conditioning seawater manifolds  
Replaced rotted plywood under lazarette and engine room deck plates  
Replaced Naiad stabilizer seals and changed oil and filter in pump  
Rebuilt all exterior doors, repairing wood and repairing and replacing teak veneer, new varnish on inside  
New davit crane – SteelHead Marine 800 lb. lift capacity with power luffing  
New fabric and foam on pilothouse settee cushions  
New dink cover for 13’ Caribe  
Honda outboard: changed engine and lower unit oil, replaced zincs  
New cushions for flying bridge seats  
New floor and two wall panels in guest head  
New venturi windshield  
New lexan in forward hatch  
Rebedded all ports (exterior)  
Rebedded all windows and painted frames with AwlGrip  
New Sunbrella foredeck and boat deck sun shades  
New Textilene cockpit shade screens  
Replaced screws on all hardware reinstalled after painting boat



**SIEGEL, Jeffrey & Karen (#615)**  
Castine, ME

**2002 • DF53PH • ACAPPELLA**

## Canine Crew on the Poop Deck

Whether you cruise for weeks or months every year, or live aboard full time, your boat just wouldn’t be home without your four-legged loved ones. Our first beloved Labrador, Duke, was eight years old when we acquired our first boat, an old day-cruising Maine lobster boat. While Duke was passionate about swimming, he hated the boat. When our next boat allowed us to go for long weekends, we had to leave him with friends ashore. After Duke went to the big dog park in the sky, we decided our next companion would be a true salty dog.

Months of research, reading and discussion led us to a plan. Living in Maine, we would get our puppy in the winter, this way he would be trained but still young enough to adjust to the boat. We picked five-six months old as the “perfect” time to introduce him to the boat. We realized that the key to a truly successful canine crew member was ensuring that all “business”

could be carried out on the boat. But how? The serious research began. Much to our dismay, we were greeted with numerous tales of failure. One story that intrigued me, however, was of a large dog who needed to make a three day passage. The owner's solution was to sod the cockpit, giving the dog the grass he was used to. So we devised our "poop deck" plan.

We brought Tucker home in early March at nine weeks old. Snow still covered the ground. We placed a small Astroturf mat in the snow, the kind often used as a doormat. Dutifully, we took Tucker out to the mat whenever it was time to go. He wouldn't even stand on it. We persisted into spring. In May the boat went back in the water. We took Tucker out, gradually increasing his time on the boat. He loved it! After several weeks, we decided it was time for his first overnight - no going to shore. We anchored off a favorite island and with meager hopes, put the mat in the cockpit. We waited. As five o'clock approached, he went to the transom door and whimpered. We showed him the mat. He whimpered. This continued for a couple of hours as the whimpers turned into howls. Finally, he ran to the mat and went! Good dog! Praise and treats followed in abundance!

When we acquired our cruising boat, we simply put the mat where we wanted him to go, in this case on the bow. We found the mat only needed to be down for a few trips for him to learn his spot. Tucker made numerous trips up and down the east coast, to the Keys and to the Bahamas. He was the perfect cruising companion!

Then last winter Tucker died very suddenly at the age of five from cancer. We were devastated as we cut our cruise short and limped back home. While working with the breeder to decide when we should bring our next precious bundle into our home, we made the decision to adopt Dyna, Tucker's mom. Dyna is a beautiful nine year old "retired" lady. My husband had one condition - we could only keep her if she could learn to do her business on the boat. Of course, I "agreed." We picked her up July 5th. Dyna took quickly to the boat having spent time on smaller boats on Maine lakes. But how were we going to teach an old dog a new trick?

Thinking things through, we decided that the main problem with a house trained dog was that they saw the entire boat as being "inside" and therefore, not the place to go. So we devised another plan. Out came the trusty mat which was placed in the yard. Every time we took Dyna out the door we said, "Dyna, let's go outside." - emphasizing "outside." We would then take her over to the mat, which she then ignored. We took her to the boat and placed the mat on the bow. We went inside, closed the door and waited a bit, and then said, "Dyna, let's go outside," opened the door and walked her around the outside of the boat, showing her the mat. This was repeated many, many times over several afternoons. However, Dyna always waited until we were ashore to do any business. We persisted. Finally, one afternoon with the boat tied to the town dock getting a bath, Dyna casually went to the bow and did her business beside the mat. Good dog! (When my husband expressed joy at this success to a friend saying, "now we can keep Dyna" the friend corrected him with, "now you can keep the boat.") Our last test came in August when we brought home Dylan, an eight week old male puppy - Dyna's grandson. In all honesty, this one was too easy. Out came the mat into the yard. Faithfully, we took him to the mat multiple times a day. He had a few short, get acquainted trips on the boat. The first time we spent the day on the boat, he watched Dyna go on the bow and ran over to the mat to go. At least one dog is actually using the mat!



*Dylan*

Thinking through these three very different experiences, I believe there are some basic concepts which can be applied to others.

- Use some sort of movable mark post to indicate the appropriate spot. We've really liked the mat. It's easy to move about and store, and simple to clean. My guess is that it retains enough odor, even after cleaning, to attract the dog.
- Develop a word that they understand as indicating "outside" and use it consistently wherever they go - at home, on the boat, and elsewhere.
- Be very, very patient. It's easy to give in to an uncomfortable situation now, but focus on the huge reward when you don't have to go ashore in the rain or during a dangerous condition. You will have the freedom to travel overnight or for multiple days. While there may



*Dyna and Dylan*

be some exceptions, no dog can hold it forever.

- If you have the advantage of an already boat trained dog, use it as a model for another dog.
- Praise, praise, praise. They live for it. Make the boat a happy, fun place. When your dog knows what to expect and feels secure in their place, everyone benefits.

Having spent the summer preparing our two new crew members to enjoy their time with us on the boat, we are looking forward to years of cruising adventures. Now can anyone solve the problem of two large dogs and two people in what boat manufacturers recklessly call a “queen” sized bed?

*(Karen is a cofounder of the ActiveCaptain website ([www.activecaptain.com](http://www.activecaptain.com)) and cruises the east coast with her husband Jeff, and two Labs, Dyna and Dylan.)*



**UTTER, Bob & Andrea (#221)**  
Naples, FL

**1987 • DeFever 44 • FLORISEAS**

## **FLORISEAS’ Fuel Manifold and Fuel Polishing**

### **Normal Operation:**

System consists of a supply cylinder and return cylinder (on top) with six valves to each.

- Return cylinder has three engine returns, each with a check valve, and three tank return valves (all ball type). Fuel returns from each engine and is normally returned to same tank which supplies the fuel. Check valves assure return fuel only goes to directed tank. The only other connection to this cylinder is to the transfer pump output (at top). A green handle valve here usually remains open. Normal operation has one return valve open.

- Supply cylinder has three engine fuel valves and three tank supply valves. Normal operation has all engine valves open and fuel is supplied from one tank only; this means four valves are normally open on supply cylinder. The only other connection to this cylinder is to the Racor filter and then back to supply side of transfer pump.

- From above, five valves are open in normal operation and four are closed, of course the three check valves have no manual operation. All nine manifold valves have yellow handles; it’s an easy visual check to see five open and four closed before engines are started. The two green handled valves are in the transfer pump loop and do not concern normal operation. I normally leave them open unless they are temporarily closed for a specific maintenance purpose.

- Always set valves for one tank to supply fuel and always return fuel to the supply tank. This procedure prevents the serious problem of dumping fuel overboard (it dumps out the vent when tank is full) as return fuel could overflow an idle tank. You can be running and not know this is happening. This is most likely to occur if all tanks have been recently topped off. The Lehmans only return a small amount of fuel; however, I see no virtue in tempting fate.

- I normally run from the aft tank and call it my “day tank”. It holds 230 gallons and I call it full at 220 – 225 max. The electric gauge (in engine room) works, but only gives a vague idea of fuel amount so I keep close track of fuel used and I transfer from saddle tanks when it’s convenient. The only time I actually top off any tank is at refueling time. Even then, I usually leave a 10 or 15 gallon void. Overfills are so risky.

- Saddle tanks have decent sight gauges, but cannot be read above 250 gallons. Gauges have yellow valve handles at top and bottom of gauge. These are only opened to read the fuel level. They remain closed in case the hose fails – this, of course, would dump your fuel into the bilge. Also located at bottom of each saddle tank is a green handled valve. These connect a crossover between the two tanks. Since the saddle tanks are used to balance the boat trim, the green valves must remain closed at all times. The water tanks have a similar cross connect and this connection is always open and water will balance between tanks. This is important as our watermaker only fills the port tank.

- The reason I run from the aft tank is that the boat trim remains constant when running. Some run for “x” hours on a saddle tank; when boat starts to lean they switch tanks. I prefer my method as I only have to trim each time I transfer fuel to aft tank, usually after 100 to 150 gallons used, or every couple of hundred miles of travel. This way I’m never changing the valves underway.

### **Fuel Transfer:**

- Fuel can be transferred from any tank to any tank. I normally close engine valves when doing transfer. Only two valves

at a time are used to transfer fuel: the supply valve and the return valve. To transfer to aft tank from port tank, open "from port tank" and open "return to aft tank" and turn on transfer pump. Keep track of your run time as you'll want to transfer about the same amount from each saddle tank in order to remain in trim. Use your flashlight and you can see the swirl activity in the Racor sump glass. Pump will do somewhere between one and two gallons per minute - it seems to vary, depending on condition of Racor filter and how much fuel is in the higher saddle tanks. Anyway, I think the amount pumped is closer to one than to two gallons per minute. Same procedure for any transfer. For trim, pump from saddle to saddle as required. For trim, I run the pump while observing inclinometer (must tap it frequently). When level, stop the process.

- It's very important to never turn on transfer pump unless both a supply and return valve are open. The gear pump is low volume and matched to the Racor maximum flow, however, if the pump runs and all return valves are closed, the pressure build-up is instantaneous and the hose will burst or blow off at a barb - it's a sticky wicket to clean it up.

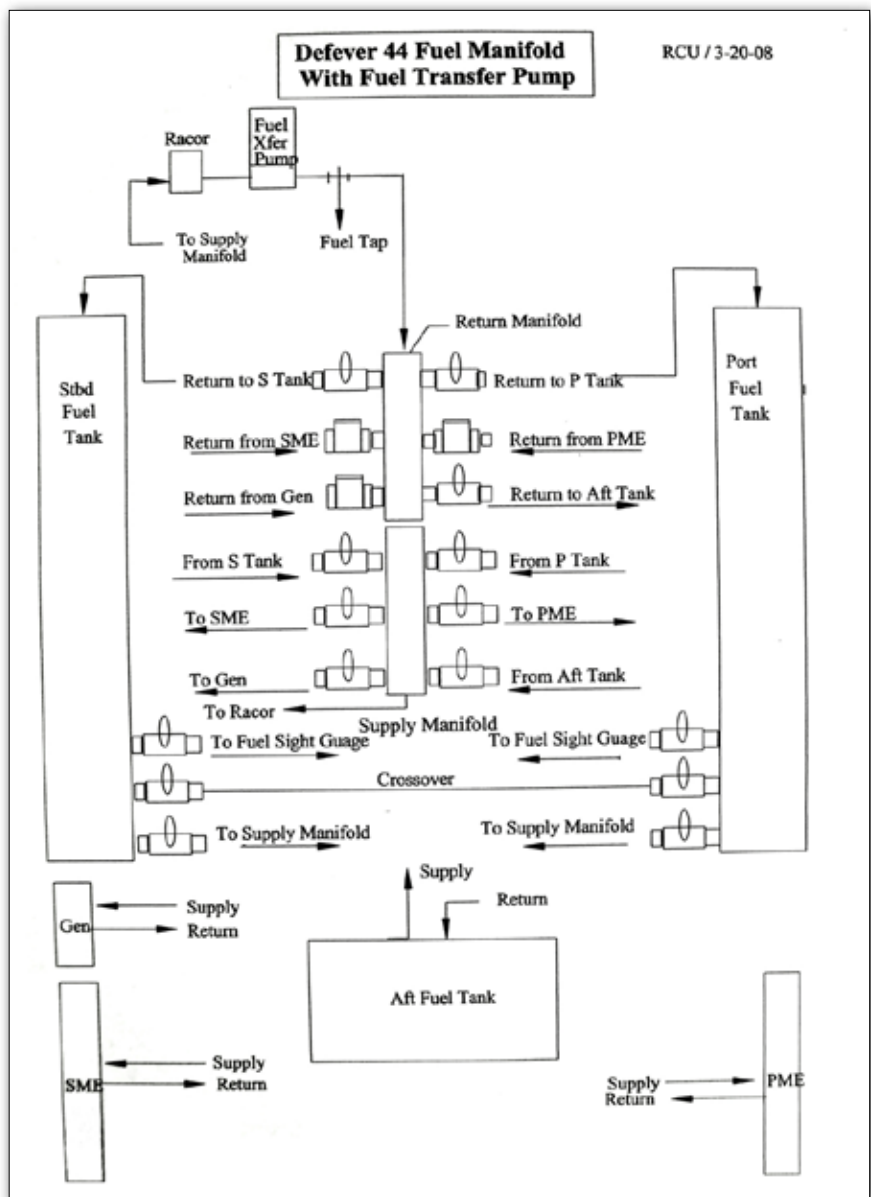
- When transferring fuel to aft tank and you're getting near the top, or think you could be within 25 gallons of full, it's prudent to have an observer monitor the aft tank vent. If you miscalculate, you'll overflow and spill overboard. Pay close attention to all fuel transfers as it's not unknown to have overfills and the marine patrols are always nearby. This also applies when refueling, especially if it's a top off.

- There is a small red handled valve tee'd off the pump discharge. A short hose is connected to this valve. Use the hose to retrieve small amounts of diesel for use in filling engine filters during filter changes. I use the small red plastic fuel can or a two quart paint can for this work. Simply open a supply valve and hose valve and start pump. Fuel flows from hose at a rapid rate.

- To top off a Racor after changing the filter, and with the top still open, simply open the engine valve to the Racor, then open a saddle tank supply valve and gravity will fill the Racor. Quickly close supply valve at top off point, replace top and you're done. Engine mounted fuel filters are too high for this method; for these filters you must pour fuel in the top the old fashioned way.

### **Fuel Polishing:**

When boat is idle, I like to polish fuel (run it through the Racor) every couple of months. I normally do it for eight to 12 hours for each of the three tanks. Start with a clean two micron Racor filter (brown) and simply run with supply and return valves open to tank being polished. Do a tank a day for three days and your fuel always remains filtered. Check sump glass in Racors and clean as required (usually once each year, twice, if necessary). If boat is run all year, polishing isn't necessary as fuel is moving.





**DEIN, Bob & Barbara (#2)**  
Venice, FL

1999 • DeFever 44 • GONDOLA

### Creating Photo Books

For years, after you completed that year's "cruise of a lifetime", you brought home dozens of rolls of film. You took them to your favorite camera store (Ritz Camera, Wal-Mart, whatever), brought home a zillion 3x5 or 4x6 prints, and stored them in labeled shoeboxes. Some duplicates you pasted into an album; the rest accumulated until years later, when you reorganized several dozen shoeboxes. You did reorganize them, didn't you? No, I didn't think so. Barbara and I didn't either.

But now, with digital cameras and computers, all of our problems are solved! We just transfer thousands of images from our camera to the computer, delete all the awful ones (don't you?), label the files, and label and organize the folders so that pictures of the beach picnic three years ago are quickly retrievable, right? And, of course you create backups on a CD, DVD, or external hard drive immediately. OK. Zero for two.

But what to do with the files that you want to show off to friends, making them green with envy? You could have the digital files printed, stored in shoe boxes... wait a minute... we've already been there. OK, you could have friends gather around the computer while you search for files and curse. Yeah, that works. Or you could make a DVD slide show to view on your TV; this is actually pretty cool. But an option that you may not have considered is to create a "photo book" that can live on your coffee table and be admired by all who visit.

About a year and a half ago, I became aware of Shutterfly ([www.shutterfly.com](http://www.shutterfly.com)). Shutterfly stores your uploaded photos indefinitely, in hopes that you will order prints, greeting cards, calendars, etc., including "photo books." To create a book, you work within the website to arrange (drag) your uploaded photographs onto pages with prearranged layouts. After you are satisfied with the appearance of the online book, you pay with a credit card, and a few days later the printed copy shows up at your house, like magic.

Image #1 shows the cover of our 8x11 Chesapeake Bay Cruise 2006 book. One can choose fabric, satin, or a leather cover. A cutout in the cover reveals a picture on the page behind it. I wish that there was an option to add gold lettering, but as of two months ago, there was not. A twenty page book (ten pieces of paper, front and back), can cost as little as \$30. There are occasional sales. Additional pages are about \$1. Image #2 demonstrates varying page layouts. There are many. To my eye, the print quality is good; the colors are vivid. At \$1/page, additional pages are much cheaper than an 8x10 print at Wal-Mart. Amazing.

The first project was a little confusing for me, but any mistakes can be corrected, and the whole process was fun and satisfying. One note: the images that you upload go into your "album". You choose photos from your "album" to create your "book". To me, an album is sort of a book, so I found this a bit confusing at first.



Several other companies are into this market. Snapfish ([www.snapfish.com](http://www.snapfish.com)), a Hewlett Packard offshoot, offers a very similar service. Recently, I've seen books produced by Blurb ([www.blurb.com](http://www.blurb.com)), and MyPublisher ([www.mypublisher.com](http://www.mypublisher.com)). These were even more impressive. They differ in that you download software from the company website, and create the photo book on your own computer, not online. The finished product has a paper jacket with your image(s) and legends. This REALLY looks like a professionally published coffee table book.

Now, about that backup: In 2005, near the end of a three month cruise, the not-so-trusty laptop displayed the "Blue Screen of Death". Muerte! Finis! All files gone forever. Fortunately, I had backed up files several days earlier, but I still lost enough material to qualify as a good spanking. Now, all files created on board are transferred to another computer, an external hard drive, or a CD/DVD. I just purchased a Western Digital 250 gigabyte external hard drive that derives power from the USB cable – no external power cord. It is smaller than a deck of cards. THERE IS NO EXCUSE NOT TO BACKUP!

Photo books and regular backing up files will solve all of your problems except one – what to do with all those extra shoeboxes.



**DAY, Jim & Susan (#261)**  
**Green Cove Springs, FL**

**1960 • DF 47, Wood • PAU HANA II**

### **Cruising aboard Pau Hana II in the Pacific NW**

Six years ago we sold our house and cars in California and became true liveaboards. We have not regretted it! We left southern California in April 2003 and headed north to the Pacific Northwest to spend two years cruising the area. We soon discovered that you cannot see everything in that short a period of time, so we are still here! There are hundreds of islands and anchorages left to explore. We also thought we would winter in a different area each year, but we fell in love with Sidney on the eastern side of Vancouver Island in B.C., Canada and have spent every winter there. The marina is ideally located within walking distance of three large markets, quite a few good restaurants, a bowling alley, and a two-screen theater that shows all the latest movies. The locals (Canadians) have welcomed us to their country and we have become close friends with many of them. It is easy to rent a car if you want to venture further inland. It is also a fun 45 minute trip aboard a double-decker bus south to Victoria where they have excellent historical & maritime museums, world famous Butchart Gardens, and Dim Sum meals in Chinatown.

As a third generation Californian (Susan), the only thing I have missed from California is the weather. We certainly do not miss the traffic or the crowds of people everywhere. In the Pacific NW there are four seasons and it is even fun living aboard when it is snowing – as long as it does not last too long! Jim uses a heavy duty dust pan to shovel snow off our finger dock!

One of the first things we did before our first winter was to install a Webasto hydronic cabin and domestic water heater. The small electric heaters just did not cut it! Some of the other improvements we have made:

- Replacing our salon slider windows with solid glass
- Enclosing our aft canopy with isinglass and canvas to serve as a wet locker
- Purchasing a Sears dehumidifier which helped with the moisture problem
- Installed new depth sounder and fish finder
- Sky Mate for E-mail
- New JRC 4kw CRT radar
- New navigation station in salon

- Installed hood and ventilation fan over stove
- Replaced water stained teak paneling in salon
- Compasses cleaned, new diaphragms installed, painted and swung
- Installed a fuel management system – replacing all fuel lines, installing a manifold and crossover, fuel transfer pump, and fuel polishing system
- Installed 32 volt to 110 volt inverter/charger
- Repainted the hull and topsides

Last spring a 5kw Onan generator replaced our Petter. We also covered the wooden aft canopy with canvas to seal the top. Our exhaust stack was cleaned, soot removed from the inside, and paint stripped off the outside to find beautiful stainless steel underneath which we will leave natural. We also rebuilt the brake on the winch; after 47 years the brake material had worn down. We have upgraded Nobeltec so we now have a dedicated computer for Nobeltec and Sky Mate. Our main nav station in the salon has a 17” monitor and the topside station has a 15” daylight bright monitor. A lot of this work has been done by the great guys at Port Townsend (Washington) Shipwrights’ Co-Op. They love working on old, wooden boats!

Trying to find a good time to varnish has been a problem with the weather. In California we could varnish all year round. In the Pacific NW, we try to varnish twice a year, in April and October. Last winter we took our three removable ladders to a friend’s heated garage. We walked a couple miles each way to the garage and were able to get on seven coats of varnish.

During the winter we always try to keep our water tanks topped off, in case the water pipes freeze on the dock. We stay connected on the internet with BBX (Broadband Express), DirecTV, Sirius radio, and Sky Mate. We get together once a week with the other liveaboards for dinner at a local restaurant. We keep busy reading, doing crossword puzzles, going to the movies, along with planning our itinerary for the following summer.



The first winter we were only off the boat a few weeks over the holidays. Since then we have extended that to a few months every winter visiting family in Florida.

Unfortunately, we have not been able to make a DeFever Pacific NW Rendezvous as it has always been scheduled the same time as our Cruising Club of America (CCA) Pacific NW cruises. We were able to attend PassageMaker’s Trawler Fest in Poulsbo, Washington last June though.

Here is how we have spent our summers in the Pacific NW:

- 2003 - Canadian Gulf Islands, Princess Louisa Inlet and beautiful Chatterbox Falls
- 2004 – Broughton islands, located on the mainland of British Columbia near the northern end of Vancouver Island
- 2005 – Southeast Alaska
- 2006 – U.S. Gulf Islands and Desolation Sound
- 2007 – Broughtons and Desolation Sound

We plan to return to Alaska this summer and visit places we missed on the first trip. After that, we hope to take the boat to the east coast (whether on its own bottom or shipped) to explore Nova Scotia and traverse the Great Circle.

