

DeFever Cruisers Magazine

Volume 16 Number 1

Winter 2011



KOCH, Steven & Diane (#74) 1989 • DeFever 49 Pilothouse • AURORA Palm City, FL Cruising East To West on Florida's Lake Okeechobee

To begin with, I would like to thank Bob Ebaugh (#1146, DF 44 MAR AZUL) for stepping up and taking charge of the DeFever Rendezvous 2011. I was very concerned about the passing of the Rendezvous and now it looks like it will continue at least for this year. Since many vessels will be crossing from Florida's east coast to Sarasota for the Rendezvous I thought some advice or hints might come in handy especially for our members crossing Lake Okeechobee for the first time. Our journey starts at MM 988 where the Atlantic ICW meets the Okeechobee ICW. Leaving the AICW at the intersection of the OICW, also called Four Corners, finds some shallow water right at markers 1 and 2, 3 and 5. There has just been some dredging there and right now it is not a problem. Right after that intersection, Manatee Pocket will be on your port side. Dredging there has just been completed and it has a very protected anchorage with fuel stops and some restaurants accessible by dinghy.

Heading west from the Pocket you will approach the Harborage Marina, recently taken over by Loggerhead Marine group. There is usually dockage available here and quite a few of our members spend time here. The next marina would be Sunset Bay which may have slips available with easy access to downtown Stuart. There is also



Entering Lake "O"



Rialto Harbor



Indiantown

a very popular mooring field adjacent to the marina with a dinghy dock. Diane and I are relatively close to these marinas and if anyone needs mechanical help or parts we would be available to assist. (Of course, if you need someone to help finish a bottle of wine that works also.)

Leaving the Stuart area you will be cruising on the St. Lucie River towards the St. Lucie Lock. As you pass Marker 39 you will see AURORA docked at our friends, Chuck



Port Mayaca



and Karen Spriggs's (#13, Sonship 58 *TURTLE II*) home. The St. Lucie Lock has a usual lift of about 10-14 feet and lines are available to grab with a boat pole. Right past the lock there is a set of docks associated with the St. Lucie lock campground, but I believe the slips are too small for most of our boats. Right past the lock on your port side there is the entrance to the River Forest Yachting Center. Last year the River Forest Facility near Ortona stored AURORA during hurricane season and it worked out great. The managers at River Forest have offered dockage to our group while traveling to the Rendezvous for FREE! All they ask is that the vessels arrive during business hours and that the member takes a tour of their facility and pays \$10 for electric. The person to contact in Stuart is *Tracey* at 772-287-4131. If there is any confusion call me, Steve Koch, 941-320-4266 and I will get it squared away.

Cruising on from here is a dredged waterway passing the Indiantown RR Bridge which is usually open but does answer the VHF if you find the bridge down. Right past the bridge is the Indiantown marina at MM 29. This small marina is very accommodating and tries to make room for their transient boaters. Heading west from there you will approach the lock at Port Mayaca where there are dolphins available to tie up to for the night. You would need some long lines from the bow and stern and center yourself between the pilings. Lately the lock has been just a drive-through and from here you enter Lake "O". Leaving Port Mayaca lock you may encounter a shallow area but it is just mud and is not the big problem area. It is about 25 miles across the Lake and quite doable in winds up to 25 knots. However, be ready to get sprayed with a muddy concoction if there is a chop

on the Lake.

On the other side of the Lake you enter the Clewiston Cut where the shallowest water is to be found. To check the level of the channel you can access the Corps of Engineer web site and get daily updates.

<http://www.saj.usace.army.mil/Divisions/Engineering/Branches/WaterResources/WaterMgt/DOCS/Reports/r-oke.html>

The web site listed below has lots of good information about the distances, bridge heights and lock restrictions now in effect. Look on the left side of the page for this info.

<http://www.offshoreblue.com/cruising/okeechobee.php>

Be aware that some of the tables on that web site are in statute miles and others in nautical miles.

The good news is that the Corps of Engineers has stopped releasing water from the lake and with a bit of rain the lake should hold enough depth for most of us to cross.

The "Navigation depth (Based on 2007 Survey) Route 1" would give the navigation depth of the water in the Clewiston channel. This is the actual depth of the water with .3' added for safe navigation. On January 17, 2011, the day I wrote this article, the navigation depth was 6.33' which meant that the actual depth of the water was 6.63'. The shallowest section is between R2 and G1 in the Clewiston Channel. The Clewiston channel leads from the lake to the lock at Clewiston. This is the shallowest section of your journey. The rest of the crossing would usually have at least an additional 2-4' of depth. At the end of this channel you will see an opened lock directly ahead and that would be the entrance to Roland Martin Marina at MM 65. There is usually (loud) music at the dockside Tiki Bar and restaurant so you might want to request a slip assignment further down the dock. If you turn to starboard right before the lock you will continue about 12 miles to the Morehaven Lock. There is a set of dolphins right before the lock and on the other side of the lock is the town of Morehaven at MM 78. There are two docking choices, either the town dock or the Riverhouse Marina. Either one is



\$1.00 ft. but the Riverhouse will usually give you a golf cart to drive around in. There is a small market nearby and a Mexican restaurant in town.

Leaving Morehaven you are now in the Caloosahatchee Canal and will be passing Glades storage facility at MM 89. There are many vessels that spend time on the hard here although I do not think they can haul anything larger than a 44'. Right before the Ortona Lock is the second facility of River Forest Yachting Center. The same FREE dockage and particulars apply here and a call to the manager, *John* at 863-612-0003 will arrange that for you. Let him know that you are with the DeFever Cruisers group. We stored AURORA here during hurricane season in a climate-controlled building and were thrilled. They also painted the bottom, arranged for a wax and polish job and allowed us to install a bow thruster while we were there.

Approaching the town of LaBelle there are a few docking choices. Port LaBelle marina at MM 100 usually has dockage available. There is also a free town dock in the town of LaBelle but you need to put out an anchor and back into the dock, which is usually crowded and very tricky. A bit further down the river is a popular spot called Rialto Harbor which may have room for transient vessels if you call ahead. One of our favorite spots is a small marina at the WP Franklin Lock. There is a campground associated with the eight docks and a slip can be reserved through the web at <http://www.recreation.gov> under "W. P. Franklin". Although the site indicates a 40' maximum limit, we have had AURORA (a 49' RPH) there with no problem. This is at MM 122 and is right before the Franklin Lock.

From here it is an easy cruise to Fort Myers at MM 145 where the City of Fort Myers has dockage, moorings, and an anchorage available. A few miles from Fort Myers you will head north on the Gulf ICW and have plenty of places to stop. Just a quick list would be St. James City, Cabbage Key/Useppa Island, Pelican Bay, Cape Haze, Venice, and before you know it you are at Marina Jacks in Sarasota!

An additional note is that I would use extreme caution if using Big Sarasota Pass. A 5' draft vessel would need high tide and very calm conditions for safe passage. The safer pass coming from the Gulf would be Venice Pass which is deep and well marked.

Hope to see you there!

Thanks to Bob Dein (#2) and Charma and Ron Owens (#401) for the photos in this article.



Rowland Martin



Lake "O" Gulls – and the wide expanse!



A Different Kind of Cruising

While this is neither about DeFevers nor cruising in the U.S., where most of us have our normal cruising grounds, I did want to share with you an alternative style of cruising – the canals and rivers of Western Europe. John and Karen Sisco (#499, DF 47 POC, CHATEAU) wrote about this for the DFC Magazine a couple of years ago and this will provide a follow-up with a different view on the same subject.

Interestingly we went to Europe at the same time as John and Karen Siscoe to seek out a boat to buy with the thought of making a long term commitment to cruising in Europe. We met a couple of times here in Florida (the first time was at a DeFever Rendezvous) before going over in 2007 and we decided to split the accommodations in the Netherlands while searching for our boats. While hard for us to believe, we both ended up finding a boat that fit our individual requirements and we went back to the States with contracts in-hand.

Since we had less than 10 days to travel throughout the Netherlands (the boat capital of Europe) to look at an available market of perhaps a thousand boats – although to be fair hardly all of them fit our size and price criteria – it still amazes us we were able to reach the point of entering a contract within that short period of time. In Europe boat brokers don't cooperate



Our new "Mermaid Lil" (42') Zijlmans Eagle 43



in any kind of multiple listing service. You can't settle upon one broker that you like and search the entire market; you have to go yard-to-yard, town-to-town, broker-to-broker to seek out your boat-to-be. John and Karen were perhaps more disciplined than we were in finding their boat-of-choice closer to their size and price range than we were. Lil and I made the mistake of going aboard one boat at a particular broker just to see what it was like... even though it was "a bit" bigger than we wanted and "a bit" more expensive than our targeted price. Yes, you guessed it... it spoiled us from that point on and became the boat to measure everything else against. We finally realized that it had most everything we were looking for (and you know how you can fall in love with a boat!) and rationalized that it was only 15% or so more than our targeted price and... anyway, we ended up

with a contract (and then owning) a 13 meter (42') Zijlmans Eagle 43.

The aspects that finally won us over were the flush decks (makes it so much easier when going through the hundreds of locks each season, not to have to climb multiple levels of decks as on most modern European motorkruisers); the huge interior that truly made us feel like we were NOT camping on board; and the easy access to the engine room (lifting up the hinged stairs leading to the aft stateroom rather than moving saloon furniture, removing rugs and lifting of saloon floors); and finally the hefty build (thicker steel) of this builder (about 4 tonnes heavier than comparable steel motorkruisers). After all, if we are going to do all these narrow canals and tunnels,

might as well have a bit more steel between us and the walls! The ability to accommodate guests with a second head and to separate the front of the boat from the saloon for increased privacy ended up making it ideal for us.

After writing the contract and hopping on the plane back to Florida (Lil was still teaching at the time and Easter vacation was over), we arranged for a survey (only the second out of almost a dozen that we haven't attended) and ended up with an accepted



boat. Our plans were to travel back for the summer of 2007 and stay in the Netherlands to get to know the boat and see what, if anything, broke. The Netherlands is the boating capital of Europe and if it turned out we needed to

do anything to the boat, doing it in the Netherlands would have been infinitely easier than trying to get parts or expertise in France or elsewhere. We thoroughly enjoyed our first year cruising in Holland, as English was almost a second language in the country and the area is such a great cruising ground.

We laid the boat up for the winter in central Netherlands, deciding to put it on the hard since we would be so far away from it. It is truly surprising that storage costs in a country as small as the Netherlands, and as densely populated as Europe is, would be less than the cost here in Florida. So, as the days shortened and also got colder (remember, we ARE from Florida), the beginning of October saw *Mermaid Lil* in storage and us on a plane back to the U.S.



2008 came around with a huge amount of expectation as we left in May for another season of cruising in Europe. Our journeys carried us a bit farther afield, as we were looking forward to heading further south into Belgium and France. After painting the bottom and doing a few other jobs, we splashed the boat and set off for southern Holland (which we hadn't had the opportunity to get to in 2007) and then into Belgium. We met up with John and Karen this year near where they had stored their boat in Roermond, Netherlands and travelled in company for most of our time in Belgium. We decided to take the northern, or top of Belgium, route and visit some less-often seen areas of this beautiful country. Whole sections of the northern canals were still using the ancient manually cranked locks.





We ended up going pretty much through all of Belgium, east-to-west, travelling through Antwerp, Gent, and Bruges and seeing the country like no tour group could ever replicate.



After Bruges we decided to head south into France. John and Karen had to shorten their trip and head back to Holland while we continued on toward Paris. After going through Lil's namesake town (Lille, France) and watching the celebrations of Bastille Day, we wandered through some really wonderful areas of northwestern France. For the first time we started

to see and meet other English speaking cruisers. Up to this point it was mostly Dutch and some German cruisers, but by dropping into France and nearer the seaports of the French coast, the Mediterranean-bound Brits started showing up. It was enjoyable to have wine and cheese on the aft deck and share adventures with these adventurous and entertaining British.



We continued to work our way south and into the Champagne area of France (Reims and Epernay), then into Paris. While we tend not to be 'big city' folks and prefer the quiet countryside, Paris was a nice change and an interesting opportunity. Paris was our most expensive marina stay - we normally spend most of our nights pulled up to the bank at the side of a canal, driving in some mooring stakes or tying up at one of the small (one or two boat) docks the small villages and towns put up for passing cruisers. But to put "expensive" in perspective, we were paying about \$52 U.S. per night to be docked in

downtown Paris near the Bastille.

Did I mention that cruising Europe is surprisingly inexpensive? As long as you plan on eating most of your meals aboard and shopping almost daily in the European fashion (both open air markets and in the local grocery stores), then cruising can be very reasonable. Where it gets expensive is dining out... especially for dinner. If you like to eat out, then lunch is the reasonably priced meal.

While we spent less than a week in Paris, we are planning to go back this coming (2011) cruising season as I was able to get Lil a one-week French cooking course by Marie-Blanche de Broglie, a friend and compatriot in the cooking arena with Julia Child and Simone Beck. Having convinced me to attend also, we both look forward to seeing what we can learn in one week with the French masters! Maybe it will be something for a future DFC Magazine article.

Anyway, back to 2008. After Paris we decided that we weren't familiar enough with France to winter our boat there, so we headed back to the Netherlands and ended up in the same yard in Roermond that John and Karen bought their boat from. *Chateau Deux* (the Sisco's Gurno 11m motorkruiser) and our *Mermaid Lil* ended up spending the winter together side-by-side.

2009 found us back in Europe, this time headed for the northeastern part of France. Our travels took us through the WWI battlegrounds around Verdun, through Nancy and into Strasbourg. This turned out to be one of our favorite cities (it seems like we ended up with a lot of "favorite" cities in our European cruising). Strasbourg, like most of the cities in Europe, date from medieval times and they are all so steeped in history that it captivates you. One of the most impressive parts is the way the Europeans live in their cities - that the old is not torn down to make way for the new just simply because it is old. Most of the "downtowns" of the cities, almost regardless of the century they were built, are still



used, lived in, have business operating out of, and in general, are part of the daily lives of the residents and not just some tourist attraction. I wish we in the U.S. could learn that new is not always better. Strasbourg was also one of the more bicycle-friendly cities we have been in. While Dutch cities are always bicycle friendly since bicycles are a primary mode of transportation in the Netherlands, the other surrounding countries are not as dependent upon bikes for daily transportation and consequently aren't quite as conscious of bikes. Strasbourg is certainly an exception to this since there are bike lanes on virtually every street and they are a significant mode of transportation in this French city. While in Europe, we rely on bicycles quite heavily for transportation so we carry two full-size Dutch bicycles on-board, in addition to a couple of fold-up bikes for guests.

The daily morning sojourn to the boulangerie (bakery) for croissants and baguettes is usually made by bike, as are the excursions in and around towns. The picture above is of a nice selection of chocolate and plain croissants along with some other bakery goodies picked up one morning for breakfast. A bit more than our usual breakfast, but I couldn't resist this particular boulangerie! Trams, trains, buses and other forms of mass transit are readily available in towns or cities of any

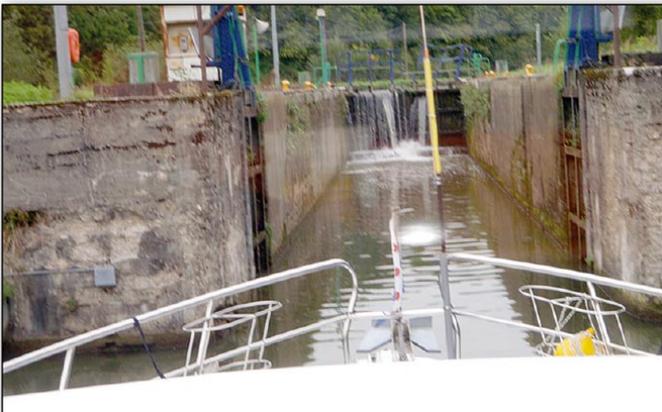
size, but out in the country and small villages, it is either walking or biking.

We once again decided to shoot back to the Netherlands for winter storage, especially since we were strongly leaning towards skipping cruising Europe for 2010 so we could stretch the legs on our DeFever 49 RPH MERMAID LIL. We have had to put her in dry storage (especially due to hurricane season) each year we were in Europe, and once back in the U.S. it seemed like we were continually trying to catch up on house and boat maintenance... and not cruising. So 2010 became a Bahamas year for us and DF49 MERMAID LIL. While we had an enjoyable time in the Bahamas, limiting ourselves this year to just the Abacos, we came back to find that we had a buyer wanting to look at the DeFever. What is somewhat interesting to me was a musing I did by email while in the Bahamas about the difference between cruising Europe and cruising the coastal U.S.:

“Weather is such a critical part of cruising in the islands – especially during hurricane season – that a fair amount of time and effort goes into keeping up-to-date. We listen to voice broadcasts from private weather forecasters such as the Caribbean Weather Center (Chris Parker); voice broadcasts over short wave radio (SSB) from NOAA/NWS; teletype weather forecasts (NAVTEX) received over shortwave and captured onto the computer; weatherfax (weather maps) transmitted on shortwave and also captured on the computer; and, when available, resources from the internet via Wi-Fi that include forecasts from websites and GRIB files (sort of an animated weatherfax map of an area you choose).

This is quite a contrast to how we cruise the canals and rivers in Europe. There, it is kind of like looking out the window and seeing what is happening or watching the sky to try and predict the weather on your own. Occasionally we will look at a weather map in a newspaper. The reason behind such a significant contrast in weather awareness can somewhat be attributed to us not having learned enough Dutch, French or German and not being able to understand weather forecasts; not having to concern ourselves with the formation of hurricanes; and the environment we are in – rivers and canals. Since we cruise in small or narrow stretches of water, with land on each side of the river or canal, there is little-to-no threat of open-water, weather related problems (wind driven waves). We don’t have to worry (generally) about being able to find an anchorage behind an island to hide from the wind and waves. We generally don’t have to worry about our anchor dragging in high winds or poor holding ground as we are probably staked to a bank along the canal, tied to a small halte (a village or small town mooring dock) or secured in a yachthaven (marina) that won’t cost us our next week’s retirement money (marinas in inland Europe are so much less expensive than here in the U.S. and certainly cheaper than the Bahamas). It is a much more stress-free (stress-less?) way to cruise.”

To imply that there is no stress in cruising Europe would be wrong. It is just different. While we try and keep the day’s passage short – a days’ travel may be 20 – 25 kilometers of motoring (about 15 miles) – by the time





a season is over we may have transited 300 locks – with many of them looking like we couldn’t fit in them!
...in addition to maybe a dozen tunnels, some short but looking too narrow to fit into, and some as long as 3.5 miles of dark and narrow travel,

...then throw in a few aqueducts over other rivers or highways,
...and maybe add an inclined plane in the mix.
However, what stress there is (and when is any cruising stress free?) is more than offset by the serenity of the small and quiet waterways....



...and the fascinating history and culture you can explore....
.....cruising Europe is....well....different. But it is an adventure we are totally enthralled with and captivating enough to us to give up one of our two “Mermaid Lil’s”.....our beloved DeFever 49 RPH.



The Captain, The Okie, and The Cuban

The Plan was placed before the Admiral, who approved it without hesitation. She had done this leg in each direction already, all in the last year, and would not board SEA BISCUIT for this cruise

So, the Cuban, the Okie, and the Captain descended on Williamsburg, Virginia simultaneously, though from different departure points. An accommodating taxi driver, who likely was puzzled enough about what a DeFever boat is, agreed to stop and wait at the local grocery for the crew to obtain provisions, then helped stow them in exchange for a look at SEA BISCUIT. It was Sunday evening, just after dark. The task at hand - make ready for an 0600 departure, destination Charleston, South Carolina. The five hundred mile journey was to be attempted in five and one-half days.

Doug Jones, the Okie, comes well experienced having cruised with us many times before on chartered Grand Banks, the maiden cruise of this SEA BISCUIT, and more, including diligent work aboard the first SEA BISCUIT - the one lost in Hurricane Ike some 70 days after she became ours - a previous adventure and story - DFC Magazine, Fall 2008. So, Jones, the Okie, is no newbie to this business nor to many of my shenanigans over the last half



Captain Jones and Ozzie



Doug Jones, the Okie, at the helm of SEA BISCUIT

century. When the ladies are aboard he is known as “Rescue Swimmer Jones”, but that is another story.

The Cuban, on the other hand, has not been aboard cruising boats. He and Jones both own pontoon boats with big engines and they plow the lakes of Oklahoma. Ozzaldo Oliveros, or Ozzie for short, is a native Cuban. His entire family left everything behind in Cuba, and I do mean everything, back in the early sixties coming to America when the coming was good. Everything now seems easy to Ozzie!

The mission would mean some long days, as the average speed over the ground would be seven knots, approximately eight miles per hour, with some known delays for bridges, a lock, and whatever else presented itself. It would mean some early morning departures, of which the Okie and the Cuban

would have no problem except for the difficulty in rousing the Captain who has established a resolution not to arise before daylight ever again since retiring. The crew, by creating the right aroma each morning, caused the Captain to rise at a respectable hour, in total amazement to himself and no one else.

Each day, the lines and fenders were in, or the anchor rode rinsed and all gear stored promptly for a “before daylight” departure. Sometimes it was necessary to make use of the handheld spotlight, a feature the Captain resolved to replace with a properly installed controllable one on the foredeck.

Monday would see a cruise down the James River, dodging ferries, passing Newport News, the heart of Norfolk, entering the Intracoastal Waterway and tripping the ICW mile zero marker as we cruised toward the Great Bridge lock, and Great Bridge, Virginia, SEA BISCUIT’s “in absentia” home port. After “locking through” in the company of Dan Cavin and Barb Wilkinson (#1190) in their DeFever 49 RPH CAVARA, we hardly slowed the ship as we passed the Great Bridge

and the Atlantic Yacht Basin, as bridge opening schedules dictated a high speed run for the Centerville Turnpike Swing Bridge, and five miles farther, the North Landing Swing Bridge. With the timing assistance of another motor yacht cruising an incredible one knot faster, a kind bridge tender could not resist waiting for us to pass unimpeded. Thank you North Landing Bridge Tender!

A few more miles down the ditch and the ICW changed to a more river-like environment as the sun eased toward the horizon. The crew readied for night operations. This consisted of the Okie and the Cuban manning the flying bridge with the spotlight and the handheld radio, while the Captain manned the lower helm, as it was the only location with radar. Dual GPS chart plotters below, one fixed and one running on battery power as a full-time backup, and another even larger chart plotter at the upper helm completed the technological array of equipment meant to provide the Captain and crew with enough assistance and confidence to navigate safely on a moonless night. Thanks to the able spotting and illuminating of markers by the Cuban, who, I might add illuminated a few other things as well, we were able to confidently cruise after dark.

Sunset, at 5:00 PM every day, gave up the daylight completely by a few minutes before six, and we had about two hours of cruising in the dark over the five day cruise. The ritual worked well, so was unchanged. At 8:00 PM on Monday we came along side the face dock at Coinjock (remember – “where in the heck is Coinjock?”), and Virginia was behind us. We were in North Carolina. A fine dinner and imbibements made for a skinny night.

SEA BISCUIT was the first one out of the chute before 6:00 AM on Tuesday, maintaining the lead for several miles before being overtaken by much faster boats. Updated weather reports revealed less than 12 knots of wind on Albemarle Sound and the decision was made to abandon the ICW and cruise Croatan and Pamlico Sounds instead. If you attended the rendezvous in Stuart earlier in the year you may have received the briefing on this route in lieu of the Alligator River-Pungo River-Bay River route. It does save time and is easy to navigate. It turned out to be a great decision and provided a much more relaxing day for all crew, except for dodging crab pots that must have been laid in our path by a fisherman with a really great GPS. Most were exactly on our course. We missed them all, but after the endeavor the Captain swore to install shaft cutters during the next major haul out!

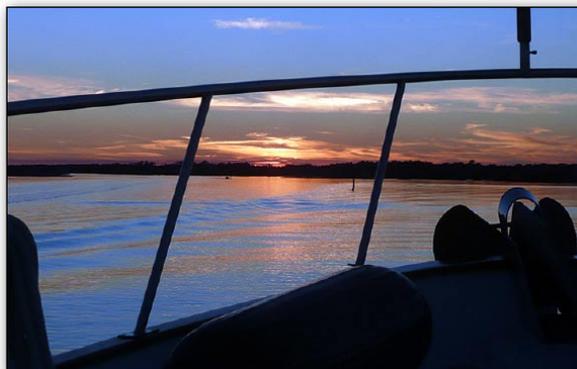
I am sure many of you have experienced running south late in the year against the ever declining sun, an adventure that really made the late afternoon running more hazardous than the night running. It drove us crazy, and I am going to have a “dodger” of sorts fabricated for the foredeck for just such running, from below.

Darkness enveloped us again on the western reaches of the Pamlico, two hours from Broad Creek. There must be a hundred “Broad Creeks” on the east coast, our destination was the one just north of Oriental, NC. The new moon gave way to a sliver of a waxing one and we were thankful for the little bit of luminance. Nevertheless, radar, spotlight, GPS chart plotters, and division of duties prevailed and we dropped the hook at 8:00 PM, a second 14-hour day and over two hundred miles under our belts.

Again, before daylight Wednesday, the “before engine start” checklist was completed, anchor and all gear was



Great Bridge



Ozzie, about to lock through

stowed, and SEA BISCUIT crept out of Broad Creek before sunrise. Down the Adams-Creek canal and past Morehead City we entered Bogue Sound. Destination today -- one of my favorites, Wrightsville Beach. By midday it became apparent to the captain that the Okie and the Cuban were professional nappers, sometimes in unison, capable of creating enough sound that the Captain thought he suddenly had a four engine boat! Evidentiary photographs did not impress or bother the Okie or the Cuban. Each could nap for a couple of minutes, or an hour in all sorts of positions, a feat admired by the Captain who has never been able to duplicate such behavior.

Late afternoon came and we entered North Carolina's Bridge territory, with Onslow Beach, Surf City, Figure Eight and Wrightsville Beach bridges between us and our anchorage. We waited for each of the first two, and easily slid under the last two. A little more moon this night assisted SEA BISCUIT in negotiating the narrow channel leading into the small bay at Wrightsville Beach. Preoccupied with finding a suitable anchoring spot in the darkness among the many boats, the crew failed to take note of their anchoring location immediately adjacent to the beautiful DeFever 49 RPH ADVENTURES (Jim and Robin Roberts #331). Steaks were grilled, more libations consumed, then sound sleep.



Thursday would be a daylight departure, some few minutes after ADVENTURES had pulled anchor and slipped through Shinn Creek and into the ICW. Robin and Jim Roberts hailed us and we agreed to meet up in Myrtle Beach. Just a mile before the South Carolina state line, near Little River, we were boarded by the Coast Guard for the second time this year. I think they really like DeFever's. We soon received our "get out of jail free card" and continued into South Carolina. ADVENTURES arrived at Barefoot Landing in Myrtle Beach around dark, but our fooling around with lunch and fueling at James Creek Marina near Southport, and then the Coast Guard boarding would insure our running at

night, yet again. Despite our best efforts to clear the "rock pile" before total darkness, a tow and barge promptly eliminated that possibility, and we arrived about 7:30 PM after some careful night cruising. We saddled up to the face dock at Barefoot Landing, positioning ourselves just astern of ADVENTURES with Jim and Robin's helpful guidance. ADVENTURES is a handsome ship – someday I want to mimic her paint job.

A fine dinner with the Roberts, learning, learning, and learning about a gazillion things from the real cruisers, we toured each other's boats and promptly crashed for the evening. Have you seen that fan in ADVENTURES' engine room? I'd bet if the engines ever failed to start they could power the boat with that big electric fan! Just move it outside – maybe place it on that honking big swim platform they built - that alone is like an extra deck! I think the absolute greatest thing about cruising is meeting all the like minded people, learning from them, exchanging information in general, and just having fun. It had been a hard, long trip so far, and the time spent with ADVENTURES added some real fun to the experience.

Friday we made the run towards Charleston with a plan to anchor out at the South Santee River, near ADVENTURES, or perhaps putting another two hours of darkness on the log and continuing on to Whiteside Creek near Capers Island, which we did.

Realizing that our previous day's pump out at James River had been troublesome and fruitless, we decided to impose on Osprey Marina for an impromptu pump out, giving up the lead to ADVENTURES. Just before sunset we passed the South Santee River and admired her again, her hook down, her prow up, resting ever so stately. Man, that is a good looking ship! That evening we overtook a catamaran sailing vessel, with his concurrence, an exciting and careful undertaking. He was single-handing, and operating at about three knots. We picked a wide spot and slowly came around. With help from the Cuban, the Okie dropped the hook at 8:00 PM in Whiteside Creek on the opposite side of the ICW from Capers Island, which placed us within 15 miles of our destination.

Saturday morning we had a leisurely cruise down to the Ben Sawyer Bridge, turned to starboard down the narrow



Resting at Charleston

channel, came about in position, and sidled up to the face dock at Toler's Cove in Charleston. It was a day of rest and relaxing for SEA BISCUIT, with flights home on Sunday morning.

What we learned? Even though we must work at home from time to time, our hours and days cruising are rich ones, filled with laughter and learning, and challenge. We pushed ourselves, albeit at seven knots, but with pre-planning and caution. We reflect and plan for our next voyage. Each is a new experience. We look forward to a time when we will live aboard full time for a year or more. In the meantime we take these jaunts, some action packed and enduring, some where we make no miles at all, and some short cruises. They all are relaxing and rewarding, and we look forward to meeting you in some anchorage or in some marina, and certainly at the Rendezvous in Sarasota in March.

Cheers from SEA BISCUIT, November 2010, repositioning to lower latitudes.



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

Ringling Bridge, Sarasota, FL

No, not London Bridge, *Ringling* Bridge, named after John Ringling, the circus guy. For decades, the Ringling Brothers, Barnum and Bailey Circus was based in Sarasota, FL (and later in Venice). Much culture in the Sarasota area centers around his life, most notably the John and Mabel Ringling Museum of Art. Although personally revered in memory, his namesake bridge had been the source of controversy.

For decades the Ringling Bridge was a typical bascule bridge, with a center clearance of about 25 feet. This is very common on the west coast of Florida. Boaters became frustrated when its opening became restricted, on the hour and half hour. Fortunately, there is adequate turning room for maneuvering on both sides. But the automobile traffic tie-ups when the bridge was open were epic. In the five to ten minutes required for an opening cycle, lines of vehicles a half mile long quickly formed on either side.

The aging structure needed to be replaced. In 2001 a contract was awarded for a new bridge, but not before several years of civic wrangling about the design. Many citizens wanted a high bridge that would never open. There was ample causeway to accommodate the grade required, but a very vocal opposition wanted to preserve the bay view with another low-aspect bridge that would be easy on the eyes. They argued that a high bridge would break the skyline and ruin the character of Sarasota's waterfront.

And they had grandiose proposals to deal with traffic tie-ups:

- Require sailboats to un-step their masts
- Open once daily
- Require boat owners to buy an annual permit for several thousand dollars

These broken-record proposals have played themselves in numerous waterfront towns; we have heard them in Venice.

Well, the high bridge option won (thank goodness). Decide for yourselves whether or not the city has been saddled with an eyesore (some people will fight about anything). Photo 1 shows a bridge that to me, looks pretty darned low and



Photo 1



Photo 2

graceful. The gentle grade blends in well with surrounding architecture (Photo 2). After dark, the structure is illuminated in a way that has become a focal point of countless posters, post cards, and travel brochures (Photos 3, 4).

I think that it is not half bad. What do you think? ***Come to the March 2011 DeFever Rendezvous and see for yourself!***

During about the same time period, the contentious citizenry of Sarasota also had to decide the location and design of the replacement main downtown library building (Selby Public Library). Hoo boy...



Photo 3



Photo 4



West Marine New Member Discount

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

How We Came to be DeFever Owners

As long as I can remember I have dreamed of owning a boat big enough to cruise from Vancouver to Halifax. When I was a kid my best friend and I used to talk about building such a boat. And we did more than just talk about building boats. We were both voracious readers and for some reason our small town library had lots of books about boats. The library was nothing more than an 8 x 8 corner out of the local furniture shop but I think the store owners recognized our interest and ordered their rotating stock accordingly. We certainly had lots to choose from and I remember reading Skeene's "Elements of Yacht Design" at a very early age.

By the time I was 10 I had built a cedar strip canvas-covered kayak from drawings in Percy W. Blanchford's "Canoes and Canoeing". Shortly after that my friend found drawings for a 14 foot sailing/rowing/power boat in a Popular Mechanics magazine and soon afterward we had both built very different versions of that boat. Then my father got transferred and my boat building went on hold for several years, but I continued to use the boats I had already built and eventually bought a canoe while I was in University. I remember when I showed up for an intramural canoe race that my university friends were amazed because "he actually brought his own paddle!!"

The next boat was a Steve Redmond-designed Bluegill that I built and used extensively in northern Saskatchewan. Then came a series of fiberglass power boats culminating in a Malibu Response LX which has arguably the best ski wake ever created. That boat gave us some wonderful family times as our kids were growing up and exposed me to the fun of maneuvering a direct drive boat. None of those boats however were even close to the size of the next one. Close to four years ago we sold our house and moved into a converted Prevost bus. We have had a grand time travelling around Canada, the U.S., and Mexico in the bus. We're both still working on contract assignments but we have been able to search out projects that take advantage of our mobility. Somewhere along the way my wonderful wife caught hold of the dream of living and travelling on a large boat. She was nervous about whether or not she would get seasick but excited at the prospect of new adventures.

Two years ago we started to get very serious about the boat search. Initially we looked at passage-makers but pretty quickly came to the conclusion that neither of us was really excited about the thought of a month at sea. We both would like to cruise the European canals and the Mediterranean but we soon realized that there were ways of realizing that dream without having to endure an Atlantic crossing. Initially we want to go to Alaska and then probably to Mexico and Florida. Early on we both fell in love with the lines of DeFever's but when we started looking at boats it seemed that all of the DeFever's were priced well outside our budget.

Then a couple of things happened. First the U.S. economy got hit by the recession while the western Canadian economy skated through relatively unscathed. At the same time the Canadian dollar continued its relentless appreciation against the U.S. greenback. When we bought our bus the exchange rate was 62%, and by the time we bought our DeFever some seven years later the exchange was close to par. I think we actually got 98 point something, but really so close to par that it doesn't matter. Those two events (the recession and the dollar) combined to bring boats that would never have been an option into our price range.

Last winter we spent some time in San Diego, attending TrawlerFest while we were there. We looked at a lot of boats and got onboard some DeFever's. We both fell increasingly in love with several DeFever features particularly the headroom throughout and the layout of the engine rooms. I am extremely tall and I often do the cooking so headroom at the helm and in the galley was an issue. We learned enough last winter to know that I don't fit in a 41 foot DeFever and I do fit in a 44 foot DeFever. That left some confusion in our minds this summer when a 43 DeFever came on the market in Seattle. We decided that, much as we would both have liked the room on a larger vessel, the wise move was to buy as short a boat as we could find which would allow me headroom at the helm and in the galley.

I contacted the broker for the 43 DeFever, he did the measurements and it looked like I would fit. The price was really attractive and I actually wanted to make a sight unseen offer but Marilyn wouldn't let me. We looked at too many boats this summer where the boat didn't match



the YachtWorld photos. Her advice was sound and arguing has never been an option, but nevertheless I had a really good feeling about this one. Then life got in the way and we ended up moving around the prairies to various projects over the course of the summer and into the fall. November found us in Wyoming on another project and it seemed like we would never get to Seattle to look at GRAY HAWK.

We decided we simply had to make time when the seller dropped his price further from what we already considered a serious bargain. At that point I actually phoned the broker to tell him we were definitely interested, hoping that at least if another offer came in he would give us a call. We left Wyoming headed for Seattle but didn't get more than 100 miles down the road when a spindle twisted off on the vehicle that we tow behind our bus. That delayed us for a day while we found a shop to work on the truck, but we were so committed to looking at this DeFever that we left the truck in Billings and headed west with just the bus thinking that we could rent a car when we got to Seattle. By the time we got to Seattle we had found another 43 DeFever recently listed in Anacortes so we added that to our list and actually looked at it first. It was priced significantly lower than we had come to expect for this size of boat but when we looked at it there were many good reasons for it to be discounted. That lowered our expectations for the one we were slated to look at in Seattle but it needn't have been so.

I don't think we had been onboard GRAY HAWK for more than 15 minutes before we had both decided that



we needed to own her. For the last two years we have always said "if we look at enough, when the right one comes along we'll know" and that certainly was the case. I went directly to the engine room when we got onboard and sat there looking at the neatly arranged wiring and well organized systems. Marilyn worked her way through the living quarters and finally stuck her head into the engine room. Almost simultaneously we both said "we're going to buy this one". And we did, after some further negotiations, a sea trial and a survey of course. Nothing that happened from that point changed our opinions that this was a well maintained boat with great potential to carry us wherever we want to go.

I think we got really lucky. We met some really bad brokers along the way and some great ones. In the case of GRAY HAWK we found a great boat listed with an exceptional pair of brokers. Van Draper and Paul Jenkins are first rate guys. Perhaps it's no coincidence that a good boat would be listed with a good broker but I think that's likely not always the case.

After we bought GRAY HAWK we had to return to the frozen Canadian prairies to finish up a couple of projects. Once again it seemed like we would never get back to Seattle but the week before Christmas found us in the Calgary airport with our cat in a cage waiting for a Horizon flight to Seattle. Since then we have tried to single-handedly reverse the recession in Seattle as we provision and upgrade our new home. We're still not ready to move her to Vancouver Island - that will have to be the subject of a future story but we're getting close now. Our goal for that trip is to ensure that we do not make the CNN or CTV news. Assuming we survive the trip I'll be happy to send in another tale of our continuing adventures onboard GRAY HAWK. In the meantime you can keep up with our activities at www.travellingwithgeorge.blogspot.com.



DEGROOT, Bob & Kemba (#857) 2001 • DeFever 49
CPMY • SPIRIT DANCER Green Cove Springs, FL

Cruising Full-Time and Working Full-Time, Can it be Done?

Since we're doing it and we know many others who are also doing it, we'll have to say yes, it can be done.

A lot of people have said that they wished they could work, live, and cruise on a boat but can't because of one thing or another. And for many that is reality! But for many others, it is possible with some serious long-term planning and execution.

First, the process begins by estimating how much money you need to live on in the style in which you want. Some people we know are trawling along on less than \$20,000 a year while others need \$250,000 plus to barely survive.

Second, look at the obvious ways to earn a living while on the waterways doing what you're currently doing, only doing it differently. We know one sales rep who telecommutes. When her boss called and said he would be in town, she had to fess up that she was 1,500 miles away making her calls from her boat. She's a top producer and so lots of latitude is given.

The barber on her sailboat in Georgetown Exumas was staying very busy while we were there. And one lady we know turned her third stateroom into a manufacturing facility where she makes canvas bags, hats, and doodads of all sorts. Her secret is to build up inventory and sell or consign it to retail outlets. After that she stays in touch by phone and fills orders from the nearest mail drop. E-commerce based websites can make life onboard a lot easier.

Our story... we have a sales, sales management, and customer service training company. With our team of trainers we provide classroom facilitation all over the world. To make this work, we had to go from three locations with 25 employees to a virtual web-based business with no employees which we could operate while cruising.

When we added up the time it would take and the resources we needed to acquire we realized it would take at least 10 years to be able to cruise and earn a living along the way. We set a 10 year goal that took 12 years to complete. I was 48 years old when we made the decision in 1996.

For us it meant learning how to transition over 50 courses to a different interactive format using software that would operate on the web. We got some quotes on doing this and it was, in our opinion, way too expensive to contract the work out.

We solved this challenge by starting another company that Kemba set up and ran so we could hire the talent and acquire the infrastructure (computers, software, servers, etc.) and learn how to do what we wanted to do from our boat.

The challenge we faced was that we didn't have money sitting around needed to start up a new company, and we weren't going to borrow so we had to come up other ways to fund it. Our best shot was to pre-sell several web-site development projects and by selling a long-term web-based project to one of our major clients.

Kemba hired seven staff including programmers, designers, developers, and an assistant, leased office space, bought furniture, computers, software, and more. In less than a year she had sufficient earnings to pay off the debt and make a nice profit.

Remember that our goal was to learn how to do web-based training not to run a web-design company. It took a couple more years, but once we learned what we needed to know we merged our web company into our sales training company. We then "right sized" the three business locations down to one, and then we moved to an even smaller office suite and finally moved the operations to one desk in our one-room loft.

We figured that if we could operate out of one desk from an in-home office, the space didn't matter if it was stationary or moving on the water. We replicated the workspace in our loft to the boat and "practiced" for a few months before heading out on the waterways. Hey, almost everyone telecommutes these days, some more so than others.

Our business is training, so our trainers were delighted to go on contract. Our sales and affiliate partners went to straight commissions, working out of their home offices. We transitioned the web development staff to our Internet Service Provider (ISP) that we still use to take care of the technical programming part of our operations. With our administrative overhead shaved by a large percent, we could expand our offerings and develop additional training courses that could be provided online and coached in person.

The key to it all is staying connected. We have a cell phone booster (www.digitalantenna.com) and Wi-Fi antenna

(www.Islandtimepc.com) that provide the connectivity that we require. We have been all over the Inland Rivers, Gulf and Atlantic coasts and the best coverage we received was in the Bahamas - the worst was our three weeks in Washington, D.C.!

We set up a network router for our internet so that we can both log on at the same time, and we have a Skype phone (free service) and cameras on our laptops so we can teleconference pretty much anywhere in the world. Today we launched our second “podcast” and are transitioning the courses once again into “mobile device learning” for the millennial generation.

Our home was in the mix as well. We sold it and bought a one room loft in The Woodlands Texas on the Waterway that doesn’t go anywhere. Kem calls it a “lock and leave” and that’s what we now have as our residence. It’s secure and the management company takes care of everything. The big car was replaced by a Jeep and our landlines became cell phones.

It might take years so time is running short. Seriously, start now.

Take a long open-brainstorming look at what you currently do for a living and begin to think outside the box about how it could be done while underway. How can you do what you’re doing right now while underway? Or, if you come up with another career idea that might work, explore that as well.

You will most likely have to learn new skills. I had to learn how to train using software, learn how to market using the web, learn how to... learn how to... and so on. Don’t shy away from learning how to do what you do, but doing it differently. You may have to learn how to market and sell. You may have to learn how to use strange software; you may have to learn how to do a lot of different but related things. And the job you choose may require that you fly back once a month or quarter to look in on things. Or you may find that you can cruise for a month and then stop in a great place and work for a month and then cruise on for a month before stopping to work for a month.

Just keep in mind that there are very few occupations that can’t be re-positioned and modified to become mobile.

So far the system is working for us. It requires a lot of discipline, especially when staying at a location with a lot of distractions and sights to see.

Can it be done? Of course it can. Can you do it? Of course you can.



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

Painting a Bathtub

The bathtub in our boat was looking pretty sad and yellowed, so I decided to spruce it up by painting it with one of the kits available at any of the “big box” home improvement stores like Home Depot or Lowes. The kit I ended up purchasing was a one-part epoxy, though I looked high and low for a two-part product.

I followed the instructions carefully, and spent more time on preparation than on the actual painting – good preparation is critical! Note that I have a good organic respirator, as recommended in the instructions. It’s cheap insurance for your health, and a fancy dust mask is no substitute for a good respirator. (Don’t forget to replace the cartridges periodically.)

The biggest inconvenience for this project was the three-day cure time, but I painted the tub just before we left for a weekend away from the boat.

It may be hard to see in this photo, but the shiny white paint is a big improvement over the dull yellow. In general the tub looks much better, but I am less than thrilled with the final result. The instructions recommended painting rather than rolling the finish, and using the paint sparingly. I did this and still ended up with brush strokes using a good quality brush. Even after the full cure time, the paint wrinkled a bit



Bathtub painting gear



Bathtub painting in progress



Painting completed

underneath shampoo bottles up to a week later.

If you want a relatively easy way to spruce up your aging tub, a kit like this is a reasonable, inexpensive way to go. But when it's time to update the tub again, I would rather take the time to AwlGrip it and non-skid the bottom since I know it will hold up much better and I can get a nice smooth finish.



GRAVE, Ted & Sally (#572) 1988 • DeFever 44 • AMICI Cheshire, CT

AMICI's Water Maker Installation

We had been considering a water maker for several years. We subscribe to several trawler-related forums and have read with interest the comments when the topic of water makers comes up. One side says they are expensive and a mechanical headache. The other side says they have had no problems what so ever with their unit.

- Some love their unit, and have had no maintenance issues
- Others have had a maintenance nightmare with bad parts, very hard to remove, and very expensive proprietary parts
- Some point out that they can go 31 days (or whatever) with on board water and don't see the need (we can last about 30 days, too)
- Water is expensive in the islands, and sometimes of questionably quality.
- For the cost of a water maker, you can buy lots of water.

It's like reading the discussions on twin engines vs single, Racor filter size, anchor preferences, or varnish preferences. There is no one correct answer for everybody. Having digested the pros and cons of a system and the economics, for us it came down to this: I wanted one! It wasn't an economic decision but a lifestyle decision. We wanted to be able to take a two minute shower instead of a 45 second shower, wash the boat with fresh water when really salty, and not harp on guests (too much) about water usage. Phew! I was over the justification hump!

AMICI is a DeFever 44 with a 12.5 KW generator and a 5 KW generator. We use the 12.5 KW generator to charge the batteries and the refrigerator holding plate in the morning, usually for about an hour. We use the 5 KW in the evening for lights, TV, and maybe to top up the batteries.

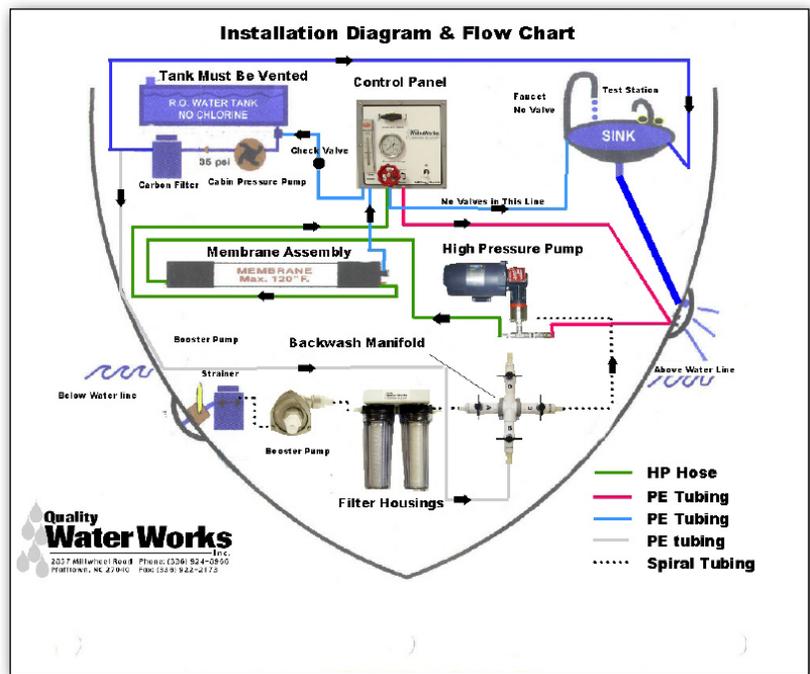
Based on our analysis, we wanted a small water maker to run in the evenings on the small generator which could provide enough water without extending our generator time. Not quite "free" water, but not at any significant increase in generator time.

Space is also a significant consideration. Sally only reluctantly allowed me to remove the full-size clothes dryer to make room for the 5 KW generator. No way was she going to give up the washing machine space to the water maker. I could have sacrificed my toolbox area, shelf and drawers, but then I'd have to find a place for that stuff.

I spent a year looking at supplier sites, taking measurements of their systems, staring at my engine room. An enclosed unit seemed out of the question, space-wise. I then focused on component systems. I stared at manuals, dimensions and

my engine room. Not only did everything need a mounting spot, but there were maintenance considerations, as well as constraints of above or below the waterline.

E-Bay has people selling instructions on how to build your own for about \$25.00 (for the instructions, not the water maker). I was not confident enough to go that route. I found a supplier who sold “complete kits” of all the components. All the owner had to do was mount and connect everything. After reviewing this supplier, getting his installation guide (looking for hidden gotcha’s) I ordered a 10 GPH unit from Quality Water Works (www.qwwinc.com). The kit cost about \$2,500.00 and arrived in a week or so. The instructions were very good, quite idiot-proof. I bought this kit in the Fall, so I was able to spread the parts out, measure, go to the boat, measure, come home, and measure until I was convinced I had



Water maker kit parts



Water maker installed

a spot for everything. Everything was at the right elevation relative to everything else, and the water maker.

Here’s where the components got mounted: The 12v booster pump is mounted on the back side of the sea chest. Between the starboard engine and the water tank is a shelf, split in two, and hinged for stabilizer access. The high pressure pump is mounted on the forward end of this shelf. I mounted a wood panel behind the starboard engine. This panel supports the pre-wired control box, 25 and 5 micron filter housings, and the valve manifold. The membrane is mounted on existing 2x2” wood framing for the water tanks.

We’ve had the system for several summers, but last summer was the first time it got a real work-out. It was easy to operate and produced an honest 8-10 gallons per hour. I did replace the plastic manifold with set of bronze valves, as one of the plastic valves cracked. We tend to operate it in the evening once or twice a week. Once we start cruising more, our plan is to run it off our 3000 watt inverter while underway.

Those with more space or cash may opt for a fully automatic self-contained system, but this works for us. I can get to every component and am quite comfortable operating and maintaining the unit. The few times I’ve needed to chat with Quality Water Works they were available and helpful. If I had to change anything about the system, it would be the pressure control valve. For the first 15 minutes or so the system pressure can creep out of limits, so it needs to be checked every few minutes. After that the pressure is stable. Overall, we are quite happy with the unit.

(This article appeared in the April 2010 issue of PropTalk Magazine, and is reprinted with the gracious permission of the publisher.)

Spring Commissioning: Not Quite Yet

In the last article, we purchased INDIAN SUMMER and cruised her from Baltimore to the Severn River. So for this issue, my publisher asked me: “How about writing up her spring commissioning?” “OK”, says I, cheerfully confident that I’d have at least half my “to do” list finished before deadline.

The progress on that list at this writing? Zip, zero, nada. We’ve bought some parts, and they’re still in their bags and boxes. We arranged for a professional tank cleaner and fuel polisher to clean up our fuel system, but on arrival, the technician found the steepness of the road and the length of the dock not to his liking. He recommended that we move the boat to a more accessible location, perhaps Port Annapolis.

We applied super paint remover that doesn’t dissolve gelcoat to remove the old name from the transom. It turns out the remover needs temperatures above 60 degrees F to work, and we haven’t seen that in a while. So, the transom still says *Alpha Wave*.

We started to remove a port frame to get a good measurement of the cutout in the hull. We broke a few pieces loose, but the frame is still “fifty-two-hundreded” in the cutout. (Note: new verb, recognizable by anyone who has worked with 3M 5200. Any time you see someone installing something with it, you are likely to hear something like: “I hope I’m not the poor SOB who has to take this apart.”) No, wait, we did replace the lift pump on the starboard engine and were gratified that it now seems to start more easily. We’ll be carrying one of those pumps as a spare. But that’s it for progress on the machinery front. So, make that “zip, zero, almost nada.”

We bought an inflatable dinghy at Annapolis Inflatable’s new facility and a replacement toolbox and a few tools for the engine room. But, we added such things to the list as dual fuel polishing systems to make connection to the current manifolds feasible and some neat stuff I saw at the Baltimore Boat Show, such as LED cabin lighting and running lights. And I think we’ll need an inverter for quiet times at anchor when we don’t need quite as much current as the generator provides.

The December 2009 *Soundings* has an article in which Tom Neale describes some work directly applicable to our project: “newing up” an older boat by removal and replacement of portlights and further brightening the interior by replacing dark teak veneer with light-colored Komatex panels. In preparation for the processes he describes, we are assembling various hammers, chisels, scrapers, Fein saws, heat guns, and swear words for removal of the first of 12 portlights. (Actually, I don’t think Tom specifically recommends swear words, but over the years, we have found them to be singularly effective in facilitating difficult boat projects.) Some day soon, when ice and snow permit, we’ll get back on the portlight project, install new windlass step switches, rewire the alternator fields per the original design, and replace the starboard heat



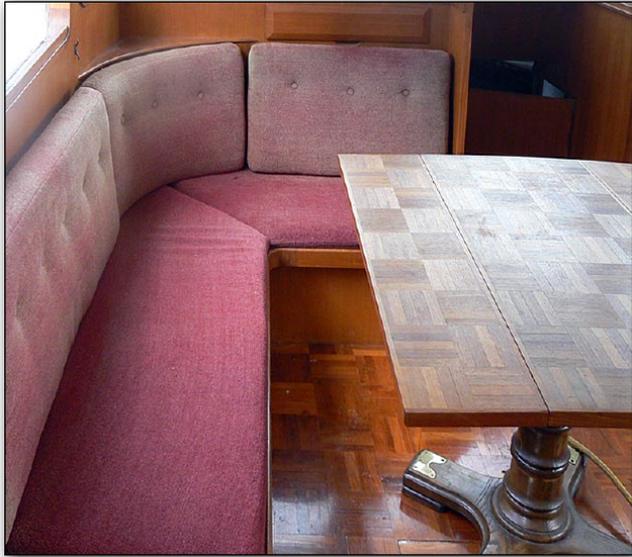
The road – the road, I say – to the dock



Indian Summer in Winter

exchanger and the engine and transmission oil coolers. And we'll make a new appointment to get the tanks cleaned, plan the trip to Campbell's Boat Yard in the early spring to get her hauled, and line up someone to move the slip pilings and, and...

As Bob's and my lists of mechanical repairs and upgrades have grown, Linda and Lucy have actually made some



New upholstery and new table needed

progress. They have tentatively selected a couple of comfortable reclining chairs that we hope we can snake in through a door. They have narrowed the choices of fabrics for salon and stateroom upholstery and curtains and are measuring for carpeting. Someone seeing my list might think that replacement of the lift pump on the starboard engine and restoring alternator wiring to the original configuration are important, but consider for a moment. Neither the starboard engine nor its alternator is necessary to sit in a comfortable chair and read a book. That's not to say we're refitting INDIAN SUMMER as a dock queen, but sitting comfortably and reading are high on our list of yachting activities. We may even give the green light to our son who is itching to install a flat-screen TV and DVD system, in case we run out of paperbacks. Then we can test how many places there are on a DeFever 44 to lose a remote.

Bob's and my list of excuses for our lack of progress is almost as long as our "to do" list. After all, we've been boating for a lot of years. Primary on that list, however, has been the weather. When we'd hoped to move the boat to get her tanks done, a Nor'easter came through, grinding INDIAN SUMMER against her dock, knocking down trees, and destroying the winter cover on INDIAN SUMMER's dockmate, *Luce-Eel*, our friend's Lippincott 31. The surge brought water over the dock by more than a foot, flooding some of the electrical boxes and blowing the ground-fault-interrupt breakers. A couple of planks were torn loose and made their way to the beach. Not as high or long-lasting as Hurricane Isabel, but the surge was impressive and damaging, as was the wind. Fortunately, INDIAN SUMMER suffered no major damage. Her substantial rub rails



Indian Summer and poor Luce-Eel

proved their worth. And, the newly installed 50A-240/120V dock service survived unscathed, so the systems on INDIAN SUMMER remained powered. As it turns out, however, the loss of the cover on *Luce-Eel* was a lot more damaging than they could have known. Following the Nor'easter by 10 days or so was the series of record snowstorms that, as of this writing, still have our area choked with snow. The weight of the snow on *Luce-Eel* pushed her down so that the self-bailing cockpit scuppers went under, seawater got over the engine hatch coaming, and the pumps couldn't keep up. It was a bad morning when our friends looked down the hill to find *Luce-Eel* on the bottom. *Luce-Eel* is a great river boat and fishing platform and will be raised and restored, but right now, no one can get to her by land or water with the gear to raise her. We can only look at her with sadness, and hope that not too many other good boats have been put down by the record snowfall. So, in addition to the INDIAN SUMMER project, our friends are immersed in discussions with insurers, talks with potential salvors, and questions. They need to decide whether to restore and keep *Luce-Eel*, or pass her on to a new owner and concentrate their attention on INDIAN SUMMER. Maybe someone in their large extended family will step in and take her over to keep her in the family. If they let *Luce-Eel* go, they'll miss her. Maybe she and INDIAN SUMMER will be parallel projects this spring. When the snow melts.

Modern Battery, Inverter and Charging Systems

To begin with I would like to note my qualifications for writing an article on this subject. I have none. I am not an electrical engineer, not a member of ABYC, nor have I taken any formal electrical classes. My background is working with my father for over 30 years on auto and truck electrical systems, 20 years in the Army Reserves working on Diesel machinery, generators and systems, and installing 20 inverter systems and doing over 70 projects on DeFever Cruisers member vessels besides taking care of AURORA, our 49' DeFever, modifying her electrical systems over time. These comments are my opinions and of course anyone who has different opinions is welcome to write the next article.

When trawlers first came on the market there was little need for an extensive electrical system. Most important was the need to be able to start our engines and after that, perhaps turn on some lights during the night. As our vessels evolved with navigation equipment, refrigeration, television, and sound systems the need for more power became evident. Except that the manufacturers were lagging behind in understanding this need.

At first more batteries were added and that solved some of the problems as we had more power to run equipment that we wanted. Then we needed a way to replace the power that had been used. The next thing was that more and more vessels were having household refrigerators added, additional freezers and other items were added that had a need for AC power.

Besides running a generator for hours, an alternative was installing an inverter that would convert DC (battery power) to AC (household power). Since most inverters also operate as high output chargers when they are operating on shore power or on the generator there is a way to recharge the batteries and replace the power that we have used. The next point to address is charging the batteries while we are underway so we will not remove more power than we can make and arrive at an anchorage after traveling all day with a depleted battery bank. It really is a three-part process that makes up an efficient and worry-free system.

1. BATTERIES

The first item is the energy storage capacity of the batteries that is available for the house and inverter loads. This is measured in amp-hours. House loads are all the 12 or 24 volt lights, pumps, navigation systems and miscellaneous loads that are constantly running. Actually, much more than one might think. Inverter loads are what the inverter is using as it converts DC power from the batteries to AC power. There are many charts and programs available to calculate the amount of power that is needed and one would also need to decide how long they would want to be able to sit without running a generator. Most of this discussion would be about our current 40'-60' trawlers with standard refrigeration and loads. Holding plate refrigeration would diminish the AC loads running through an inverter as the compressor would probably be powered by a propulsion engine or by a generator.

Most battery manufacturers would agree that discharging a battery below 50% of its rated capacity in Amp-hours will shorten its working life. Further, when charging batteries with a generator, the process is less and less efficient as the batteries are charged from 85% up to 100%. Ideally then, we want to utilize the 35% of capacity between 50% and 85% of rated capacity. For example, if we have a 500 amp-hour battery bank we would not want to use the last half of our power, and would not always charge the last 15% when using a generator. So out of all that capacity we only have about 175 amp-hours (35% of 500) that we should use on a regular basis. Note that the batteries should be brought to full charge periodically.

It is common for a well-equipped vessel to use energy at the rate of 30 to 40 amps. A So we can see that at that rate we won't make it eight hours through the night (175 amp-hours / 30 amps = 5.8 hours) without deeply discharging the batteries. Power usage will vary hour by hour but this would be a ball-park estimate. This was AURORA "version 1", when we first purchased her. The previous owner ran the small generator most of the time.

One of the first things we did was to increase the battery bank from 500 amp-hours to 900 amp-hours. Of course this was better but we still had to replace the energy we used (more on that topic later). We still could not go 24 hours without charging, but we were running full-size refrigeration, freezer, and all the other systems I mentioned before.

Battery type is another topic of discussion. Lead-acid batteries give a lot for the money, but active maintenance is required. Four 8D batteries (12-volt) will rate about 920 amp-hours. But at 165 pounds, they are hard to move. L16 industrial batteries are my favorite if you have the height for them (17"). They will fit in the footprint of the four 8Ds. They are a bit more manageable at 120 lbs. L16s are 6-volt, so each pair must be wired in series in order to produce 12 volts. Eight L16 batteries will yield close to a whopping 1700 amp-hours.

Lead acid batteries can accept 25% of their capacity for charging so a 1000 amp-hour bank can easily accept a charging rate of 250 amps. The change to eight L16 batteries was AURORA "version 2". We now can stay 24 hours without recharging.

Gel batteries and AGM batteries are newer types on the market and although they are higher priced, their advantages are no maintenance and the ability to accept a higher charging rate, at least 50% of capacity.

Now that we have all the amp-hours we need and can make it through the night or 24 hours, we need a way to recharge what

we have used.

2. INVERTER AND CHARGERS

One of the best ways to recharge the amp-hours that we have used is by using the inverter/charger. Most of the modern inverters have very high charge rates and they offer three-stage charging. The first stage in the charging process - bulk – is a constant current mode that replaces 80% of the battery's capacity very quickly. The charger applies its maximum output current, or as much as the battery will take, while the battery voltage rises. When the battery voltage reaches a predetermined level, charging switches to the second stage – absorption. At this point we are near the 85% point where running a generator is a bit wasteful. A constant voltage is applied to replace the remaining 20% capacity. If you keep charging, the batteries will continue to accept the charge at a slower and slower rate. In the final stage - float - the charger voltage is lowered and held constant at a safe value of around 13.5 volts, depending on battery type. Most inverter/chargers will charge at 125 amps so replacing the 300 to 400 amp-hours that you have used through the night, will take about three hours. Then, using the same amount of energy during the day (at anchor) would take almost another three hours to replace. This is AURORA “version 3.” Generator run time about 6 hours per 24 hour day.

Since most chargers of different types would not work well with each other, the choice now is to split the bank and have two separate chargers. We used our inverter and another 40 amp charger trying to replace what we have used. A bit better, but this system needs constant attention and is limited in its capabilities. Also, some of the batteries are not getting the proper charging that they should get. This is AURORA “version 4”. Are you starting to get the picture?

After discussions with some of the inverter companies I realized that two of the same inverters would charge the same if they were started at the same time. They would both see the same voltage and bulk charge at the same rate. Once either one reached “absorption” they would both start tapering down (again, at that point we would want to end our charging if using a generator). Besides the increased charging (we are now charging at a total of 250 amps), we also have the redundancy of a second inverter ready to go on line if the first one goes bad. Now we are looking at about 90 minutes to charge back the same amount of amp-hours. This is AURORA “version 5”. Generator time about 3 hours per day.

I have installed a few of the dual inverter setups and the results have been great. We once had to have an inverter shipped into Georgetown, Bahamas when ours failed - that backup inverter would have been great to have.

3. ALTERNATORS

Now that we have figured out how to manage overnight and stay anchored without being restricted by hours of generator usage, the next thing to consider would be charging our bank when underway. Quite a few trawlers had the inverters installed with no provision for charging the battery bank while underway. So, the refrigerator and other items would happily run all day on the inverter bank but you would still have to start a generator or plug into dock power as the voltage ran down. On most of our vessels we have so much horsepower that is not being used, why not supply our batteries with a charge while underway?

Trying to use the factory alternators and charge a large bank of batteries is an effort in futility. These alternators were meant to recharge a starting battery and have feeble output. They are also single-stage units, which means they were designed to just top off a typical start battery and taper off. Most of the engines that are installed in our vessels are quite adaptable to accept larger alternators that are externally regulated. The external regulators allow the alternators to charge in a way that replicates the three-step charging of the inverter/chargers. This extends the life of the batteries (especially AGM and gels) and allows us to arrive at our anchorage with our batteries charged up and ready to supply our power needs for the evening. Installing a high-output alternator on each engine gives us more output and again, more redundancy. I have had great success using Balmar 120-150 amp alternators on Lehman's, Perkins, Deeres, and Cats.

The usual limit of a single-belt alternator is about 120 amps. With dual belts or a serpentine belt, 150 amps and above can be attained. There are dual belt pulleys available for some applications that can be purchased. The 150 amp alternator installed on AURORA “version 6” has worked fine for over 15 years.

4. COMMENTS

A Link meter is an excellent way of monitoring amp-hours in, amp-hours out, amp-hours remaining, time left at current usage, etc. A quick glance allows you to see if the charging sources are working properly. Many of our vessels were equipped with Heart inverters and as they get older there has been a higher rate of failure. The Magnum Energy inverters that I have installed have worked admirably. I have not had one returned or any problems with any of them. They are also a true sine wave unit which makes electronic items work better and gives a cleaner type of electricity.

Having a large house and inverter bank with separate starting batteries seems to be the ideal combination. Using our charging sources (alternator and inverter) to primarily charge the large bank with a “combiner” switch to transfer a part of the charge to keep our start batteries up seems to work very well. A single bank of start batteries for both engines works well with a combiner switch to allow the larger bank to be used if needed, and is a good backup system.

As you may have noted, it was a seven-year process of getting our system aboard AURORA up to the current level. After many changes we are finally at the point of having ample power, spending less generator time for charging, and being able to arrive at an anchorage fully charged.

My comments above are a generalization and every boat will have different needs and usages. Some of us are quite happy with warm beer and no ice in their drinks and others have equipped their vessels with air conditioner units that can run through the night on the inverter and battery power. The main thing is that we are all out there enjoying cruising in whatever fashion pleases us.

If you would like any more information or like to discuss specific needs and applications, contact me.



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

Morse Engine Controls: Repair or Replace?

If you have the usual single handle for each control, i.e. throttle and gear shift for each engine, there are several cables involved. Start by working with just the throttle for one engine. At the upper station there is one cable that is operated by the throttle lever. It runs down to the lower station where it ties into one side of the internal arm of the lower station, and the cable to the throttle on the engine goes to the other side of the arm. This assumes you do not have a synchronizer. If you have a synchronizer then the cable goes to the synchronizer and then from the synchronizer to the engine throttle. Any one of the cables in the configuration may be stiff or have a very tight bend in it. This would cause the cable to feel stiff and drag as you try to change the throttle. Each of the cables needs to have its ends disconnected and then you can try and move the cable by hand. It should be very easy to move, though you may need pliers to grab the nut threaded on the inner cable in order to try and move it, but it should be very easy to move and should glide without any dragging. Another issue causing drag in the cable may be that the clamp that holds the outer sheath of the cable is loose, allowing the entire cable and sheath to move up and down.

The third issue is that Morse uses a brass fitting on the end of the cable in the control stations, and over time these wear out and need to be replaced. They fit on the end of the inner cable and are cotter keyed into the lever in the control station. Lastly the plates that connect to the control station and are used to hold the outer sheath of the cable may be loose and need to be tightened.

I would check for tight bends first then I would try and remove the ends of one cable at a time and see which one is binding. Morse makes several grades of control cable, some which can stand a tight turn of maybe six inches in radius, where others require a greater turning radius.

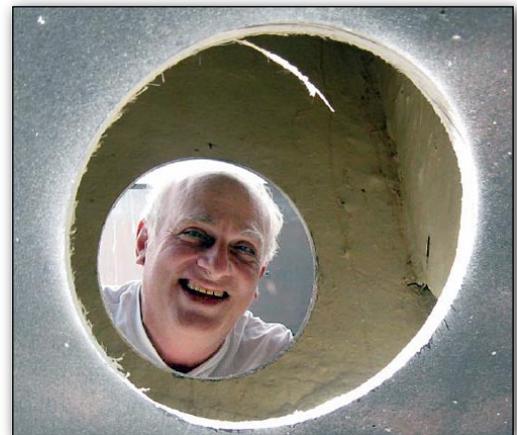


**KOCH, Steven & Diane (#74) 1989 • DeFever 49
Pilothouse • AURORA Palm City, FL**

Putting a Hole in Our Boat Was a Good Thing!

What, might you ask, could be good about putting a hole in your boat?!

Well, if it happens to be because you're installing a new bow thruster then that would qualify. Steven and I were hired by the new owners of a 65' motor yacht to captain their vessel and instruct them on boat handling and navigation during the past seven months. Well, it just so happened that





the vessel had both bow and stern thrusters and well... we got a bit spoiled. So we decided since AURORA was in storage on the hard it would be a good time to have one installed. We attended several shows including the Baltimore TrawlerFest, the Annapolis Boat Show and the Fort Lauderdale Boat Show aboard the 65' vessel as she is currently for sale and the owners wanted the most exposure possible. That allowed us some time to go shopping and research the companies and manufacturers of bow thrusters to make an informed decision.

We chose the Side Power system manufactured by Imtra for several reasons, not the least of which was the fact that the installer agreed to allow Steven to set up the battery, the charger, and run all the wiring for the unit as well as install the two controls at the



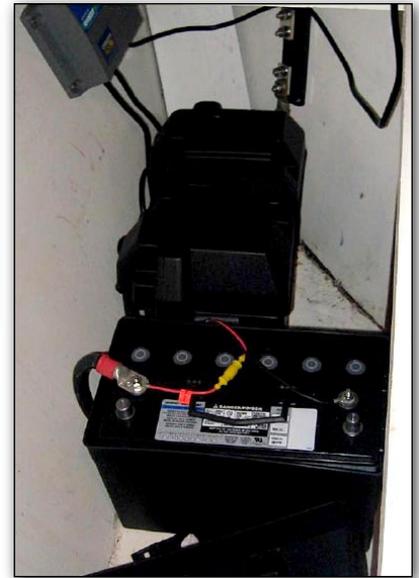
helm. Every other company wanted to do the whole installation, adding greatly to the cost of the project... about \$5K! We selected the "Binford" model, SE 170/250TC, an electric DC model with twin five blade counter-rotating composite props, a 10" tunnel and over 10HP that will thrust full on for over 30 seconds if necessary... arrrrgh!

We met Steven Owens, the salesman/installer at the Lauderdale show and were immediately impressed with his approach and honesty. He also came highly recommended by the owner of another company that had worked with him on several projects, so we were comfortable with our choice.



After returning to AURORA and taking measurements to make sure the unit would fit in our forward stateroom bilge, we ordered the unit and made arrangements for Steve to come to the River Forest Marina/Storage facility near

Ortona, FL where AURORA was patiently awaiting our return in late November. The folks at this facility are great to work with and knowledgeable about all facets of boating. Some might recognize the name of the owner, Joe Charles (Charles Industries) who owns both the Stuart and Ortona facility and was a Platinum Sponsor at the 2007 DFC Rendezvous in Palm Coast.



Steve O. arrived with Paul and laid out all the parts, tools, equipment and products needed for the job and was well organized in his approach to “putting a big hole in our boat”! Thankfully, he measured at least twice and cut once as we stood in amazement and relative calm watching him drill with an ever increasing size bit until Big Bertha was strapped on to finish the job!

After the hole was cut it was sanded and the tunnel set in place, cut and trimmed, then fiberglass was applied inside and out and allowed to set overnight.

While Paul applied a barrier coat on the outside, Steve O. wedged himself inside the forward bilge to mount the thruster into place. Steven completed the wiring that leads from the unit to the controls on the flying bridge and in the pilot house, as well as mounting the battery, charger, and switch. The next day another barrier coat was applied to the hull around the tunnel, allowed to set, then sanded.



Then Duraglass was applied, allowed to set, and sanded before the primer was painted on the hull. Once the primer was sanded and things were smoothed out, bottom paint was applied late in the day.



AURORA was splashed the next day, and she was sitting pretty at the dock when we arrived, waiting to get underway! We thrust away from the dock and WOW - that was cool. The true test would come as we transited the locks and used it to move off the walls. Once again, it worked great, pushing us off the lock walls as we used the shifters in tandem to “walk” away and then proceed. Having used spring lines for years which work well, it’s nice to have the ease of the joy stick to do the trick! We were very pleased with the professional job that Steve O. and Paul performed and we would highly recommend their services to anyone wanting to put a hole in their boat!



We would also highly recommend River Forest Marina/Storage to anyone transiting from east to west or vice versa for great service and prices.

See you at the 2011 DFC Rendezvous in Sarasota!

Club NEWS Notes

RUDY, Bill & Charlotte (#1054) 1989 • DF50 • OMEGA Summerland Key, FL

Long-time DFC pioneer Bob Fordyce



Long-time DFC pioneer Bob Fordyce made his final cruise to Heaven on December 1, 2010.

Captain Bob and first mate Barbara Fordyce, former owners of GOOD GRIEF (DF 44), were very active DeFever Cruisers members from 1989 until 2002. They made their first cruise to the Abacos in 1989 where they became acquainted with the Beards (WHISKERS) and the Whites (#1023, the former ENDORPHIN) and many other wonderful DeFever friends. They attended their first rendezvous at Treasure Cay, and cruising in the Bahamas with other DFC members became an annual event for them.

Bob Fordyce and Barbara Dein (#2, DF 44 GONDOLA) started the first DeFever magazine in the early 90's, which was distributed by mail in those days.

According to Bob's wife Barbara, they never missed a DeFever

Rendezvous. Getting together with DeFever owners was the highlight of the year for them.

As a result of Bob and Barbara's capabilities, GOOD GRIEF was a show piece. Bob was a master of all systems on the boat and a very innovative designer in areas ranging from boat hardware to upgrading from Borg Warner to Twin Disc transmissions. Their brightwork was second to none. A visit aboard GOOD GRIEF was always a treat. They were a great captain and first mate, and great cruise companions.

Captain Bob will certainly be missed. He is survived by his wife Barbara, his son Larry, and his daughter Linda. Barbara resides in Cape Coral, FL.



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

MEMBER PROFILE

(Peggy volunteers countless hours to do all the design, artwork, and layout of our DeFever Cruisers Magazine. The Sir Speedy Printing Center that she owns does the printing and mailing. – Ed.)

Both Hans and I have had boats and been around the water for a very long time. Hans was born in Denmark and grew up there. As a young man he signed up as a cadet on the tall ship *Danmark*, and trained in rope-climbing and sea skills while on board. At the end of his tour of duty, he went back to sea as a merchant marine, aboard M/S *Mads Skou*. For the next eighteen months, he cruised from New Orleans to Bangkok, from Valparaiso to Hamburg. Sounds romantic? Well maybe,

but it was hard work as he spent much of his time in the noisy engine room tending the 7,800 HP, 7-cylinder, two-stroke, cross-head, trunk, Burmeister and Wain engine. He has some real sea stories of being shot in Santo Domingo, Dominican Republic (don't ask him to show you the scar!), chasing the Christmas Goose down the table as it slid by in heavy seas, and two days of being turned under, waiting out a hurricane.



A Greenland marina in summer

On his return from the sea, he took his turn in Greenland. Every young Dane was expected to put in some time in Greenland, a County of Denmark. While there, Hans shared ownership of an Albin 25 with a good buddy. When the water wasn't solid they would cruise the coast of Greenland – not for the faint of heart, surely. Again, his sea stories from Greenland are worthy of a long sit-down with cold beer, and perhaps even some *Aquavit* from the freezer! He will gladly tell you of the insulating characteristics of seaweed after being stranded in a whiteout. After nearly nine years in Greenland Hans tired of the frozen north, and flew to his new job in Indonesia. When he arrived there it was 104°, and he disembarked from the plane wearing his heavy Greenlandic parka. He met his future wife



Peggy and Hans Bjarno

there, and after three years they moved to Falls Church, Virginia. It was 1977.

Today Hans is an Airline Maintenance Mechanic for United Airlines. He does everything from fixing toilets, to changing tires, to trouble-shooting the landing gear or a jet engine. He helps to “keep the skies friendly,” so just imagine how useful he is on a boat!

I am from a much more tame background. I grew up on Long Island and lived in Port Washington in a small Victorian house a block and a half from Manhasset Bay on Long Island Sound. Although my twin sister Kathy and I visited the town dock often and with great yearning, we never had a boat, and we received many warnings about “staying away from the edge.” Our grandparents owned a house in Bridgehampton much farther out on Long Island, and Kathy and I were lucky enough to be able to spend our summers in what was then an idyllic world of potato farms and the beach. The summer that we were twelve, we joined the Mecox Bay Yacht Club and learned to sail. Once again we didn't have a boat, but for the Sunday races we could use the sailboat owned by the Club. One of us would bail, and the other would sail... the boat was water logged and slower than dirt. We were hugely happy whenever we came in only second to last.

I was an artist from a family of artists, and taught art for many years, at many different levels. When I moved to Maryland in 1979 I was “over qualified,” and couldn't get a job teaching. In 1980 I took a part-time trainee position as a typesetter with a small, newly-opened print shop in Gaithersburg, Maryland. I was paid \$5.00 an hour for a twenty-hour week, and I took on the job as a fascinating challenge – this was before the days of WYSIWYG, so my screen showed me nothing that resembled the output. What fun – a puzzle! Seven years later I was a full partner in the business, and since 1994 I have been sole owner of the Sir Speedy Printing franchise in Rockville, Maryland.

My brother-in-law Allan owns a Chesapeake Bay Log Sailing Canoe. <http://www.youtube.com/watch?v=qiS6XOSvHhQ>

When I moved to Maryland he was first restoring his boat (which was built in 1932), and then was actively participating in the busy racing calendar. Although these are traditional Chesapeake Bay craft, they are fast and tender, capsizing readily if the boardmen don't do their job. Allan's boat was one of the big ones, 8' wide, by 60' LOA, with two masts, the taller of which was 59' high. I crewed with him as the Mainsail handler, sitting aft on the outrigger. If I wasn't on the boat I was following the progress of the race with Kathy from the shore. “Look... Is that a Log Canoe?” The mostly privately owned shoreline of the Eastern Shore of Maryland did not offer very good vantage points for watching the Log Canoe racing. We needed a boat.

In 1995 I had a Significant Birthday and looked at my life: What had I not done that I still wanted to do? I decided



Chesapeake Bay Log Sailing Canoe “Flying Cloud.”



The first "Catch 22"

that I didn't want to "stay away from the edge" anymore. That year for my birthday I bought a thirteen year old, twenty-five foot Chris Craft, and taught myself to drive a power boat. Oh yes, I had considered a sailboat. But was it all going to get easier? No. Besides, I already knew that nine times out of ten on the Chesapeake Bay, sailboats are nothing more than narrow trawlers with tall and inconvenient spars, putt-putting along under power at seven knots. And I wanted to watch those Log Canoe races from a better vantage point! My first boat, *Catch 22* (Allan's sail number in the fleet is 22) became the tender for a Log Canoe. Boy oh boy oh boy, did I learn a lot about handling a boat re-e-e-ally fast!

The following year I got the old "one-size larger" syndrome, and found a beautiful Bayliner 3288 with twin diesels on the Internet. I could share the boat with more people, but it was still agile enough to be tender for the Log Canoe. Kathy and Allan and I, along with two other friends, brought the second *Catch 22* down from Lake Champlain in a glorious trip, over the course of a very cold week in May!

Hans and I met in 2000. We lived 15 minutes apart and never would have met but for One-and-Only.com. He had been widowed in 1993, and I had been divorced in 1981. When I posted my on-line ad, I decided that putting in the fact that I owned a 32' power boat might make someone think I was rich (which anyone who owns a boat knows cannot be true!), so instead I wrote that I enjoyed kayaking on the quiet waters of the Chesapeake Bay – no lie! Hans almost didn't answer my ad because he missed the "quiet waters" part, and envisioned a white water, bicep-bulging woman. Two years later we were married on board *Aqua Vitae*, the 1986 Albin 43' that we had found together that year. I think he married me for the boat, and he says that I married him so he could FIX the boat. Truth of the matter is that our sharing the love of the boat and boating is very definitely one of the things that we married each other for!



Our SOB, "Aqua Vitae"

We aren't yet retired, just keep saying "next year," (See Bob & Kemba DEGROOT's – #857 – article on page 17!) and we can't wait to get out there and explore the coastal and inland waters, and the Caribbean. Our Albin is not a DeFever, but like many others in the DeFever Cruisers group, our dream is to own one of those wonderful boats some day. In the meantime, we'll enjoy the boat, the boating, all the friends we make along the way, and each other.



**LEONPACHER, Norm & Carolyn (#354) 1974 •
DF40 Passagemaker • C LADY
Niceville, FL**

C LADY Wins

Congratulations to Norm and Carolyn Leonpacher for winning "Best Overall" in two Holiday Boat Parades in the Florida Panhandle. There were twelve boats in the Niceville Boggy Bayou Holiday Boat Parade and twenty-four in the Destin Harbor Parade. C LADY, a 1974 Passagemaker 40, was "brilliantly" covered with lights and animated decorations and needed over 5kW from the original Onan 7.5KW generator for the illumination.



Andy Hines Poetry

My father, Andy Hines, owner of SMALL WORLD, a 1979 DeFever 43 and a member of DeFever Cruisers, has written many poems throughout the years. Many of them deal with our family's many years of boating. I have copied some and attached them for your use should you find them interesting. All of them are written by Andrew H. Hines, Jr., are copyrighted and used by permission. Many of us can identify with them and perhaps there may be other poets out there amongst the DeFever owners.

DAY ON THE STREAM

There's nowhere in a mountain range
You'll see this deep a blue
As though the ocean were so deep
No other light came through.

And where the surface breaks in white
It's whiter than the snow,
And then a fleeting flying fish
Shows that there's life below.

And so we find a line of weck
And search along the edge
And hunt for dolphin in a school
Just like a silver wedge.

Then one reel sings and then one more,
As fast as we could hear
In crystal glare and moving light,
The fish are swarming near.

How can the words of one who writes
Describe that green and gold,
That silver blue in deeper blue,
A moment one can't hold.

Action, motion, life and grace
Were in those moments few
And beauty such as rarely seen
And something that felt true.

And one bull dolphin on my line
Fought back especially hard.
I strongly pumped to pull him in,
Gained on him yard by yard.

Up to the transom of the boat,
Up to the light of day,
And then a desperate frenzied lunge,
The dolphin got away.

When we sat down to dine that night,
There was a festive air,
A day of beauty and delight,
A day with little care.

And while our chatter made its round,
I raised a silent glass
And drank to one who roams the sea
And forms part of my past.

Who showed that never giving up
Is still the way to be
And, if you struggle hard enough,
You, too, may still be free.

CAPTIVA

I saw a rainbow this morning,
The sky in the west was gray,
But eastward the sun was rising,
The start of a beautiful day.

Seas may start building by noonday,
And storms may threaten by two,
But I'll not forget the beginning
And how it all looked, fresh and new.

Storms will always be with us
And gray clouds seem all that we share.
But sunrise is always before us
And the dawn of each new day is fair.

*(Stay tuned for more of Andy's poetry in
the next issue. – Ed.)*



2011 Rendezvous, Marina Jack, Sarasota, March 18-20th, 2011



This may be your last chance to mark your calendar and plan on attending by sea or land. We have 117 members registered to attend and 28 boats as of early February. Don't be disappointed!

The marina has 3 dining venues with entertainment nightly just a few steps from your berth. Dockage is 2.25/ft per day or 11.25/ft if you wish to stay for a week including water, electricity and pump out. We have established group room rates at the Sarasota Hyatt Regency, a 4 diamond property for \$199/night located a short walk from the marina. We also have rates at a nearby Hilton Garden Inn for \$109/night including transportation to the marina.

The registration fee is \$160 and includes all seminars, 2 breakfasts, one dinner and one hors d' oeuvres reception. Here is a tentative schedule of events:

Friday, March 18		Saturday, March 19		Sunday, March 20	
1300-1700	Registration	0830-1230	Seminars	0830-1230	Seminars
1700-1900	Docktail Party	1230-1400	Lunch	1230-1400	Lunch
		1400-1700	Open Boats	1400-1700	Open Boats
		1800-2200	Dinner	1730-1930	Reception/Auction

Our slate of presentations includes travelogues, technical/mechanical insights, and a segment about the DeFever market. Come along and 'cruise' the Eastern US seaboard and Canadian waters, the Chesapeake, and the Bahamas as well as cross the Panama Canal through the experience of DFC Members. Others plan to share in-depth Communications knowledge, engine maintenance, and bravely attack the fuel filtering monster. These come compliments of many DFC Members who graciously volunteered to share their insights.

Registration forms and marina/hotel booking instructions will be sent by mail to anyone who receives the DFC Magazine by mail. For everyone else, we have sent emails and posted the forms in the files section of the DFC Yahoo forum.

Questions? Contact Bob Ebaugh at bob@ebaugh.net or 727-647-7536.

See you there!