

# DeFever Cruisers Magazine

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SANDERS, Tom & Doris (#914) 1982 • DeFever 44 • **SECOND FANTASY** Baytown, TX

## Texas Mini-Rendezvous

Recently eleven couples, all members of the fabulous Lakewood Yacht Club in Seabrook, Texas offered their boats up as venues for a progressive dinner, sponsored by the club. "Cruising Cuisine," as the event was labeled, took place on Saturday, October 10th, and was a rousing success. But it hadn't occurred to any of the boat owners before moving their boats into the club's inner harbor that five of the eleven boats, all spruced up and ready for company, were DeFever's.

What a beautiful sight: a mini DeFever Rendezvous!

On the night in question, members of the club and their guests moved from boat to boat, enjoying not only great food and drink, but also those boat tours that all boat-owners (and those who wish they were) enjoy. Participants got to know other participants better, or even met them for the first time. The party for some went long into the night, while others opted for an early night after having spent most of the day sprucing up their boats for company.

Seabrook, on the Gulf Coast of Texas near Houston and Galveston, has largely recovered after the devastation of Hurricane Ike in September of 2008, and many (though certainly not all) of those whose boats were damaged have been able to repair or replace them. Lakewood Yacht Club, over fifty years old and with over 500 members, offers 300 boat slips, more than a few of which are inhabited by DeFever's. The DeFever's and owners that participated in the Cruising Cuisine shindig were:

BETTIS: Jay and Rosemary Bettis (#279)



*Eleven boats, including five DeFever's, prepare for Cruising Cuisine at Lakewood Yacht Club, Seabrook, Texas*



*Tom Sanders aboard Second Fantasy*



*Aurora with the clubhouse and pool in the background*



*Agape, Second Fantasy, and Aurora.*

DOROTYH D: Gene and Levanche Harris (#912)  
AURORA: Paul and Amy Dunphey (non-members)  
AGAPE: Gayle and A.J. Ross (non-members)  
SECOND FANTASY: Tom and Doris Sanders (#914)



*Lavanche and Gene Harris aboard the Dorothy D*



*Gail and A.J. Ross aboard Agape*



# DeFever's cruising... cruising...

**TEER, John & Pat (#1113) 1986 • DeFever 53 POC  
• BRIANNA Dallas, PA**

## Starter Boat 2009

After spending what seems like a lifetime talking about it, reading about it, floating around over the years where and when possible, and finally spending a couple of years at the boat shows and a Trawler fest, I (and my wife of 37 years) bought a 1986 53' DeFever POC in pristine condition. Starter boat – Right! Joel Davidson, our long suffering broker had nothing of course to do with our decision, letting us do all the poking and prodding!

What could be the problem with this? Just climb aboard and take off! Well, I did think I would need at least an ICC or operator's license to prove at least basic competence! To that end, we began researching the best way to obtain the experience and licensing and to our surprise, found that recreational boaters (up to a certain size) do not require a license. We probably will still obtain an ICC at some point since bareboat rentals internationally – especially in the Med require it. In future years, we hope to include a Coast Guard license also. Meantime, we will begin building the hours.

Then we found that essentially the insurance companies (and other boaters) are the ones who require a basic level of competence. Locating the right insurance broker was not difficult as Dawn Speros specializes in DeFever's and helped us tremendously. (Again a very good recommendation from the long suffering broker) I found the





DeFever Cruisers site and immediately joined. Reading the daily encounters on the web has become an enjoyable daily exercise and some day soon, we may be able to put faces to names and even contribute. At this point, personality shines through the words and we look forward to face time somewhere.

We were about to take the leap and enroll in a school in Ft. Lauderdale which specializes in people like us obtaining an ICC when I read in one of the Cruisers issues of a seafaring couple who do a lot of training, mechanical work and deliveries – also specializing in DeFever's. Captain Steve and Captain Diane Koch (#74) answered, "of course we can help you take your new baby north!" I think it was a duet!

Meantime, I needed to move the boat from the broker's marina in Ft. Lauderdale to where our new thrusters were to be installed. Since Steve and Diane were marking time at the DeFever Rendezvous – along with probably a lot of you – I needed to arrange a captain to move the boat. From the time of sea trial and purchase to the move was about two weeks. The hired captain called me and said, "hey this boat is full of water! Also, the port throttle is stuck on the bridge and I need to maneuver with a mate in the pilot house and me on the bridge! Also, the stabilizers are not working making maneuvering very difficult. Also....." About that time, I tuned out and arranged for someone to meet the boat at the yard, haul it out and chase down the problems which had shown up of course after the survey and before the move!



Needless to say, the mid and aft bilge pumps were not working. One was completely disconnected and the other one was shorted out. The water was coming in from the shaft logs which were opened too much during the sea trial and not checked on our return.

We spent about \$8K getting the boat ship-shape prior to Steve and Diane making it back from the Rendezvous and applying their skills to what we had already planned to do. Batteries were wet and replaced, much of the wiring in the bilge area – wet. Mud and grease needed to be cleaned out of the bilge and the bilge completely washed and dried out over a couple of weeks with

fans, etc. Probably needed it anyway – but we could have done without such a start to our boat owning experience! A hole in the water into which you pour .....what was that??!

When Steve and Diane arrived to move the boat up to their neighborhood, I felt like the cavalry had charged. He took control and began to give me daily updates on everything which I found invaluable in keeping up with the effort. BRIANNA needed work in a number of areas which Steve handled with aplomb and not a little sweat. He has a wide ranging knowledge of all the systems aboard and made valuable recommendations throughout our time together. When my wife Pat and I arrived in Stuart to begin moving north, the boat looked and ran great.

Diane and Steve had worked out a travel plan choosing marinas and stopping points along the ICW all the way to Summit North Marina, BRIANNA's new home. Failing a couple of schedule changes, we made the entire trip within a day of plan. Great weather all the way. We seemed to travel in a glow of sun – with rain ahead and behind



*Captain Steve and Captain Diane Koch (#74)*

all the way! Now this was what it is all about and we are thankful that Diane had the pull with someone to arrange it.

We spent the days learning about the boat's systems, navigation, maintenance issues to look for, watch keeping, (staying in between the sticks), autopilot usage, charts, water, diesel, electrics, etc. and general knowledge. Steve handed over control at the helm usually without comment; however, it was obvious when we were doing something we should not have been. The odd grunt, look, or hand wave generally kept us on course and with attention to detail.

When the engines quit – surprise – surprise. Plenty of diesel! Learned how to drop anchor in a hurry with a malfunctioning windlass! Managed to stay in deep water with the anchor while Steve turned a valve on the diesel tank manifold to enable both engines to draw from the two full larger tanks! The smaller tank was sucked dry! Embarrassing, probably, however the next day when we shifted to reverse to maneuver at a bridge, all we heard was a thump – thump – thump somewhere around the engine room area!

Shut down the port engine and went down to inspect. The shaft coupling on the port side was uncoupled with the drive shaft turning about three inches away from the coupling. An air gap of three inches with nothing holding the shaft in the boat other than friction! Steve grabbed the shaft with a couple of pipe wrenches to secure it in place (to keep it from falling out leaving a large hole in the boat – below the water line!!) We secured it with a hard coupling and made our way north with one engine.

This necessitated a change to a location where Steve and Diane had some friends willing and able to assist us with some quick trips to the local stores to obtain some needed tooling and spares to affect a repair. It pays to have friends everywhere and they do! Their friends arrived at the dock and took me to Lowes where I bought the few needed items.

Over the next few hours, Steve rebuilt the coupling, drew the shaft back into the boat and made the connections. It appears that when the coupling was made previously the shaft key was made too long and kept the taper just a slight bit loose. This caused a small vibration we had noted during the sea trial but it appeared to not require work at that point to chase down the vibration. The grub screws which are to tighten the overall connection were not made up properly leaving only a single axial nut in the shaft to hold the coupling together.

When we departed the next morning and fully tested the coupling under load, the vibration was totally gone. The only problem I had with the whole episode was Steve's reluctance to let me pull any of the wrenches! I like wrenches! However, I expect I will get the opportunity and will happily wait for it (or not).

While we were still at Stuart, I arranged to have the Yacht Watchman equipment installed. Since we will be weekend boaters for couple of years, I wanted to be more in touch with the boat during the week and during the times I am traveling away from the area. Since I work internationally, this is a lot of the time. Had we had this product installed, the original problem with a full bilge would never have happened, weeks and \$8K before. As a result I could not wait to have it done. The job was completed in a couple of days.

Now, if any of the three bilge pumps operate longer than 10 seconds (interval selectable) I receive a call on my cell phone (anywhere in the world) and an email. I can immediately take whatever action seems to be required. I went ahead and alarmed the doors, the salon, smoke alarms, shore power and the three battery banks. Additionally, it has a GPS integral to the system which shows the boat's location on the web page in case a thief dumb enough to steal an eight knot trawler, attempts a getaway!

About halfway up the ICW, while docked, my phone started ringing at about 0300 one morning. I groggily picked up to hear a mechanical voice telling me the bilge pump was operating. I went back to sleep. The phone



*Drive Shaft coupling that backed off*



rang again a minute later. And again. AND AGAIN! By this time, I was finally awake and decided I better check things out.

Entering the engine room, I heard water splashing. Funny – I had not heard that when we went to bed! I traced the noise to a point in front of the port engine at bilge level under a bed of hoses. I traced the hose back to the shore water entry hose. It seems the water pressure from the shore hookup had blown a hose connection. I turned off the shore water and went back on the boat's pressure system and everything quieted down. I repaired the connection the next morning before we got underway. This episode underlined the value of the Yacht Watchman system. I am now connected directly to the boat by GPRS cell phone. I can check the boat systems or better yet,

they check themselves and as long as they are within a percentage of the specification I preset, they just update a log and I can view things at my leisure. I can not see how the insurance companies will not demand these types of systems for non-liveboards at some point in the future – or at least make premium adjustments for those that have them. I am sold!

We arrived in early May and I immediately needed to travel to catch up with business. We have only managed a few nights on board and made three trips down the Chesapeake since we arrived and have a summer of plans with



and without friends aboard. We are beholden to Steve and Diane and all the other new friends we are meeting as we evolve into our new adventure. Without them, our learning curve for just the basics would have been much longer.

Pat and I look forward as I said to put names to faces as time moves on.



## West Marine New Owner 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!

## OMEGA'S Summer Cruise

We left our home dock on Summerland Key on May 28 and headed to the Tennessee River for the summer. What a wonderful cruise it has been! We visited Bob and Barbara Fordyce (#1126) in Cape Coral. The Fordyce's owned GOOD GRIEF (a DF44) for many years and were very active in the DFC. Bob knows everything there is to know about DeFevers and is always happy to share his knowledge with us.



While our cruise up the Intracoastal to Tarpon Springs was great, our overnight crossing to Dog Island (a long 20 hours) was rough. The winds picked up to 20 knots about dinner time. The weather prognosticators goofed, not unusual! Fortunately, we made it without mishap. Dinner at 2 Al's and breakfast at Hog Wild in Carrabelle helped us recover!

Following the Gulf Coast Intracoastal Waterway to Mobile Bay, we enjoyed anchoring in colorful Destin Harbor on a busy June weekend and dining at Pirate's Cove, the funky outdoor hangout at Roberts Bayou west of Pensacola where there were more dogs than customers. We spent a couple of nights at Dog River Marina in Mobile before heading up the Tombigbee Waterway (Tenn-Tom) during the hottest week of the summer. It was at least 100 degrees day after day which made anchoring out anything but desirable. Nevertheless the scenery was beautiful!

The Tenn-Tom is 455 miles long from Mobile, AL to the Tennessee River with 12 locks along the way. We anchored out six nights: Three Rivers Lake at mile 64, Okatuppa Creek at mile 123 - a tiny little hole, Foscue Creek at mile 214, Cochrane Cut-off at mile 287, and Bay Springs Lake at mile 414. The most beautiful was Bay Springs Lake where the water is clear and great for swimming, especially during a heat wave! Because it was so hot, we spent two nights at Demopolis Yacht Basin (mile 216) where we had the pleasure of meeting Bob and Kem DeGroot (#857) aboard SPIRIT DANCER (DF49 CPMY) from Seabrook, TX. We also spent two nights at Columbus Marina (mile 335), another chance to cool off, re-provision, etc.

There are quite a few tows on the Tenn-Tom, and you must be alert at all times as the waterway is very curvy and narrow in many areas. Being familiar with the Rules of the Road for Inland Waterways is a must! Knowing the lingo for meeting and overtaking a tow makes for pleasant communications with the tow captains.

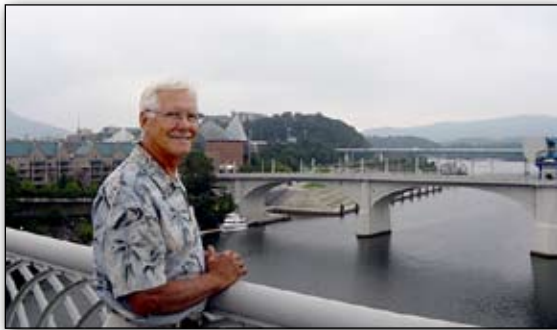
We arrived at Grand Harbor Marina (mile 449.7) on June 28 and spent the month of July there. Having our scooter aboard gave us the freedom to explore the surrounding area. The facilities at Grand Harbor are exceptional. Our only complaint was lots of spiders and lots of wake on weekends!! OMEGA was docked across from the fuel dock, and it wasn't unusual for them to be fueling multiple boats and jet skis simultaneously every weekend. On July 28, we left the Tenn-Tom and joined the Tennessee River at mile 215, heading upstream. By mid-afternoon we arrived at Wilson Dam and Lock, one of the largest locks in the world (93 feet). Since the major chamber

was closed for repairs, all traffic had to use their auxiliary chamber which consisted of two sections. Locking commercial tows through the auxiliary lock required many hours as only one barge could fit in the chamber at a time. We were fortunate to be called to enter after a two-hour wait even though there were two up-bound tows awaiting entry. It took an hour to go through the two sections of the lock.

Joe Wheeler State Park Marina (mile 277) was a great place to stay, a nice facility in a picturesque setting. They have a nice lodge, restaurant, and swimming pool. We would recommend this facility to other cruisers. From there we stopped at Ditto Landing Marina near Huntsville (mile 334) and then on to a beautiful anchorage just upstream from Guntersville Lock (Pumpkin Hollow -mile 351.8). Guntersville, AL has a nice free dock for cruisers who want to visit the downtown area; they allow visitors to stay for seven days - no power or water though. We went for a walk-about and had lunch.

Our next hangout on Guntersville Lake was at Goose Pond Colony Marina in Scottsboro, AL (mile 379.2) where we stayed from August 4 to September 8th. This is another great facility with an accommodating staff. Amenities include The Dock restaurant, swimming pool, golf course, walking/biking trails, cable TV, wireless internet, courtesy car, and great fishing. Transients are very welcome and their rates are very reasonable.

After Labor Day we headed upstream again toward Chattanooga, TN. We locked through Nickajack Lock and dropped our hook at Cedar Mountain (mile 426.9), another picture-perfect anchorage. On September 9th



we cruised through the Grand Canyon of the Tennessee which is absolutely breathtaking - a highlight of our cruise!! Marine Max of the Tennessee River at Ross Landing in downtown Chattanooga is a great place to stay. The City of Chattanooga has spared no expense to making cruising visitors welcome. Make the Visitors Center at Ross Landing your first stop. You could spend days here while taking in the many attractions in the area. A free shuttle bus is available in the downtown area. The view of OMEGA docked at Ross Landing was taken from the beautiful walking bridge across the Tennessee River.

Leaving Chattanooga on September 11, we continued upstream through Chickamauga Lock. The next seven days were spent in a rural and very scenic section of the Tennessee River on Chickamauga Lake and Watts Bar Lake. Watts Bar has many coves which are fairly close together and are perfectly beautiful anchorages. We anchored at Sale Creek (mile 494.8) on Chickamauga Lake and at Foshee Bend (mile 537) and East Martin Light (mile 548.3) on Watts Bar Lake. The Captain turned OMEGA around at mile 555 (elevation 741 feet) and said it was time to head downstream. We've been through 18 locks and have cruised about 1680 miles. We look forward to many more great cruising days as we head home, estimated ETA late November. If you happen to be cruising anywhere along our route, please be sure to hail us.



**OWENS, Ron & Charma (#401) 2008 • Mainship 34 Pilot • WAYPOINT Apollo Beach, FL**

## **A World of DeFever Cruisers**

In July, I had the opportunity to visit our daughter, son-in-law, and grandson in France. Rick was transferred by his employer in September 2008, and they are now living in a small French village where they are the only Americans. The town is only about 35 miles from Paris, so trips into the city were easy. The town is known because the church in the village center was the location of the first miracle performed by Saint Joan of Arc. But, to me, it is Lagny Sur Marne which means it is located on the Marne River. Naturally, there are docks along the river for the canal boats who wish to stop, visit the village, and provision at the local patisserie (bakery) or market.

The river boats are quite different from the boats we are accustomed to, and built for the purpose of traveling the rivers and canals in Europe. The scenery is lovely, the villages are old, historic and very picturesque, and the wine



plentiful, as are the locks and bridges!

I was pleased to be able to meet up with fellow DeFever Cruisers and friends, John and Karen Siscoe (#499, DF 46 POC CHATEAU) aboard *Chateau Deux* in the village of Ruile in the Champagne region. They were tied up to the dock along with another canal boat, next to the town park. We were planning to have lunch, but found a problem with having lunch in Ruile - there were no restaurants in Ruile! Fortunately, our car held the five of us (although my 10-year old grandson found himself riding in the boat), so we drove a short distance to the village of Damery where we found a river front restaurant, Au Bateau Laroir. We all enjoyed the plate of the day which consisted of avocado/salad, beef



*Demery and the Marne River*



*River boat on the Marne*



*Charma, Amy, Rick & Andrew at Ruile Park*

cheeks, french fries, and a pear tarte. Oh yes, and wine! Don't forget the wine!

This was one of the prettiest days during my visit, and the warmth of family and friends is an added treat. It is truly special to be in such a lovely spot, so far from home, and find DeFever folks nearby. I appreciated John and Karen's hospitality, and I believe we all had a very enjoyable day. It is true that DeFever Cruisers can be found everywhere!

As a side note, John gave a slide presentation and talk about their European canal boat and trips during the DFC Rendezvous aboard the cruise ship two years ago. This kind of cruising is very different from our cruising here, but just as much of an adventure and certainly scenic. Pete and Lil Satterlee (#592, DF 49 RPH - MERMAID LIL) are also cruising the canals and the two couples meet up many times along the way. I'm sure if anyone is

interested in this kind of adventure, either of the couples would be happy to share experiences and information.

Always remember - it's about time on the water! Keep on cruisin' -- wherever!





## Timing is Everything

Our spring/early summer cruise this year was probably the rainiest ever. We left Venice, Florida, on March 29 and headed to Jekyll Island, Georgia where we stayed for a week while I took a photography workshop. Next we went north to Isle of Hope Marina, near Savannah where we stayed for another week with Mike and Jane Ross (#641) aboard their DF44, BLESSINGS. They then headed north and we went back south, into the St. Johns River. Then the rain came. And came. Over a ten day period, we got about ten inches of rain in the Ortega River (Jacksonville), as Daytona and other nearby locations were the recipients of about two feet of the Florida 'liquid sunshine.'

After Memorial Day, the weather incrementally improved. GONDOLA continued to head south, but we traveled early each day, and dodged storms that developed in the late afternoon. Finally, as we approached the Space Coast, we hit a few days of stable, dry, air. We checked into Cocoa Village Marina and experienced the pleasure of blue skies. The marina was well located, right across a busy highway from Historic Downtown Cocoa, with its shops and restaurants – definitely worth a day's exploration. We had dinner the first day with Jim & Ann O'Malley (#238 , DF43 WILD GOOSE). Later, they took us on a tour of the area that we would never have seen on our own.



For a few weeks, we were not the only ones inconvenienced by excessive precipitation. The space shuttle *Endeavour* was due to land at Cape Canaveral, but the landing was twice delayed by weather. Now, I get antsy when we cannot leave a dock with GONDOLA because of weather, but I think that I'd get REALLY antsy if I was circling the earth and couldn't get down! At last, *Endeavour* was diverted to California for a safe landing.

Well, our second evening in Cocoa was pretty hot and sultry, so we had an early dinner aboard GONDOLA – in the air-conditioned cabin. The TV was on, tuned to local news. A newscaster broke in to say that a Boeing 747 with the piggybacked space shuttle *Endeavour* was about to land at the Cape. Cocoa is south of Cape Canaveral and the wind was from the south; I did not expect *Endeavour* to come near. Nevertheless, Barbara and I went to the boat deck with cameras in hand, and we could see a dot with a headlight to the north. It gradually came closer, and I began clicking, hoping that the 200mm lens would be up to the task.

The shuttle got closer, and closer, and I began to shout, "c'mon, baby!" She did, and passed so close that I had to zoom the lens out to 130mm; the 747 totally filled the viewfinder! The balconies of an adjacent high-rise condominium were filled with people taking pictures, cheering, and high-fiving this very unique and moving experience.

Who could have guessed that this would happen? Timing is everything.



**JOHNSON, Doug & Tammy (#990) 2002 • DeFever 49 RPH • GYPSIES IN THE PALACE  
Green Cove Springs, FL**

## Cruising the James River in Virginia

Cruisers who travel from Florida to the Chesapeake Bay often miss one of the most beautiful and historic cruising areas, the James River. The 90 nautical miles from the Hampton Roads (where the ICW meets the Chesapeake Bay) to Richmond, Virginia is not only scenic but is also easily navigated.

GYPSIES IN THE PALACE and SEPTEMBER SONG (Bob Van DeGejuchte and Stephanie Wakelin, #734) cruised up the James River in early August 2009. Our first stop after Norfolk was the Chickahominy River, a 46 nautical mile trip. The Chickahominy River (known locally as “the Chick”) is a fantastic river for boating, since it is navigable for 15 miles before reaching a dam, and the entire river has plenty of water for cruising. It is a minimum of 10 feet deep and often has much more. There are only a couple of marinas along the river and only one of any significance, Rivers Rest, which is \$2.00 per foot, but there are plenty of places to drop your hook in secluded little coves.

Our anchorage was between green markers 15 and 17 in about 12 feet of water just off the main channel, about five miles from the James River. The river also just screams for dinghy exploration as there are numerous creeks and tributaries off each side. Since the Chick is a busy river, there is a fair amount of small boat traffic during the day on the time.

We spent hours our first day in the Chick exploring in *Half Note* from SEPTEMBER SONG and *Hobos* from GYPSIES IN THE PALACE, our family cars. We were surrounded by bald eagles, osprey, egrets, and blue herons, and the fish were darn near jumping into our dinghies, they were so big and active!! The river itself was lined with lily pads that gave rise to marsh grasses and wild orchids that were bordered by pine and other wonderful hardwood trees - often the cypress trees would be out in the water among the lily pads!!!

The whole river was lit up by the reflection of the clouds in the glass-calm water. We explored all 12 miles of the river until we hit a dam and could go no further - the water in this “little river” is plenty deep and in places was well over 70 feet (although there are certainly places with shoaling where the water is only a couple of feet deep, but those areas seem to be well marked). Many of the houses along the river were perched up on the top of cliffs



*Westover Plantation*

with stairs that seemed to go to the sky - if they forget something on their way to their boats, bet they don't go back for it!! There are a bunch of little beaches for relaxation and the water is clear and cool for swimming.

It was a magical ride - we stopped at the little marina, River's Rest, on the way home for burgers and beers and the chef even came out and gave us a plate of crawfish that he had been cooking! The marina/restaurant/motel with swimming pool appears to be a family affair and is a great alternative for someone wanting a marina for a night - although I can't imagine not wanting to anchor in this river as there are so many wonderfully protected and scenic spots!!

As you head west up the James River, you pass majestic old southern plantations, several of which can be seen from the river, including Sherwood Forest, the home of Presidents John Tyler and William Henry Harrison.

As it approaches Richmond the James loops around several islands, although several have cutoffs to shorten the trip. The loops are easily navigated, have plenty of water and are great locations for anchoring. We anchored on the loop that goes around Jones Neck Island but there is also one around Turkey Island, which is a wildlife refuge. One thing to note is the pond in Hatcher Island has been blocked off and is no longer available for anchoring. Due to its beauty and the existence of a small boat ramp in the Jones Neck Loop, there is a fair amount of small boat traffic especially on the weekends, but it dies down at night and during the week. However, the boat ramp was the perfect spot for us to tie up our dinghies to hop in the car Doug's sister had lent us for several land-based excursions.

Above the Benjamin Harrison Bridge near Hopewell, there are a lot of factories so the water cleanliness is a little suspect and while there is plenty of wildlife, we were a little hesitant to swim, although we saw numerous people in the water waterskiing and wake boarding in the loops where we were anchored. Guess the gin-clear waters of the Bahamas spoiled us. Farther up the river, there is a marina just outside of Richmond called Rockett Landing, which will handle most of our boats although we prefer to anchor when possible, and there are plenty of great anchorages, although none within walking distance of Richmond.

Richmond is a charming old southern city steeped in history and with lots of tourist things to see and do. Unfortunately, the attractions are spread throughout the city so they would be almost impossible to do on foot. Renting a car for the day allows you to travel all over the city so you don't miss anything.

We started out at the Civil War Visitors Center in the old Tredegar Iron Works. Richmond was both the industrial and political capital of the Confederacy. The Iron Works, as the largest iron producer in the South being situated right on the James River with five railroads leading out from the city to various parts of the state and points south, was a large cog in the industrial engine that fueled the Confederate war machine.

The Tredegar Iron Works were also largely responsible for helping the South rebuild after the war. As such, Richmond was a prize that was fought over during most of the Civil War (or the War of Northern Aggression as it is referred to here in the South) with battles being waged from 1861 through 1865 by the union forces in an attempt to capture Richmond. Many momentous battlefields where Gen. Joseph E. Johnston and then Gen. Robert E. Lee held off the Union forces of first Gen. George B. McClellan and then Gen. Ulysses S. Grant surround Richmond - far too many for us to view in a day! It was not until the city of Petersburg fell after 10 months of resistance, that Richmond was evacuated and Union soldiers finally entered Richmond on April 3, 1865. On April 9th Lee surrendered to Grant at the Appomattox



*Statue of General JEB Stuart*

Courthouse right outside of Richmond, thus ending the War Between the States.

From the Visitors Center, you can walk along the Canal Walk which parallels the upper reaches of the James, which is not navigable due to the old locks and boulder strewn waters. We preferred the air-conditioned car, given the 100 degree weather. Instead we headed over to the Virginia War Memorial and were given a tour by a wonderfully energetic 88-year-old volunteer named Jack. The names of all the Virginia war dead from WW II, Korea, Vietnam, and the Persian Gulf are etched on glass and marble walls. It is a poignant reminder of how many have died fighting for our freedom over the years.

Nearby is Hollywood Cemetery, which is one of the prettiest cemeteries we've ever seen, as it sits perched atop the James River with its rolling hills and views out over Richmond and the rocky river. Here we found the Confederate War Memorial as well as the graves of many Confederate war heroes, including Gens. George Pickett, J.E.B. Stuart (who died during the Civil War), Fitzhugh Lee, and President of the Confederacy Jefferson Davis and his wife Varina. It truly was like stepping back in time to see the Confederate flags proudly flying and to see how many of the headstones were dated during the Civil War - there was even a separate section of the cemetery for Confederate officers!

After leaving the cemetery we drove through some quirky residential areas until we reached Monument Avenue, which is like no other street we've ever seen!!! It is several miles long lined with beautiful stately homes, lush landscaped yards, towering trees and commemorative statues in the center grassy slip.



*Home on Monument Ave*



*Capitol Building in Richmond*

Many of the statues were of Confederate heroes (Lee, Stuart, Stonewall Jackson and Davis) but several were non-military - one is for Arthur Ashe, Jr. and another to Matthew Fontaine Maury, nicknamed the pathfinder of the seas and the father of oceanography.

Not even in Charleston or Savannah did we see such a collection of unbelievably beautiful homes one after another – we’re sure if the walls of these old homes could talk, they’d have quite the stories to tell.

The old riverfront area of Richmond is called Shockoe Slip (pronounced “Shokee”) and is a place not to be missed. Old tobacco warehouses have been renovated over the last 20 years and now house great little funky shops and restaurants. We had lunch at a place called the Tobacco Company housed in an old brick warehouse - the food was great, the beer was cold and the atmosphere was of southern charm and hospitality!

Our last stop in Richmond was to see the capitol building, designed by Thomas Jefferson. Set up on a hill with a brick walkway lined with flowering gardens leading to it, the white capitol building shone majestically in the sun! On one side stood a beautiful statue of George Washington and on the other was the Executive Mansion where Jefferson Davis lived and worked during his term as President of the Confederacy. While there is plenty more to see and do in Richmond, we reluctantly said “uncle” and went back to relax on our boats in our nice little anchorage for the evening.

The best marina in the James River is at Kingsmill Resort, a great golf and tennis resort originally built by Anheuser Busch, in Williamsburg. It is located near the Anheuser Busch bottling plant, Busch Gardens, Water Country, and many other Williamsburg attractions. Kingsmill has shuttle buses that can take you into the historic area of Colonial Williamsburg, a wonderful re-creation of the colonial historic town complete with actors in period dress, working blacksmiths, printers, coopers, and other tradesmen, working farms and four taverns serving period food and drink. From Kingsmill, you can also visit such historic sites as Jamestown, the first permanent English settlement in the new world, and Yorktown, the location of the final battle in the American Revolution.

You will run out of time before you run out of things to do in the Williamsburg area! So get off the beaten path and head up the James River for a beautiful scenic trip filled with wildlife, great anchorages, cool towns, and plenty of history. Its well worth the detour!



LINDSEY, Mark & Susan (#751) 1973 • DF40 Passagemaker • FORGET ME KNOT Anchorage, AK

## Cruising Alaska

For several years from our home port of Seward, Alaska, my wife Susan and I have cruised Alaska’s North Gulf Coast, exploring Prince William Sound and Kenai Fjords National Park in our venerable 1973 40’ DeFever Passagemaker, the FORGET ME KNOT. This summer, we decided to extend our range by traveling to Kodiak Island and the wilderness coast of Katmai National Park, a voyage of over 700 NM.

Most Alaska trawling takes place in the Inside Passage, as boats from the west coast come north for the summer. Continuing on to our cruising areas requires leaving the protected waters of the Inside Passage and traveling an additional 350 exposed NM across the Gulf of Alaska. The result of this imposing geography is that we don’t get too many boats from “Outside” up here, and that’s a shame. There is a lot to see and do.

Cruising out of Seward can be challenging. The best destinations require open water crossings, typically 25 to 40 NM but in some cases up to 70 NM. We have no



Seward is  
northeast about 50  
miles off this map



*At Anchor, Katmai National Park*



*Katmai Scenery Dwarfs the FMK*



*Kayak Paradise – Shuyak State Park*



*Katmai Brown Bear*



*At Anchor, Uganik Passage, Kodiak Island*



*Sitka Blacktail Checks Us Out*

interest in putting ourselves in a situation where the Gulf of Alaska inflicts suffering on us, as it is very capable of doing, so we are conservative in our go/no-go decisions. Fortunately, the strong low pressure systems that sweep this coast with nightmare weather in the winter (we don't *really* want to see 30 foot seas) generally weaken and sometimes relent entirely in the summer, offering good conditions for our fairly modest crossings.

Alaska has more coastline than all the other states combined. Kodiak Island is the second largest island in the U.S. (Hawaii's Big Island is #1). Katmai National Park is itself about the size of Connecticut. Combine these

facts with a paucity of cruising boats, and the predictable result is that there is plenty of room for everyone. In 23 days of travel we anchored out 21 nights and shared an anchorage only once. This country also brings out the best in a trawler. After all, our boats are designed to enable us to travel great distances comfortably, for several weeks at a time, all without touching a dock, and that is exactly what cruising in Alaska is about.

Normal Kodiak summer weather can be kindly described as maritime. In our case, we had sunshine for 22 of the 23 days, which may not be duplicated in this region for years. The water was also very cooperative, and we enjoyed crossings in seas generally no larger than four feet. We did have some “fun” transiting the notorious Shelikof Strait that separates Kodiak Island from the Alaska Peninsula, and had water shooting through the bow hawse holes for a while. Fortunately, after a half hour of this, the tide slowed down and so did the water.

In the course of the trip we saw countless seals and sea otters, dozens of eagles, sea lions, whales and dall porpoise, thousands of a wide variety of sea birds, several fox, Sitka Blacktail deer and 18 brown bears, including cubs. Halibut and rockfish were ours for the taking, and we even managed to snag a red salmon (perfectly legal in salt water). In August and particularly September, these waters offer excellent fishing for silver salmon. Even though we are accustomed to incredible scenery/wildlife viewing in our normal cruising areas, we swooned at the Katmai coast offerings.

For anyone who wants to see more images from this trip, we have an album at Picasa at <http://picasaweb.google.com/aklindseys/KodiakTripIncludesVideos?feat=directlink>

We also maintain a web site at <http://web.acsalaska.net/~aklindseys/fmk>.

We would be delighted to hear from anyone contemplating a trip to Prince William Sound, Kenai Fjords National Park, the Kodiak archipelago or the Katmai Coast.



**BREWER, Michael & Lynda (#1171) 1988 • DeFever 44 • TRINITY ROSE • Mission Viejo, CA**

## **Tale of a New DeFever Owner**

We are new to the DeFever Cruisers and very anxious to hear about some of the adventures of this group. We just purchased our 44' TRINITY ROSE in San Francisco, CA, taking delivery on July 27. Our first cruise was from Sausalito, under the Golden Gate Bridge around Angel Island, then to our slip in Emeryville, CA. We are in the process of doing some upgrades, then we plan to cruise to the Pacific NW in a year. We hope to cruise the inside passage of British Columbia and eventually Glacier Bay. My wife and I cruised through the passage a couple of years ago in our 26' Grady White with some tight quarters to live in. We were still speaking after our trip and decided we needed a trawler with some room.

The Grady went up for sale and the shopping began. We almost purchased a Kadey Kroger in the NW, then shopped the SW and East Coast. After a considerable amount of research on the KK 42's we found there was just too many common issues to deal with. Our boat was supposed to be fun and now it was turning into a headache - not only from the shopping, but the emotional issues that developed with purchasing a boat that is on the opposite coast. We finally decided we were trying too hard to find our dream and felt the right boat will come along at the right time.

We took a little trip to San Francisco keeping our eyes open when we found her. She had very little use. She is a 1988 with all the cushions still in their OEM plastic packaging. The master stateroom mattress was still in plastic. The engines looked new with all new belts, hoses, filters, clamps and \$12,000 in servicing. We made our offer and before we knew it, we received a counter. We agreed to the purchase price, scheduled our sea trial along with having our surveyor along to check engines for any noises, vibrations, leaks, temperature readings - and all checked out okay. We scheduled haul-out the same day with surveyor present, and after inspecting hull and running gear authorized continuing survey of everything on the boat. Survey went great with a few minor recommendations to repair or upgrade. We authorized the boat yard to service the bottom, tune up the props, install the prop shaft razor cutters, and zincs. One month later we closed escrow.

We hired a captain to go out with us for a few hours our first day. We learned some tight quarter maneuvering and boat handling skills. We felt confident enough to do a short cruise and head to our slip. My wife and I performed our name change ceremony along with sharing plenty of champagne with the gods of the deep and winds of the north, south, east and west. We unveiled our name that was covered on the transom along with some more toasting and off we went. We started off nice and smooth but soon hit the westerly afternoon blow. If you haven't been on the water in San Francisco, it is amazing. The cool ocean water and warm inland air merge, creating dense fog and a huge vacuum of air blowing onshore. We were not used to our 44' DeFever and having four foot+ wind chop that looked like a giant washing machine coming at us everywhere. I had spray coming up higher than our flying bridge. I made some course changes, and after heading into the seas for a short time I was able to put the weather at our backs and had a smooth cruise into our marina.

We thought everything went well for our first cruise and we were confident we did a good job. We now needed to put her into our slip and this boat seemed awfully beamy to go into this narrow opening. Even after speaking with the Harbor Master a couple of times and letting them know our beam is 15' and the slip is 15' - not sure but we may need a wider slip. The answer was it will be OK as the hull tapers up from the water line and should be fine. Took her into the slip nice and slow and about half way in decided to get on the dock and take her in manually. Well due to our width, our starboard lower teak rail rubbed the cement dock post and scraped about a 10" section of teak - bumper - my first scar on her. I tried to push the boat over to install some fenders but couldn't move her. When I checked the other side I found we were up against that side of the slip. Yes we are too wide so I contacted the Harbor Master. We were relocated to another slip and "Ta Da!" we are in and secured for a great night's sleep on our TRINITY ROSE.



**HEIN, Dick & Mary (#1189) 1979 • DeFever 43 • HEINSITE • Sebring, FL**

## **The New Adventures of HEINSITE**

After two years of searching on both coasts as well as the Gulf coast and the Great Lakes, we finally connected on a boat we could embrace. She is a 1979 DeFever 43. A large craft with twin Ford-Lehman diesels, she is heavily built and very well equipped. She comes with lots of spares and good past documentation.

Among her attributes are a washer dryer combo and two AC units. All the counters and bathroom vanities are Corian with molded sinks. It has an older but workable autopilot. A 48-mile radar graces the flying bridge along with older but functional instruments. The interior is in good condition and easily the best of any of the 43's we looked at. A chest freezer is built into the salon and clad in attractive teak. The house battery bank consists of four brand new L-16's plus an 8-D for starting. She has a 3kw Trace inverter with a newer 8kw Kohler genset. Ed Flinn (#408) the prior owner, and I must have more than the average amount of common DNA because this is just about exactly how I like a boat set up.

We drove to Savannah to see 'OL FRIEND on September 29<sup>th</sup>, planning on staying overnight. We viewed the boat and decided to make our offer and arrange for the marine surveyor to examine the boat. The surveyor couldn't make it until October 1st, so we ended up staying a couple of extra days. The boat passed survey and we were in business.

It took several days to get our stuff together, literally. We rented a small Penske truck to haul all our gear. We still had lots of boat gear left over from THE DORCAS HARDY: anchors, pumps, charts etc. Then lots of clothes, pots and pans, food, well, you get the idea.

Thusly loaded, we arrived in Savannah on October 9th. The boat was still out of the water at the Sail Harbor Marina and Boatyard. After the official closing and exchange of funds, the boat went into the water. The yard let us spend the night just behind the travel lift and let us bring our truck down to the water's edge to do the unloading. That afternoon was in the 90's, unseasonably hot in Savannah and quite humid as well. We were sweating even before we began. Man it was hot!

I tried to get the air conditioning going but couldn't quite figure out the electrical panel. I called Ed for help.

He lives in North Carolina and couldn't figure the problem out over the phone. Mercifully, Ed called his boat mechanic who came right over and got it going. It was just a question of throwing the right breaker. I was very near heat stroke at this point. My tee shirt was sopping wet, I could barely move, and thinking clearly was difficult. It was a tough afternoon, for Mary as well. While I was turning my shirt into a wet mop, she just kept hauling stuff down. We got the truck about half unloaded before quitting. The next day we got an early start and finally finished unloading the truck.

Saturday afternoon, Ed drove down to help us sort out all the boat's systems. That was a big help! Even better, he and his wife took us to drinks and dinner at the Savannah Yacht Club that evening. That was a treat! The SYC is a genteel sort of place, oozing southern charm. Only the member's menu had prices on it. I hadn't this quaint practice in a long time.

The yard had done some work for us already, servicing the thru-hulls and installing new zincs. However we declined the \$50/foot charge for bottom paint. We decided to take her to Green Cove Springs, to a do-it-yourself yard where we can stretch our meager boating dollars. The next few days were spent getting things squared away, emptying boxes, and generally getting used to the place.

There are lots of good restaurants around the marina and we found a most excellent Chinese place. A "mom and pop" place that only had four tables furnished the best Chinese food since San Francisco. It was so good we decided to get 10 lunches to go. We took them back to the boat and put them in the freezer. Enjoyment on demand!

I also decided to replace the port light in the aft head with a hatch. The hatch would serve as an emergency escape route and let in lots more light as well. After talking the matter over with Randy, the yard guy, I ordered a 22"x22" hatch. I found one in the West Marine warehouse in California and after paying for next-day air shipment, we waited. It arrived the next day as promised but when I held it up against the side of the boat, it was too big. I was aghast! It seems I measured for 22 inches outside dimension, but the catalogue specified 22 inch inside dimension. What we needed was 16 1/2" inside dimension. I had to reorder. Well, two more days added to our stay. Gads! But as Mary pointed out, so what? We have lots of time and what's wrong with a couple extra days in one of the most beautiful cities in the U.S.? She was right.

The correct hatch arrived Friday, and Randy and I (mostly Randy) got the old port light out that afternoon. The next day we finished the job, but even with my (mostly go-fer) assistance the job took a full seven hours. But man, it is nice!

Sunday we went to HHGregg to get a new TV. The TV on board was analog and no longer picked up on-air signals. At HHGregg, which is a new store for us, we were able to use our iPhone to price check with Amazon.com. The store was willing to match the internet price and we picked up a 26 inch LCD set which fits perfectly on the boat. Just in time for football!

At 1045 Monday morning, some \$1300 lighter, we slipped her lines and got underway. As we weaved our way out to the Intracoastal Waterway (ICW), a tremendous feeling overcame us. We were back on the water! After a short while, it was like we never left even though there was this five year dry spell in our lives. But why dwell on the bad times?

We chugged along at eight knots - a full knot and a half faster than THE DORCAS HARDY. This guy is a relative speedster and with twin screws, a delight to handle.

In Georgia the ICW is a meandering waterway, mostly full of marsh grass about four feet tall. Few trees dot the landscape and one can see great distances. It is very pretty! Conditions were ideal and we crossed St. Catherine's and Sapelo sounds with barely a wave. At about 1815, we departed the ICW and entered the New Teakettle Creek. A half mile upstream, we dropped the anchor and settled in. We enjoyed the very red sky at sunset with a couple of glasses of wine and a cool dry breeze. Priceless!

Up at 0700 which is about dawn this time of year, and we were underway with promise of a lovely day. We still didn't know if we were going to Green Cove Springs or Brunswick. Later we called and found we couldn't get into Green Cove until at least November 4th. So it was off to Brunswick where we arrived at about 1215. Except for our upcoming bottom job, Brunswick will be home until April, when we can head north once again.

A word about the name. We were ready to use THE DORCAS HARDY once again. After all, we used it on our two previous boats and for some reason it is still available, and people do remember it. Our surveyor suggested HEINSIGHT as he had to a previous client named Hein. We figured changing 'sight' to 'site' would be more appropriate as that is where we are, so to speak. We put the question to our California friends. Oddly enough, HEINSITE was unanimous. Thus!

Life is good, stay tuned...Mary & Dick





**BJARNO, Hans & Peggy (#839) • 1986 Albin 43 Classic • AQUA VITAE • Baltimore, MD**

## A Different Kind of Cruise

As “Pre-Retiree” cruisers, we envy what we read about and hear about from fellow boaters when their cruising experiences lead to exploration and new vistas. In general, we cruise out of our Baltimore, Maryland marina, out the Patapsco River for an overnight or two and then back to Anchorage Marina to wait for the next weekend that offers cruising weather.

In August we had an opportunity to have a different kind of cruise. Short but sweet, it was nonetheless memorable.

A little intro: Hans was born in Denmark and grew up in Copenhagen. As a young man he was expected to do service in the military. At six feet plus he was tall enough for the Queen’s Guard, which would require several months of extra service in officers’ school before the end of his obligation. The only way out of this duty was to go to sea. Assigned to the cutter HMS Mågen in Greenland waters, Hans was restless. An opportunity to fill a vacant spot as a cadet on the tall ship *Danmark* gave him a chance to shorten his military responsibility.

Denmark was at that time a leader in maritime commerce, with *MÆRSK*, *EAC*, and other Danish merchant lines plying the oceans with goods. It was the hope of the Danish government that after a time on the *Danmark*, the young man would become a merchant mariner on one of the Danish lines. Hans did exactly that, but that’s another story.

*Danmark*, built in 1933, is a 253’ steel-hulled vessel and carries a crew of 15, as well as 80 cadets. The ship is not part of the Danish military, but is sponsored by the Danish government. Her connection with the U.S. is powerful; far out at sea when Germany occupied Denmark in April of 1940, the captain and crew of the ship held a vote on their immediate future. They elected to offer themselves as tools to the U.S., to be used however they and the ship might be the most useful. She remained in the U.S. as a training ship for the U.S. Coast Guard, where thousands of Officer Candidates were trained in the arts of seamanship, until the end of the war when she was returned to the Danish government.

Skip now to 2009; Hans is living in Maryland, and shares the pleasure and pitfalls of boat ownership with me, his wife Peggy. We have a 1986 Albin 43’ Classic Trawler, “*Aqua Vitae*” (translated to “Water of Life,” but also, let’s face it, known as a powerful, thrice distilled Danish beverage). While still passionately Danish, Hans has his American citizenship and maintains connection with Denmark through Skype conversations with his sister and many friends, and a special edition Danish newspaper called *The Danish Pioneer*. It was in this publication that he discovered that the *Danmark* was coming to Baltimore in August.

He contacted the skipper of the *Danmark*, and found out when exactly they would be entering the Patapsco River. If nothing else, we could wave from the harbor wall. . .

Both of us are in the Coast Guard Auxiliary, and we’ve managed to qualify *Aqua Vitae* as an Operational Facility, which means that we can do safety patrols when needed. Hans called the Flotilla Commander to see if we could be assigned as an escort of the *Danmark* as she entered Baltimore.

It was all arranged, and we had a crew of 8 as we left the dock at 8:30 on the morning of August 19<sup>th</sup>. Without authorization, we were flying a large Danish flag – it just seemed the thing to do.

A warm day, and gray, the *Danmark* looked like a ghost ship as she steamed up the Bay, the Chesapeake Bay Bridge a shadow behind her. We slowed *Aqua Vitae* to a stop as the ship neared, and our crew manned our rail and saluted her as she passed – a lovely white hull with massive masts, spars and sails above us. The cadets, spidery forms in the rigging, cheered and waved their hats in delight. We were told later that this had never happened before, that they would be greeted by a boat flying their own flag, and showing such obvious respect for the *Danmark* and





*Aqua Vitae with Danmark (Photo courtesy of Joseph R. Wyatt)*



*Hans at the ship's wheel*

all her crew.

Truly, the escort was an honorary position, as very few boats tried to approach, and there was never a time when either the *Danmark* or any other vessel was in “danger.” But what a thrill it was!

After passing under the Francis Scott Key Bridge, not one but three tugboats approached, and the Maryland Harbor Pilot boat as well. We were fortunate that one of the men on board the Pilot Boat was Joseph R. Wyatt, Public Relations Officer, and he circled us twice, taking many pictures which he generously shared.

As we entered the Inner Harbor, the tall ship *Constellation*, tied to the quay on a permanent basis, shot off her canon in honor of the *Danmark*. We courteously waited while two tugs gently placed the *Danmark* against the west wall of the Harbor, then we pulled into a spot in front of her marked “Police Only” to tie up.

After securing *Aqua Vitae* some of our crew went ashore to get a closer look at the big ship. We were cordially invited to the VIP section on the fantail (on board known as *poopen* or poop deck) and were provided fresh fruit, coffee and a Danish pastry. After returning to *Aqua Vitae*, we were making preparations to leave when three of the officers of *Danmark* came aboard to visit and thank us for providing the escort. Chief Engineer Rasmus G. Laustsen, Chief Steward Poul Thomasen, and the Ship’s Doctor Niels Katkjaer, shared some of their experiences and told us more

about the beautiful ship and her training mission.

On Friday the entire USCG Auxiliary crew of *Aqua Vitae* was invited by Captain Kurt Andersen to attend a special reception on board *Danmark*. Hans and I went, and were treated to delightful Danish treats, and entertained by the new friends we had made several days before. We left with a care package of Danish Herring and Liver Pate

(two very special Danish delicacies) and promises to stay in touch. The *Danmark* slipped away two days later, headed to the next stop on her voyage, a tiny village in Ireland.

For Hans, it was an experience of déjà vu, as he touched the giant ship’s wheel, and walked the deck planks of the beautiful ship. For all of us on board *Aqua Vitae* that day, it was an experience to remember.



## Dinghy Docks in Marathon FL

As two relatively new cruisers, we sometimes assume that everybody else knows just about everything or that our discoveries are well-known by 'career' cruisers. Imagine our surprise when a well-traveled (miles, not age!) DFC duo mentioned that they found two previously unknown docks during their 2009 return to the Marathon area. Beforehand, the crew of LUCKY STARS more or less took the spots for granted. In the spirit of cruisers helping cruisers who don't want to walk too far when carrying provisions, here are some convenient dinghy docks available to boaters in Boot Key Harbor.

For starters, the City Marina provides a multi-day permit to those that pay a nominal fee for a place to 'park.' Along with the laundry and wi-fi, a national home improvement store and various shops are within convenient walking distance. Another dock is located at the end of the channel north of the Dockside Bar & Grill. The privilege to keep your dinghy there is usually a \$5 fee. One should be prepared for a long stretch when the tide is low since no ladders were around. That's still worthwhile since it's only a couple of blocks from Publix for fresh provisions. The Crane Point Museum and Nature Center (<http://www.cranepoint.net>), an interesting and peaceful get-away, is also within walking distance. A dinghy dock is also located by West Marine and is reportedly for those who make purchases at this local store. There are more spots so listen or ask the daily VHF Cruisers Net for local knowledge.



GRAHAM, Wally & Janet (#1133) 2003 • DeFever 45 • CHRISTINE San Anselmo, CA

## Cruising British Columbia

My wife and I bought a DeFever 45 in Seattle in March of 2008 to satisfy my dream of cruising to Alaska on my own schedule. We spent the summer and fall of 2008 exploring the waters between the southern end of Puget Sound (Olympia) and the waters around the Straits of Georgia (Jervis Inlet), Vancouver and Victoria, B.C.

In April of 2009 we started what we hope will be a two year trek to Alaska. We took 10 days to move the boat 250 miles from Ladysmith to Port Hardy at the northern tip of Vancouver Island. We were the only cruisers out that early in the year. The average daytime high temperature was a sunny, brisk 45 degrees. We met one other cruiser, a French man, single handing his 45 foot sailboat from Tahiti to Alaska. It was wonderful having everything to ourselves. We live near San Francisco so we are making the trip in 10-15 day increments.

We returned to the boat in May and explored the Broughton Archipelago which is between Northern Vancouver Island and the mainland of Canada. By this time, the daytime temperature has risen to 55 degrees. However, the Canadian boaters were still not out enjoying the country. There were a few boats, but we still basically had the country to ourselves. We explored various fjords with snow on the mountains above us. When we stopped at a marina, there were typically no more than one or two boats, and most of them were not yet open for the season. Due to the lingering snow pack on the mountains above us, some places such as Kwatsi Bay had five or six waterfalls cascading down into the salt water - it was lovely.

We returned to the boat in June, left Port Hardy and took two weeks to move to Shearwater, which is roughly halfway to the southern edge of Alaska. By this time the daytime temperature was averaging 65 degrees but still there were very few people cruising. Some boats were on their way directly to Alaska, but since we wanted to explore the B.C. waters, we took numerous side trips.

One highlight was going into Seymour and Belize Inlets which is a fjord system shaped somewhat like a "Z", with purportedly 192 miles of channels. In three days we saw exactly one kayaker and one commercial eco-tour boat. No other cruisers. To get into this inlet you have to go through Nakwakto Rapids which are nothing more than a very narrow opening in a ridgeline approximately 150-200 yards wide. During maximum tides currents get up to 16 knots. You only pass through near slack water. We had to wait approximately one hour before we entered the rapids, approximately 50 minutes before slack water. From there we rounded Cape Caution and entered Rivers

Inlet which is a famous salmon fishing area.

We stayed at Duncanby Landing one night and were the only boat at their marina dock. We saw a humpback whale swimming approximately 300 yards off the dock. We passed a pod of Orcas exploring the inlet and had the privilege of being the only boat anchored in Johnston Bay which is a teardrop shaped bay approximately 20 miles east of the main north-south inland passage route. No one seems to veer off the beaten path. We continued on to Bella Bella, stopping at such places as Namu, which is an abandoned salmon cannery. In taking a walk to a lake above the cannery we had to avoid numerous piles of grizzly bear droppings. It adds to the excitement.

We left the boat in Shearwater and then returned in July for continued explorations of the fjords and towns such as Ocean Falls, which was a lumber pulp town of approximately 5,000 people. The pulp mill closed in 1981. There are now 40 year round residents and abandoned five and six story buildings, hotels, houses, school, etc. A fascinating place. In August we will return to the boat and continue north to Prince Rupert to explore that area. The boat will stay there this winter. In 2009 we have spent 54 days on the boat and by the end of September, we will have spent 76 days.



**DeFever**  
**TECH**

**CIRILLO, William (#508) 1987 • DeFever 49 Pilothouse •  
GLORY DAYS Ft. Lauderdale, FL**

## **Fuel Tank Replacement**

I have a 1987 49RPH Defever with four fuel tanks in the engine room. The two forward tanks hold 200 gallons each and the aft tanks 300 gallons each for approximately 1000 gallons.

I filled my tanks the day before I discovered a leak in my port aft tank. Upon entering my saloon entrance the next day I detected a strong smell of diesel fuel.

I finally mustered the courage to enter the engine room. My worst fear had come true. A small stream of red diesel fuel was running from a 3x3 inch drain hole at the middle of the tank. The weep hole was part of the fiberglass tank cribbing wall that the tank rested in.

The fuel was running into the bilge. The stream was not overwhelming and could be managed with oil absorbing rags. The boat is located on the Intra Coastal Waterway in Ft. Lauderdale at the Coral Ridge YC. Any oil pollution would be noticed immediately. I switch my bilge pump off. The oil absorbing rags contained the spill. At this point the situation was temporarily under control. I could not transfer due to the full tanks. I had the helpless feeling that unleashed every curse word I could think of. After a sleepless night, the next morning I took a deep breath and started the repair process.

There is one thing about Ft. Lauderdale, the so-called yachting capitol of the world: you can find a large selection of people to repair any boat.

I contacted a tank cleaner to pump out the fuel in the leaking tank. He responded immediately and pumped the tank dry. However he would not return the fuel at a later date - a \$600.00 hit. I am sure he sold it the same day, but what could I do. The leak was stopped and that gave me time to contemplate my next move.

I was very lucky to know a boat repair guy who was not afraid to tackle any job. After meeting with him in the engine room, he agreed to do the work. He had that confident attitude, was experienced and had the right tools. We came to the conclusion that the leak was at or near the bottom. It was impossible to see where the leak was coming from because the tank was against the hull and the lazarette bulkhead. We decided to remove the tank with a sawzall. It took seven hours of cutting. I lost track of how many blades he used. Each of the 20 heavy jagged pieces was removed through the lazarette hatch very carefully to avoid damaging the gel coat, etc. The pieces were laid on the dock.

Considering the tank was almost 20 years old, the steel was in excellent condition except the lower inboard aft corner was rotted through due to trapped water in the crib wall. An extra weep hole at that point, when the boat was constructed, would have solved the problem. Another well intentioned idea turned bad was sheathing the tank with fiberglass. A great idea, but any nick or ding in the fiberglass that was exposed to water allowed the moisture

to fester and rust the tank.

Angle irons welded to the tank and lag bolted to the hull were never painted and were also a source of rust and rotting. These problem areas were impossible to see and repair. The tank rested on rubber strips that prevented the tank from rubbing on the hull and allowing for air circulation.

So where did the water come from? With the tank removed and everything exposed, I ran a hose full force on the above teak deck for a considerable time and found no leaks. Now on this particular hull design, they installed four stainless steel louvers about 4x20 inches on the outside of the hull, two on each side. Their purpose was engine room ventilation. Not many defevers were built with this design. I ran the hose on the louver, even though it was slanted down, water came splashing through. The water mystery was solved! At a later haul out, I removed the louvers and sealed the backsides with a plastic sheet and 5200 and re-installed the louvers.

The next step was to make a template of the tank with strips of wood and hot glue. We measured very carefully, checked and rechecked, and were very confident that the leaking tank dimensions divided into two sections would fit through the double saloon doors and down the saloon hatch and into the engine room.

I contacted Jack Downs, a well known fabricator in Ft. Lauderdale, to build the tanks. He came to the boat to check our figures and review the installation plan. He was a stickler for details, to a fault! After spending some time re-measuring he agreed with our figures. He recommended marine grade aluminum with two large clean-out ports. He started fabricating the next day.

About two weeks later the tanks were ready. The two tanks arrived in a pick-up truck with two men. The tanks looked beautiful and the welding looked perfect. At this point I was in a state of high anxiety as they started the move. In about 20 minutes the four men, two of Jack's and two of mine, lifted the tanks in the engine room. They fit perfectly. This was done with no damage to the boat.

We started plumbing all the fittings. The tanks were twinned together at the bottom with 2 inch ball valves and elbows connected by a hose and clamps. The sight glass, suction and return lines were easy to install.

Now for the hard part, we had to secure the tanks to the hull and connect the fill and vent lines which were in the back of the tank, which were impossible to reach by using our arms. The clearance to the overhead was about 15 inches.

One of my guys was a small, very thin individual who was made to work in confined spaces in boats. He crawled into the space and lag bolted the tank to the hull with welded aluminum angles. We had to vent both tanks with a Y fitting to a single vent.

The fill line centered perfectly over the deck fill, and we connected a hose with clamps. We further secured the tank to the bulkhead by bolting 2x4x2 foot pieces of wood to the aft bulkhead at the top corner of the tank. We also used a lot of 5200 to secure the planks. The tanks never moved an inch in the past four years.

I filled the tanks with water to check for leaks. After two days, no leaks. I emptied and dried the tanks. The next and final step was to fill the tanks with diesel fuel in 50 gallon increments marked on the sight glass. I was surprised that the tanks held exactly 300 gallons.

After the fuel truck left, I contemplated what had taken place over the past seven weeks. I spent \$7500.00 to get my boat back to normal operation. It did nothing to improve the boat. All the work was done at my dock with professional people. This made the project much more pleasant, if I may use that term. I don't wish this repair on any of my fellow DeFever cruisers.

The big lesson to be learned from this is to keep your tank's interior and exterior dry. If this is done, the tank should last a lifetime. If you have any questions on this matter, please email me at [billyvc@optonline.net](mailto:billyvc@optonline.net)



**MCCARLEY, Ted & Nancy (#526) 2002 • DeFever 44 • ALOHA FRIDAY Solomons, MD**

## **A Cheaper Holding Tank Vent Filter**

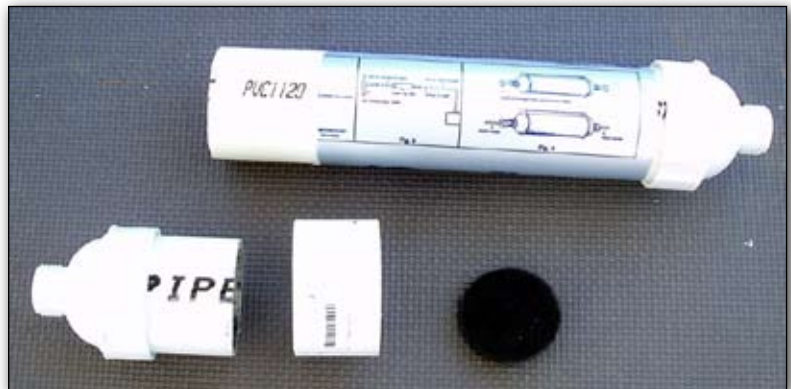
Recently friends of ours asked us to stop by West Marine to purchase a replacement holding tank vent filter. The price of the filter is in the \$85.00 range. Several years ago Ted discovered a less expensive solution to replacing the filter. You'll need the following to complete this project:

- Original overboard vent hose filter
- 2" double female PVC connector (about \$.50 at Lowe's/HomeDepot)
- Activated charcoal (\$18 -\$20 for enough for three fills)
- Ammonia Reducer (optional – not in the original filters)

The first photo is a picture of your original filter - part of the plastic wrap has been removed and we've already cut it.

Cut the filter with a hacksaw approximately 1 1/2" down from the end fitting that connects to the overboard vent hose (a nice straight cut, please). There are black foam filters in either end. Use mechanical fingers to retrieve the one in the long piece. Rinse the foam filters out to clean. The next photo depicts the original filter with cut off end fitting, 2" double female PVC connector and one foam filter.

Activated charcoal and ammonia reducer can both be purchased in pet stores. These components are commonly used in aquariums.



**To assemble your new replacement filter:**

1. Be sure the foam filters are back in place – particularly the one in the long piece before you put in the activated charcoal.
2. Push 2" female connector onto long end of the filter.
3. Fill with activated charcoal to about 1" – 1 1/2" below the center of the female connector. If not using the ammonia reducer fill to just below the center of the female connector.
4. Shake to settle the charcoal while filling.
5. Optionally add the ammonia reducer.
6. Insure that 2<sup>nd</sup> black foam filter is inserted in remaining top piece.
7. Put top piece back on. If you use the plastic mounting bracket for the filter ensure that the two notches on each end cap are in line with each other. That is where the arms of the bracket snap in.
8. Use tape around the connector to secure the assembly. The connection is generally a tight fit so the tape is your call. Aluminum foil tape is very secure, also hard to remove.



**RICE, Dick & Alexandra (#1019) 1982 • DeFever 52 Offshore Cruiser • JENNY West Saint Paul, MN**

**How to correctly interconnect multiple batteries**

*(Provided by SmartGauge Electronics)*

There are a number of ways to interconnect batteries and four of the most common methods are listed below. The key to interconnecting batteries is to balance the battery bank so that each battery in the bank has the exact same total cable length and number of connections to complete the circuit. Unfortunately the most common interconnection, Method #1, suffers from the greatest losses and can have a detrimental impact on battery life. If your vessel is currently using this method it is very likely that you have higher battery maintenance requirements and replacement costs than you would have using one of the other methods. Method #2 is a great improvement, especially when using battery banks of four or fewer batteries per group. If your bank has more batteries per group,

then Methods #3 or #4 should be considered.

The following calculations assume the use of 4/0 boat cable. If your installation uses a smaller gauge cable your losses will be greater.

### Method #1

Connections are all made from the end battery. The interconnecting leads have resistance and at the level of charge and discharge currents we see in marine installations, the resistance will have a measurable effect. 4/0 copper cable has a resistance of around 0.00005 Ohms per foot. This is a very small amount but add onto it the average 0.0002 Ohms for each connection interface (i.e. cable to crimp, crimp to battery post, etc.) we find that the average resistance between each connected battery post is around 0.0015 Ohms (assuming all connections are well made and without corrosion).

While this diagram looks simple, the actual load distribution calculation is not. The power coming from the bottom battery only has to travel through the main connection leads. The power from the next battery up has to travel through the same main connection leads but in addition also has to travel through the two interconnecting leads to the next battery. The next battery up has to go through four sets of interconnecting leads. The top one has to go through six sets of interconnecting leads. So, mainly due to the added connections, there are considerable losses involved when comparing the first to the last battery. The problem is that in very low resistance circuits (as we have here) huge differences in current can be produced by tiny variations in resistance or battery voltage.

Assuming that the average battery internal resistance is 0.02 Ohms and that the average interconnecting link resistance is 0.0015 Ohms as described above, and that we have a total load on the batteries of 100 amps, the net effect is that the bottom battery provides 35.9 of those amps, the next battery up provides 26.2 amps, the third battery up provides 20.4 amps, and the top battery provides only 17.8 amps. So in reality the bottom battery provides just over twice the current of the top battery.

This is an enormous imbalance between the batteries. The bottom battery is being worked over twice as hard as the top battery. The effects of this are rather complex and do not mean that the life of the bottom battery will be half that of the top battery, because as the bottom battery loses capacity quicker (due to it being worked harder) the other three batteries will start to take more of the load. But the net effect is that the battery bank, as a whole, ages much quicker than with proper balancing.

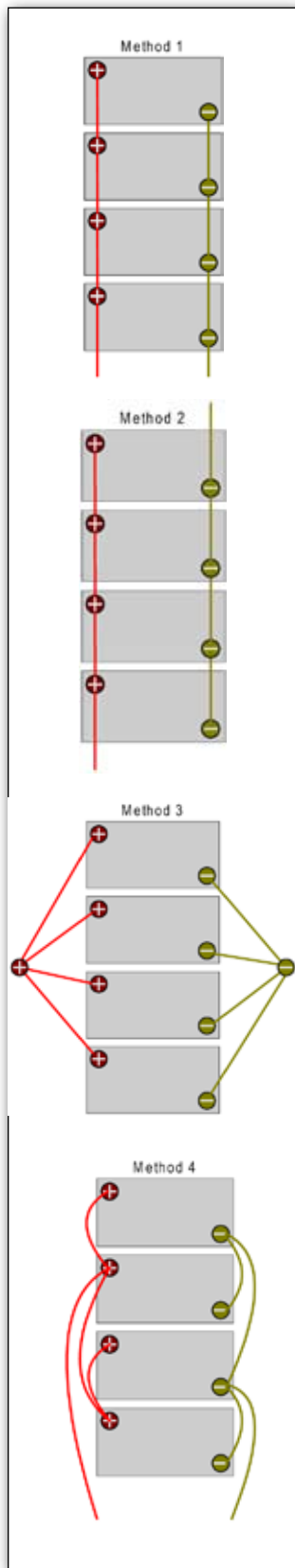
### Method #2

All that has changed in this diagram is that the bank connections are now taken from diagonally opposite posts. It is simple to achieve but the difference in the results are truly astounding for such a simple modification. With the same 100 amp load: the bottom battery now provides 26.7 of the amps, the next battery up provides 23.2 amps, the third battery up provides 23.2 amps, and the top battery provides 26.7 amps. This is quite clearly a massive improvement over the first method. The batteries are much closer to being correctly balanced. However they are still not perfectly balanced.

### Method #3

This looks more complicated but is actually quite simple. It requires two extra links and two terminal posts. Note that it is important to make all links on each side the same length otherwise the benefit of equal resistance between each battery and the loads is lost.

The difference in results from Method #2 are much smaller than the differences



between Methods #1 and #2, and most people don't consider the this expense and time to be worthwhile unless expensive batteries are being fitted or if the number of batteries exceeds eight.

#### Method #4

This looks odd but it's actually quite simple. Notice that for each individual battery, the current always goes through a total of one long link and one short link before making a complete path. Like Method #3, this method achieves perfect balance among all four batteries and may be easier to wire up in some larger installations than Method #3. Again, the important thing is that the total length of cable and number of connections remains constant for each battery path.

Finally, if your battery bank has various take off points on different batteries, you should correct it as soon as possible. Not only does it mess up the battery balancing, it also makes troubleshooting more complicated.



**HAESEKER, Hank and Nancy (#22) 1988 • DeFever 52 Offshore Cruiser • LAST LAUGH North Palm Beach, FL**

### What's in your toolbox?

It's a battery tester. In a nutshell, it is an electric heater and a volt meter that you can clamp onto battery terminals to test the battery. Just checking the voltage of a battery is not enough. A bad battery can still show good voltage. You must check it under load in order to make a proper evaluation. That's what the electric heater is for – to provide the load. You can buy a load tester like this for under \$40. Just Google "battery load tester."

You can also test a lead acid, wet-cell battery with a hydrometer. The initial investment for a hydrometer is only about \$10. It will tell you if a battery has a weak cell by checking the specific gravity of the battery acid. But it will only work if the battery is not sealed and is a conventional lead-acid battery. So, if you want to test a sealed battery, or an AGM battery, you need a load tester.

The procedure is simple. First isolate the battery from others in the battery bank by disconnecting either the positive or negative cable temporarily. Clamp on the tester and it will read the voltage without any load. Then switch on the load and you will see the voltage drop on the meter. If it is still "in the green" your battery is good.



**YOST, Ralph & Celeste (#1138) 1982 • DeFever 41 • SAY GOOD-BYE Linwood, NJ**

### Purasan Installation on SAY GOODBYE

After we bought our 1982 Defever 41 in 2007, we discovered on the delivery trip that the holding tank was way too small. We filled it on the third day of our delivery trip! After getting to our home dock on the Chesapeake Bay, I measured it and calculated it to be only 12 gallon capacity, losing another 3-4 gallons because the macerator pump was higher than the tank and wouldn't completely empty it.

After consultation with Peggie Hall, author of the book "Get Rid of Boat Odors", Peggie suggested I install a Purasan system by Raritan. The system would treat each toilet flush and not require the use of a holding tank, thus bypassing the small tank problem.

I purchased a Purasan system and proceeded with the installation, which I later learned was not trivial on our Defever 41. The installation instructions were not good and required multiple calls to Raritan for clarification.





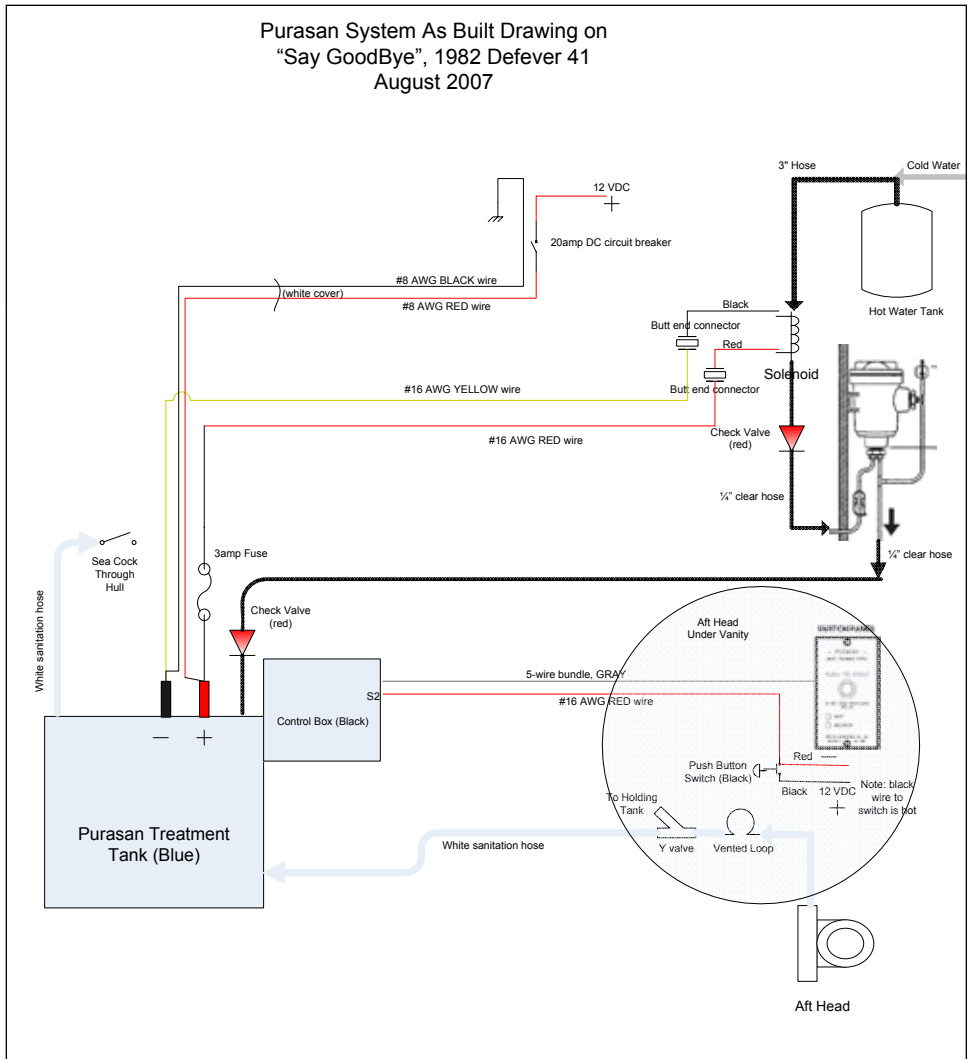
Each time that stopped the job until I could get them by phone, which prolonged the installation. Added to this was that location of the boat was not in reliable cell phone coverage. Therefore many times my Friday installation was halted until I could get clarification on Monday when back home.

The Purasan has two major components: the tablet dispenser and the treatment tank. Meeting the physical requirements of the Purasan installation was the challenge for a Defever 41. Why? The bottom of the tablet dispenser has to be mounted a minimum of 15 inches above the treatment tank. The tablet dispenser also needs a minimum of 8" of clearance at the top in order to be able to open the top and replace the tablet.

I spent literally at least one whole day just planning this installation, examining location possibilities for both the tablet dispenser and the treatment tank. It was mentally exhausting. I finally came to the conclusion that the only place these two

components could be mounted to comply with the 15" height requirement between them was to mount the tablet dispenser in the engine room along the wall to the starboard fuel tank. The treatment tank had to be mounted in the bilge in the aft cabin, almost directly under the port floor hatch. Because the hull curves downward towards the centerline of the boat, I made a mounting shelf for it that would level it and keep it stationary if the boat rolled. See picture #1 and #2.

There is a trade-off with mounting the treatment tank here. It is not high enough from the discharge through hull valve to completely



prevent sea water back flow pressure into the second chamber of the tank. Normally one would use a vented loop on the discharge line. If I would have used a vented loop on the discharge line to the through hull, then the 15" tablet height would be referenced from the top of the vented loop, virtually creating an impossible physical installation requirement in this boat. Because I was so limited on physical choices for mounting, I decided to try it, and it works sufficiently. I fiberglassed the wooden mounting tray I made to the hull. It is mounted adjacent to the PVI dripless stuffing box. It is a less than desirable mounting location but the only one I could conclude would work. The installation manual warns against mounting the treatment tank in environments that exceed 120 degrees F, so that eliminated the engine room.

I mounted the tablet dispenser with wing nuts on the engine room side so I could easily take it down, lower it to get the lid off and change the tablet. This was a work-around for the 8" top clearance required. The solenoid that controls fresh water to the tablet dispenser was mounted on the tank side of the same wall. I have a cut out at the aft end of the fuel tank and the solenoid was mounted just below that, where it was easy to tap into the cold water line feeding my hot water heater (on the same side of the boat). See picture #3 and #4.

I had to run a 12v electric line from the electrical panel to the treatment tank. I ran #8 AWG tinned wire from a 20amp circuit breaker. The manual states a 20amp fuse should be used for 12v system with an expected nominal current draw of 10 amps. Remember that because this treatment tank has a macerator motor, motor start up currents far exceed the nominal current draw of operation once started. From there I took another 12v wire to the water solenoid and used an in-line 3 amp fuse.

Finally, I installed the system to use the option of activating with the electric switch for the head. I installed the Purasan "push to cycle switch" under the sink in the aft head. See picture #5.

The job took far more labor hours than expected. Once installed, it works well (so far!) We will eventually have to revisit the small holding tank issue when we do The Loop in Spring 2012 and have to pass through no-discharge zones such as Lake Champlain.



**YOST, Ralph & Celeste (#1138) 1982 • DeFever 41 • SAY GOOD-BYE Linwood, NJ**

## **OOPS! Recovering Lost Photos and Data**

Have you ever experienced that sinking feeling when you've hit the wrong key while reviewing or transferring digital photos you intended to save and share, and lost them all? I did just that this summer – pictures from my grandson's softball game. I kept going back into my computer thinking that surely I transferred them into a wrong folder.

Sadly, they were gone and my memory card was a total blank. Arrrrghhh!

My daughter said, "You know, they make recovery software....Google it!" Sure enough she was right. [www.cardrecovery.com](http://www.cardrecovery.com) is a \$40 software program that allows you a free download to make sure you've recovered your lost photos. Go to the website and follow the simple step-by-step instructions, the last of which allows you to confirm you've actually recovered what you want. It will *sometimes* even recover digital photos that you've deleted and then taken additional photos over top those deletions – the software company does not guarantee that restoration, however. In my instance, my card was blank and I had not taken more photos.

Once I verified all my deleted photos were, indeed, restored, I bought the software for \$40 which allowed me to actually access the photos. It restored them back onto my memory card just like they were before I deleted them. It was a worthwhile investment because the software can be used over and over in case I ever do this again (which is very likely)!!

If you've deleted text or data, you might try [www.diskdoctor.com](http://www.diskdoctor.com) which is restoration software for your hard drive. I've not tried it, but if it works as well as the photo restoration program, it's worth a whirl. It costs \$50, but once you've installed it, you own it and can use it repeatedly, as well.



# DeFever Cruisers 2010 Rendezvous

At the Stuart Boat Show

January 15, 16, and 17, 2010



The 2010 *DeFever Cruisers* Rendezvous will be held in conjunction with the Stuart, Florida, **Boat Show** and **Cruiser Expo**. Enjoy the show for three days and attend as many seminars as you wish for just \$100 per person. This is half the regular price, just for DeFever Cruisers members. But wait, there's more! You will also receive vouchers for morning coffee and pastries, lunches at the show, and two cocktail parties – all included in the \$100!

Stay at the **Harborage Yacht Club and Marina** at half price too, just \$1.00 per foot! The marina is a short one block walk from the Boat Show and the Cruiser Expo meeting tent.

If you want to **fly or drive** to the rendezvous, there are hotels nearby, just a short shuttle ride away. Fly into Palm Beach International Airport and drive about one hour north. We expect to have discounted rates for several good hotels.

**Cruiser Expo Seminars:** Take a look at the topics for the Cruiser Expo seminars at [www.cruiserexpo.com](http://www.cruiserexpo.com). The titles are for the 2009 seminars, but you can get a good idea of the subjects that will be offered in 2010. The organizers are working on posting the new seminar information soon.

**Boat Show / Cruiser Expo Reservations:** Make your reservations early. Your registration fee is 100% refundable right up to 3 days before the Boat Show begins. Go to this special link, just for DeFever Cruisers members: [www.cruiserexpo.com/guest](http://www.cruiserexpo.com/guest). You must enter username *DeFever* and password *Chief Pilot* in order to get the \$100 rate, which includes seminars. Sign up each person separately. You don't need to select any seminars now. You can do that later after the 2010 subjects are finalized in September. Payment can be made by credit card. The web site also gives info on nearby hotels. You may cancel your reservation by calling Allsports Productions at 305-868-9224.

**Harborage Yacht Club and Marina Reservations:** Call 772-692-4000 ext 4 and make your reservations for a slip with the Dock Master, Scott. Check out their web site at <http://www.harborageyachtclub.com>. The DeFever Cruisers member rate is \$1.00 per foot for up to four days before, three days of the show, and four days after. Make your reservations early. If your plans change, your deposit is fully refundable right up to three days before the show begins.

**Special Events Just for DeFever Cruisers:** We anticipate a private "arrival party," just for our members, on January 14<sup>th</sup>, the night before the show begins. We can have open boats too. And we will probably arrange a private dinner for one evening.

**Stuart is a Great Place for a Rendezvous:** Located near the "cross roads" of the Atlantic Intracoastal Waterway and the Okeechobee Waterway, our vessels can arrive from near or far by way of sheltered waterways. Don't miss this very unusual and cost-effective meeting.

**Make Your Reservations NOW!**

Ver 2 June 16, 2009



## DeFever Cruisers 2010 Panama Canal Cruise

March 5 to March 19, 2010 Ft. Lauderdale to San Diego

- Visit Aruba; cruise the Golfo Dulce; call at Puerto Caldera, Costa Rica; Santa Cruz Hautulco, Acapulco, and Cabo San Lucas, Mexico.
- Full Daylight Transit of the Panama Canal with commentary.
- DF Cruisers can dine together and will meet for private seminars and social gatherings.



### Holland America's *ms Maasdam*

At 720-feet, the *ms Maasdam* is designed to carry fewer guests while providing more space for maximum comfort. Many staterooms feature commanding ocean views, and each suite has a private verandah. Length 720 feet, Passenger Capacity 1,258, Crew 557. Get more details at [www.HollandAmerica.com](http://www.HollandAmerica.com)

**Discounted Prices from:**

- \$1,524 per person for inside cabin (Cat K)
- \$1,724 per person for Ocean View (Cat EE)
- \$3,224 per person for Verandah (Cat B)
- \*Add approximately \$282 per person for port charges, gov. taxes, and fees.
- \*Fuel surcharge may be imposed if oil prices rise above \$70 per barrel.

**Group Credits** – The larger our group, the more “points” we earn to pay for special DeFever Cruisers Events and individual ship-board credits.

**Shore Excursions** are optional at extra cost. Book ahead or on board.

**Air Travel and Gratuities** are not included.

**Cruise Hosts** – DeFever Cruisers, Hank and Nancy Haeseker 561-630-6034 or cell 561-602-9070

**Make Your Reservation with our group agent – The Travel Agency.** Call Angela Pierson or Ange Wallace, 1-800-872-7122 or e-mail [angela@thetvlagency.com](mailto:angela@thetvlagency.com) for questions or details.

**We strongly recommend selecting your cabin now while you have the best choices. A \$300 per person deposit will hold your preferred cabin. Fully refundable ‘til final payment is due in December 2009.**