

DeFever Cruisers Magazine



Volume 17 Number 2

Spring 2012



DeFever Cruisers Rendezvous 2012

127 people and 21 boats arrived at Old Port Cove Marina in beautiful North Palm Beach, Florida for three days of fun, friendship, and sharing. Thanks go to Slade and Susan Cargill (#946) for chairing the Rendezvous and organizing a crew of willing volunteer help. Barbara Reinken (#854) handled Registration, Pat and Don Pickworth (#900) organized the Program, and Bob Dein (#2) handled the Treasurer and Official Photographer duties. No one has stepped up yet to chair the 2013 Rendezvous – so we need a volunteer if people want another fabulous event next year.

Friday, March 2 was registration and a lovely Dock-tail Party.



Saturday began with a beautiful pool-side continental breakfast at the North Palm Beach Country Club followed by seminars: Update on the DeFever Market and Selling Your boat by Curtis Stokes (#1143), Boat Electrical Systems 101 by Ron Owens (#401), and Cruising the Lower St. Lawrence River to PEI and Nova Scotia by Pat and Don Pickworth. After the seminars everyone enjoyed a pool-side buffet lunch – the weather was just perfect.



Saturday afternoon was back at the marina with open boats and some small-group workshops: Engine Room Checks with Bob Smith (#136), Electrical System Trouble-Shooting with Steve Koch (#74), Ladies – Meet Your Engines with Capt. Carol Cuddyer, Ladies – Meet Your Electrical Systems with Capt. Patti Moore, and First Time to the Bahamas with Robin and Jim Roberts (#331) and Carol and Dan Rohr (#665). Saturday night was capped off by cocktails and a buffet dinner at the North Palm Beach Country Club, with wine generously sponsored by Curtis Stokes.

Sunday began much the same as Saturday, with breakfast, announcements from the Chief Pilot Hank Haeseker (#22), and seminars: Active Captain and Online Cruising Guides by Hank Haeseker, Vibration and Engine Room Heat by Jim O'Malley





(#238), Ladies Roundtable led by Patti Moore and Carol Cuddyer, and Cruising the Thousand Islands, Rideau Canal, Trent-Severn, Georgian Bay, and North Channel by John Haluska (#1002). The Ladies Roundtable was held under the awning by the pool, and was a bit exciting when a brief thunderstorm rolled through! The weather forced our buffet lunch indoors, but the skies cleared in plenty of time for us to return to the marina for another afternoon of open boats and workshops. Sunday evening wrapped up with cocktails and hors d'oeuvres at the Country Club and announcement of the Silent Auction winners.

Generous contributors to the Silent Auction (which helps defray some of the Rendezvous costs) are below. Please support those companies that support DFC!

Waterway Guide
 Steve and Diane Koch
 American Diesel
 SeaTow
 River Forest Yachting Center
 BoatUS
 Ocean Navigator

Cocoa Village Marina
 Marineland Marina
 SpotlessStainless.com
 Defender
 DeFever Cruisers
 Nancy and Hank Haeseker
 Old Port Cove Marina



Dockmaster Mark Lavery and his staff at Old Port Cove marina were generous and professional in supporting the Rendezvous. David Naumann and his staff were great hosts for the Rendezvous at the North Palm Beach Country Club.

Once again, we can't thank Slade and Susan and their army of volunteers enough for stepping up and organizing a truly outstanding Rendezvous! We are an all-volunteer organization and we rely on our members to make things happen. Let's hope someone steps up for 2013 so we can all get together again, make new friends, visit with old friends, and share valuable information.

Check out the back page of the Magazine to see some of the Boats and Folks who attended this terrific Rendezvous!!



A Present for Arthur DeFever

Arthur and Ruth DeFever missed our terrific Florida Rendezvous in March. When I called Art to invite them to the Rendezvous I could tell that it was painful for Art to miss this one. He really hates to pass up a chance to talk to all his friends, old and new. And he has attended all but one or two during the past 18 years. But regretfully, considering his health and Ruth's, who was recovering from a fall, they just could not make it this year.

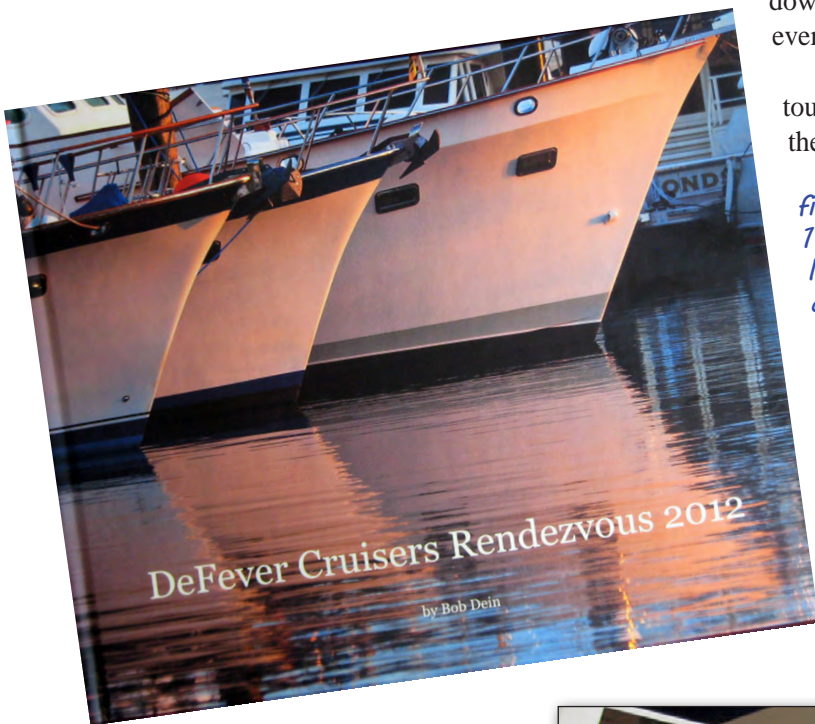
So, what might we do to let them know we missed them? A big card? A group photo? Nice, but we wanted to do more - something different. Well, it just happened that Bob and Barbara Dein were visiting us at our home shortly before the Rendezvous. Bob was showing us his artistic photo books of their travels and a stunning book of portraits of people "on the street," each with great character in their face and a personal story. Bob could tell that story for every one of the 100 souls. That led to the idea to produce a book of Rendezvous photos with personal messages and portrait photos of the lucky members who would attend the Rendezvous. Bob agreed to do the photography and create the book.

The results are beyond expectation with artistic images and portrait shots that make us all look good. Bob, who downplayed my compliments, regrets not capturing every single person who attended. He certainly tried.

I love the heartfelt messages and I am sure they will touch Art's heart. That's the idea. Here is a sampling of the good words written and included in the book.

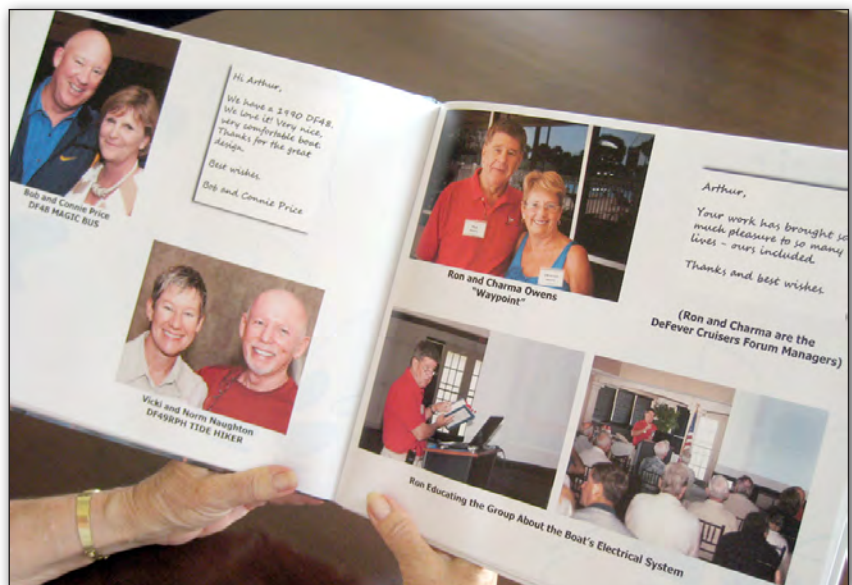
Twenty-five years! We bought our first DeFever, a Passagemaker 40, in 1987, and DeFever cruising has been our lives ever since. Thank you, Arthur, for designing craft that have provided so much enjoyment for so many people for so many years! Bob and Barbara Dein

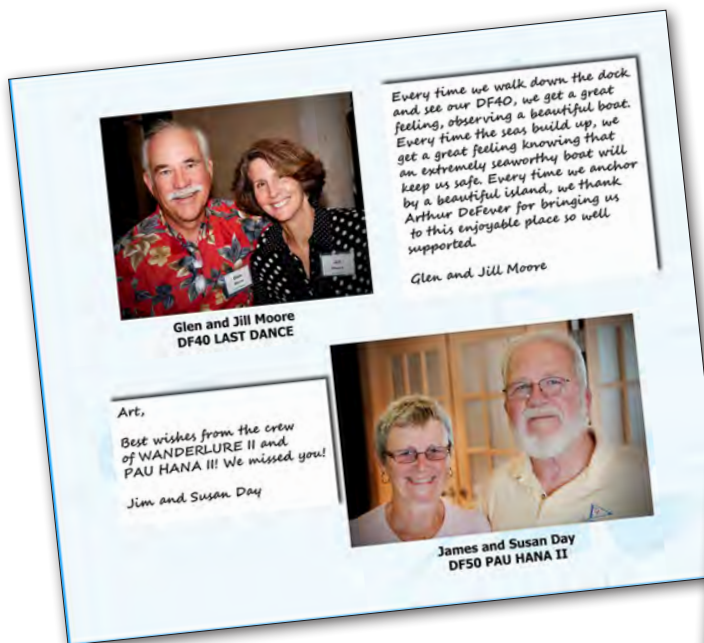
Arthur, we enjoy living aboard and cruising our 1989 DeFever 44, SOJOURNER, for several months each year. We love her beautiful lines and spacious accommodations and are grateful for the security we feel when we take her offshore. Susan and Slade Cargill



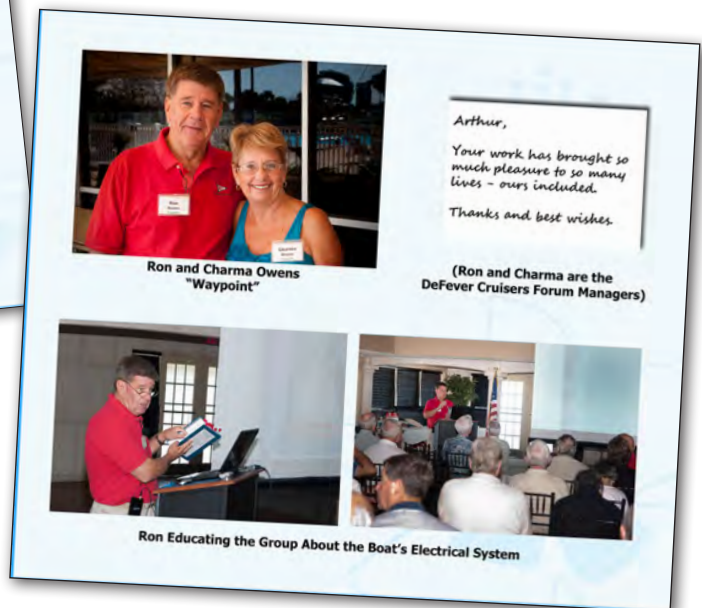
Art, for 18 years we have traveled comfortably and safely on our 52 Offshore Cruiser: Florida to Guatemala, to Maine, to the Bahamas, to Canada and the Great Lakes - 50,000 miles of challenges and adventures. What a life! Hank and Nancy Haeseker

Arthur, it has been an honor to know you and to benefit from your expertise and vision. We remain the proud owners of RESURGENT, our 49 RPH built in 1989, which we have owned since 1993 and have enjoyed





throughout the Great Lakes, the North Channel and Georgian Bay, the Inland River System, the Gulf of Mexico, the Bahamas, Florida, the Atlantic ICW, the Eastern Seaboard and the Chesapeake Bay. Joel and Marian Busse



Art and Ruth, hope you are well. Your legacy as a Naval Engineer created DeFever cruising yachts with functional layouts, comfortable living spaces, ease of maintenance, and long range, low-cost cruising. Our friends and family thank you for 15 years of memories. Our lives have been forever enhanced. Love, Bob and Carol Bryan

Twenty-five years with the same DeFever, and still going strong. Thanks Arthur! Bill and Carolou Cirillo

Dear Art, We had the great pleasure of meeting you on the Panama Canal cruise, and miss you this year. We love our 1988 49 RPH and thank you for designing a wonderful vessel. Best wishes, Pat and Chuck Berry

Arthur, Thank you for the wonderful boat, the many hours of pleasure that it brought us, and most of all, the companionship and good cheer you brought to the many Rendezvous you attended. Betty and Dave Coviello

Every time we walk down the dock and see our DF40, we get a great feeling, observing a beautiful boat. Every time the seas build up, we get a great feeling knowing that an extremely seaworthy boat will keep us safe. Every time we anchor by a beautiful island, we thank Arthur DeFever for bringing us to this enjoyable place so well supported. Glen and Jill Moore

And now, my own thoughts on DeFever Cruisers: When we lucked into finding our nearly-new DeFever 52, LAST LAUGH in 1994 Nancy and I were not really thinking about how our life together would change. But change it did. When we pulled up to the dock at our first Rendezvous at Duck Key in the Florida Keys in 1995, with our Florida Gators flag flying, we were met on the dock by none other than Bob and Barbara Dein, Gators through and through. The friendships we made at that first meeting – with intelligent, self-sufficient, adventurous people, have remained our close friendships over all these eighteen years. And we add more friends at every new DeFever Cruisers Rendezvous and every new cruise. I know that, were it not for Arthur DeFever, our lives would be less complete, less interesting and far less memorable. Thank you Arthur. See you next year!



Passing of a DeFever Cruiser Member

With heavy heart I am saddened to let you know we lost Bill King on Sunday Jan. 8, 2012.

Bill was a long-time sailor before he bought his DeFever. He was a retired Navy Senior Chief (E-9), Hard Hat Navy Diver and he did some extraordinary diving in his career. He was the unofficial “Mayor” of Hampton, Virginia, representing the City Marina at the Annapolis Boat Show.

(Ed note: We met Bill and Irmajean several



years ago and we always enjoyed seeing them when we passed through Hampton. They were a terrific couple and very special people.)



LUCHETTI, Luigi M & Silvana (#944)
Roma, Italy

2009 • DeFever 45 • MAIMITI

MAIMITI crossed the Pacific Ocean

Our boat MAIMITI is a 2009 new DF 45’ – basically it is similar, but one foot longer and one foot larger than the previous DF44, and the hull was modified with an hard chine; Accordingly, the former 49’ (44’+5’) is now 50’ with the same hull shape than the 45’. Our MAIMITI has some custom modifications, including the hard top, but I suppose the hard top will be available on request.

We did it! After 16 days and 12 hours of sailing, MAIMITI landed in the Marquesas Islands, French Polynesia.

Indeed, this has been our second Pacific crossing experience; the first one was 16 years ago with our beloved *Chin Clo*, a Nauticat 38’ ketch. This time was on MAIMITI, our three year old DeFever 45, taking us along “the milk road” to French Polynesia.

But this time the journey was a bit different. With a trawler in mind, we had to consider several different issues than those of a sailing boat.

We equipped MAIMITI with several extras, including a second autopilot, and we carried 12 extra 55 gallon fuel barrels, totaling 600 extra gallons of fuel in addition to the 1320 gallons on board. Because of the extra weight we carefully considered where to locate the 12 barrels. To transfer the fuel to the tanks we purchased a dedicated electric pump.

Before transiting the Panama Canal (at that time we were on the Atlantic side) we did a 200 mile sea trial, with MAIMITI fully loaded and the barrels filled on the deck; we wanted to check if any problems would arise. Everything

worked as predicted with just few glitches that were easy to fix after the trial. We worked a lot doing several other minor tasks which kept us busy for more than one month.

Crossing the Pacific in a powerboat, one needs to choose a different season and a different route than by a sailing boat. The second half of January seemed to us the right departure time, looking for no active ITCZ and smoother seas.

After crossing the Panama Canal and carefully checking the weather we left Balboa (Panama) on January 18th, heading for the Galapagos Islands - roughly 950 miles. We landed after five days of light winds and smooth seas as predicted.

The total fuel amount we carried reached 2150 gal, but a steady current helped us on this first leg and we needed to refuel only 400 gallons in the Galapagos. This time our stop in San Cristobal Island was pretty much a technical one: at the Galapagos, Puerto Barquerizo Moreno we spent one week, refueling, doing maintenance (changing the filters and the engine oil), and reprovisioning with fresh products (we didn't find much there).

On February 1st we left San Cristobal heading to French Polynesia. MAIMITI was almost overloaded by provisioning and fuel, but letting the engines work around 1550 RPM, we were able to maintain an average speed (on the water) of about 7 knots.

The first 1000 miles we kept sailing a few degrees north of the rhumb line in order to find smoother seas and to avoid the southern swell that usually a sailing boat en route to the Polynesia finds south of it. After the first 1000 miles we headed to the Marquesas by rhumb line. The south equatorial current was present most of the time at a speed not less than a half knot, and sometimes up to more than one knot helping us to cover more than 180 NM a day.

We cruised these 3000 miles in 16 days and 12 hours. We had no problem at all; the two John Deeres ran all the time, all equipment on board worked flawlessly. Our roll stabilizers worked all the time as well, doing a very good job and certainly without them our long trip through the Pacific would have been considerably less comfortable.

The life on board during the sailing was smooth: in the daylight time Luigi and Silvana attended to the usual jobs while in the night each one was on duty for three hours, looking for other boats or ships on the way. On our 16 days sailing we had a visual contact with just a couple of ships and, by radar, another couple more than 15 miles away.

The wind on our route always was no more than 15 knots and always astern.

We landed in a roly bay on the the Hiva Oa island, after more than 3000 miles of sailing.

Arriving in the Marquesas we were supposed to stop for a while in the islands, but the anchorage was so uncomfortable that after changing oil and filters, we went to sea again the next day en route to Tuamotus Island, where we arrived three days later with another 500 miles under the keel of MAIMITI.

At last we reached our destination and now we are relaxing and enjoying our prize: the Tuamotus Islands!



MAIMITI in Balboa



What Kind of Fools Are We?



Gray Hawk

was also paying moorage for his recently acquired 60 plus foot Knight Carver so we ended up buying her and bringing her back to Vancouver Island.

We then spent the balance of last winter cruising the Sunshine Coast and San Juan Islands. In mid-July we left GRAY HAWK moored at Cowichan Bay, just outside Duncan, BC and went back to our bus on the prairies. Pretty well everyone we met thought we were fools to do that but we were glad to leave the mayhem behind us. After a glorious winter of cruising the coast with the water and anchorages largely to ourselves, we just couldn't handle the influx of summer fools. I'm sure that most summer boaters are fine folks but there were enough idiots that came along with the good ones to ruin the experience for us. We actually heard a MAYDAY called in from inside a marina (she thought they "might" run aground) and another MAYDAY called in from a sailboat that had lost its engine (the Coastie said "You're a sailboat, right?"). And that's not to mention the daily incidents of boaters cutting across our path with no warning or the derelict captain at Todd Inlet who yelled at us for blocking his view - of the fireworks, or the kids yelling "HELLO" on Channel 16, or the crowded docks or the anchoring wars.

For those boaters who prefer to have the water to themselves, Georgia Strait in the summer is a good place to avoid. This is a destination cruising ground with good reason. There are lots of marine parks, plenty of sheltered anchorages, and lots of commercial float space. We were just glad to leave all the summer boaters to enjoy the water without us to get in their way. Our plan was to return in early November. As so often happens, life got in the way of that plan which was how we found ourselves leaving Texas at the end of December, destination Cow Bay.



Dock at Princess Louisa

What kind of a fool would leave southern Texas between Christmas and New Year's and head for the Pacific North "Wet"? Well, the fool writing this story did exactly that this year.

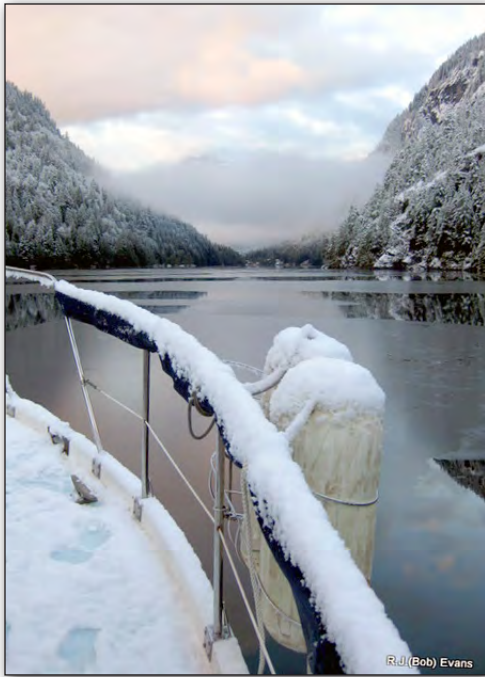
We have spent the last five or six years living in our converted Prevost bus. Originally from Saskatchewan, both of us detest the extreme cold that a prairie winter typically brings, so for close to 20 years now we have managed to miss some or all of the worst winter weather by taking the bus to the southern U.S. or Mexico. We have been looking for exactly the right DeFever for several years and in the fall of 2010 that boat came our way in the form of GRAY HAWK, a 43 DeFever. She was for sale in Seattle and exceeded our expectations when we finally got there to look at her. Her previous owner was motivated because he



Alone at Plumper Cove

It's Groundhog Day today and we're tied up at Plumper Cove Marine Park on Keats Island, across Shoal Channel from Gibsons. Canadian boaters will no doubt remember the 1960's made in Canada TV series "The Beachcombers" which was filmed in and around Gibsons. Molly's Reach is still open today in Gibsons Landing. From the marine park across the channel we can see Gibsons but we have the whole park to ourselves - there's nobody else tied up to the floats or on the mooring balls.

Last winter our first adventure was to Princess Louisa Inlet. When we arrived



Snowfall in Princess Louisa Inlet



Winter Scenery

at the falls at the top of the inlet there was one other sailboat on the float. Fortunately they had a ham radio because there was no other means of communicating from there. Winter boaters need to have confidence in their boat and its systems because winter boating means that you will frequently be all alone and isolated. We didn't have that confidence last winter so we left Princess Louisa the day after our sailboat acquaintances did. With a year of ownership behind us, known maintenance and several lockers full of spares we wouldn't be so worried but that kind of isolation isn't for everyone. We have friends out here that we absolutely wouldn't invite on that kind of trip because they simply wouldn't enjoy themselves. We'll will, however, find plenty of opportunity to travel with them because the other big advantage of winter boating is winter rates at the commercial docks. We'll pay as little as 50 cents a foot for 30 amp moorage at some docks this winter. That's about all we'll pay anyway - any higher than that and we'll just anchor out. So for people who like to be at the dock, winter is a great time to travel - the docks are largely empty and the rates are at most half of what they are in the summer. The other big advantage is that the wharfingers are so happy to see you. Last winter the woman on the dock in Pender Harbour said she had been there since late November and when we arrived in Feb. we were her first transients.

There are lots of places to hide in the Pacific Northwest when the weather kicks up. And you have to respect the winter weather because it can turn nasty in a hurry. Having grown up on the prairies though, even what they consider nasty out here doesn't seem all that bad as long as we've got some shelter from the wind. There are lots of places to hide from the wind and it never gets all that cold so all you have to do is wait a few days for it to get better again. Even when they get snow that sticks around it never lasts for long. You do have to watch your weather windows to get across the Strait of Georgia. The wind blows in off the Pacific in the winter, then bounces off the coastal mountains and gets funneled up or down the Strait. When it runs wind against current things can get exciting. Once you are up in Desolation Sound there are places to hide and there are lots of hiding holes in the Gulf Islands and the San Juans, but in between it can get exciting. That's true in the summer too but with less traffic in the winter there is increased risk if something goes wrong.



Jervis Inlet

There are several boat shows in the PNW that make good excuses for winter cruising. Seattle is at the start of February, followed by Vancouver. Then comes Anacortes followed by Trawlerfest also in Anacortes. Squim, on the tip of the Olympic Peninsula has a fly fishing show in April and there is a floating boat show in Victoria in the spring. No doubt there are countless other little local shows that we simply haven't discovered yet.

Another big attraction for PNW winter boating is crabs and prawns. The BC spot prawn is so plentiful and so easy to catch that it should be illegal. Apparently

the prawn fishery is also extremely healthy, to the point where there is no seasonal closure in BC waters. Dungeness crabs are also plentiful and tasty in the winter. So far we haven't done much damage to the fish population but we expect that to change this winter.

Only a fool would leave Texas at the end of December and head north but if you are the kind of fool who likes quiet isolated anchorages, uncrowded floats and crisp winter scenery then give winter boating in the Pacific North West a try.



CARGILL, Slade & Susan (#946) 1989 • DeFever 44 • SOJOURNER Athens, NY



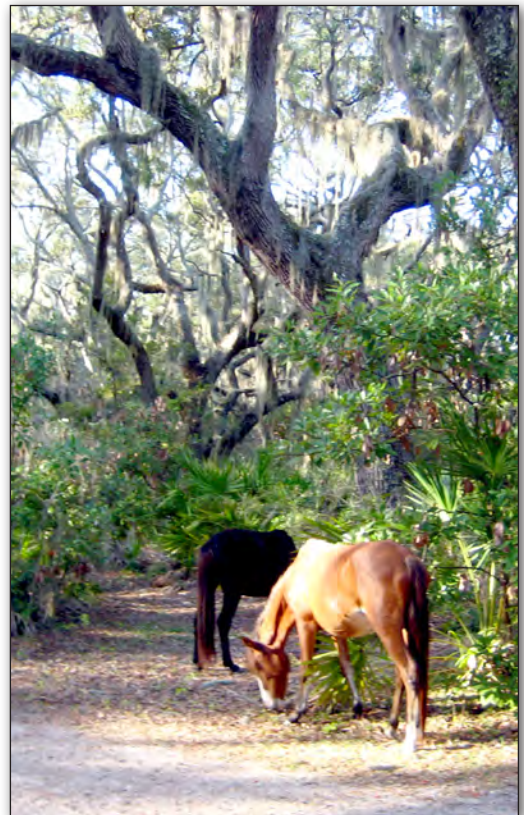
one of our favorite stops as we have transited the ICW. Many DeFever cruisers must share our love for this beautiful place. We have found others anchored there on more than one occasion. If you have not yet visited, it is an absolute must-do!

We never tire of the beautiful live oak forest, the dunes and empty expanses of beach, and the wild horses. We have often wished we could explore the more remote areas of the island which are not accessible by boat. Until recently that involved an arduous hike or bike ride of over 30 miles, with primitive camping. We were pleased to learn of a new program started last summer by the National Park Service to provide guided van tours to the north end of the island.

The Lands and Legacies Tour must be booked ahead by calling the park office at 912-882-4335. It costs \$15 (\$12 for seniors) and is well worth the money. We took the tour in mid-November and highly

Cumberland Island National Seashore – A New Touring Opportunity

Cumberland Island, Georgia, has become





Wild horses grazing near Dungeness Plantation ruins



Stafford Plantation Cemetery

recommend it.

The tour leaves from Sea Camp Dock, near the dinghy dock for the anchorage, at about 9:45 AM and lasts all day. You need to bring your own lunch and water as well as whatever the weather dictates in terms of jackets, sunscreen, etc. The Cumberland Island National Seashore website has a detailed FAQ section about the trip.

We departed in a van with six other people and a ranger/guide and traveled north along a very bumpy sand track. It was a long, slow trip – not an unusual experience for those of us accustomed to eight knot boats. We made several stops along the way. The first was the site of Stafford Plantation and its small cemetery. It was near that spot that we witnessed a truly amazing fight between two wild stallions, complete with rearing, kicking, biting, and chasing – all right in front



Plum Orchard Mansion

of the van. The next stop was Plum Orchard Mansion, one of the Carnegie homes, which still contains much of its original furnishings. After a tour of the house and grounds, we ate our lunches at picnic tables under the trees. We made a stop at the site of the former Cumberland Wharf, a once busy dock now reduced to a few pilings. The final stop on the tour was The Settlement, an early African-American village, and the First African Baptist Church, where JFK Jr. was married. Our guide was well informed and we learned a lot about the human settlers as well as the ecosystem of this fascinating place. We returned to Sea Camp about 4 PM.

If you are making your first stop at Cumberland Island, be sure to allow a day to explore the southern end of the island with the ruins of Dungeness Plantation, the dunes and beach, and the maritime forest on your own. Plan to

stay a second day to take advantage of the Lands and Legacies Tour. You will gain an appreciation of the fascinating history and natural beauty of this remarkable place.

DeFever
TECH

TURNER, Doug & Betty (#1013) 1999 • DeFever 44 •

SEA BISCUIT Weatherby Lake, MO

A Nanny for our Boat

Part time cruising is way better than no cruising at all, but brings with it special needs. There is a lot of traveling from home back and forth to the boat, and if you're like Betty and me, we still work a bit. It's always tough to shut down the appropriate systems, look around the boat one last time, close it up, and head to the airport. Will marina personnel really keep a close eye on her, or will they only notice when she's listing fifteen degrees or is down by the bow or stern?

Although part timers do place a lot of trust on marina personnel, and for the most part they are responsible people, you can do what we did -hire a nanny to stay aboard.

Our nanny is a BoatNanny, from www.theboatnanny.com. First off, we have no financial interest in this product and endorse it only because we have had it in use for two years with excellent results. They produce similar systems for RVs and airplanes. The system is “cell phone” based, although there is no cell phone on the boat. The original purchase price was a little over a thousand dollars, and the fee for monitoring is paid yearly, and comes to about \$125 per year, or about \$10.50 a month. For that fee, you get about 300 messages a month, or about 250 more than you’ll likely ever need. It is nice though, at first, to be able to send commands back and forth to your boat to see how things are doing, so the 300 message limit will permit plenty of practice and checking when the unit is new and you are excited to check on the boat yourself from a thousand miles away.

The system has a base station that comes all set up with a SIM card (the cell phone type) already installed. Activation is very simple and the instructions are clear. The base unit sits on our chart table, and faces the main entry to the salon. It is a gray box about six by eight inches. It has an integral antenna that sticks up about 10 inches, so thus looks like a regular computer router. The base unit does all the communications via the cell phone network, reporting to you daily the normal operation and parameters checked onboard. At any time you can send a command via a simple text message to get a “status report”, or you can activate or deactivate parts of system.

But first, here’s what the BoatNanny reports on: Shore power status - is it on or off, status of both the base unit and the remote unit (down in the engine room), including the status of the battery in the units themselves, motion in the salon, noise in the salon, temperature in the salon, temperature in the engine room, and status of the high water alarm in the bilge. The main unit in the salon takes care of those items reported in the salon, including motion, sound and temperature, and the remote unit handles those items in the engine room - engine room temperature, high water alarm, status of the remote unit, and the remote unit’s battery status. The main unit is powered by a typical 110V charging adapter, which is how it determines if shore power is operating.

The remote unit is a small box about five by seven inches that is mounted in the engine room near the high water float switch, which is supplied in the package when it arrives. I mounted the remote unit about two feet above this high water float switch, and mounted the high water float switch just above the engine room bilge float switch, perhaps four or five inches higher. If the engine room bilge float switch fails and the water in the bilge gets about four inches higher than normal, the BoatNanny high water float switch activates and sends me a text and an email message. It can send this message to several numbers and/or email addresses.

The remote unit mounted in the engine room is powered by two AA batteries, and they should be regular alkaline batteries. For me, they seem to last about six months, so I change them at least that often. The remote unit, besides reporting wirelessly to the base unit, needs no other power. The remote unit has five screw terminals for connecting wires to the unit, two of which are used for the high water float switch. The other three terminals can be used to connect another accessory, such as a loudspeaker or siren alarm. There are clear instructions on how to do this. Or, one could attach some accessory that can be activated by cell phone message. It’s a fairly capable, but simple system.

Each day at noon I get my daily status message letting me know that all is well aboard SEA BISCUIT, and reminding me where I really want to be - aboard. The text message and email arrive punctually at noon, and the message looks like this:

```
SEA BISCUIT
R Unit=OK
Water=OK
Motion=OK
Sound=OK
AC/DC=12.1V
B Batt=OK
B Temp=82.1F
R Batt=OK
R Temp=73.4
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If someone comes aboard, I get a text message saying: SEA BISCUIT, Alarm: Motion=FAIL. Or, if there is a loud

noise aboard, I will get a message saying: SEA BISCUIT, Alarm, Sound=FAIL. If the shore power gets disconnected, I get a similar message: SEA BISCUIT, Alarm, AC/DC=FAIL, 0.1V. This happened last week. I called the dockmaster, advised him my monitoring system showed a shore power failure, and asked him to look into it. He found the breaker off, not tripped, so someone turned it off. Whether accidentally or intentionally, I don't know.

If I have planned for someone to come aboard in my absence for some reason, the BoatNanny will alert me to their arrival, with the motion alarm message sent to my cell phone, and an email at the same time. I get the text message, then, usually call the guest on their cell phone to "welcome them aboard". If they are going to be aboard for an extended period, I send a text message back to BoatNanny, temporarily disabling the motion detector. Once they have left, I send another text to activate the motion sensor. There are other options controllable via text messaging, as well.

I would prefer to cruise and be aboard full time, but short of that option, I at least have a nanny aboard that reliably texts and emails me daily to let me know all is well aboard SEA BISCUIT. And when things aren't so well, she notices, and lets us know, all for about ten bucks a month. For us, it's a worthwhile system, and it has paid it's dues more than once. Now, if I can just get her to wash the boat down every week.



MCLERAN, Bob & Judy Young (#996) 1987 • DeFever 41 • SANDERLING Merritt Island, FL

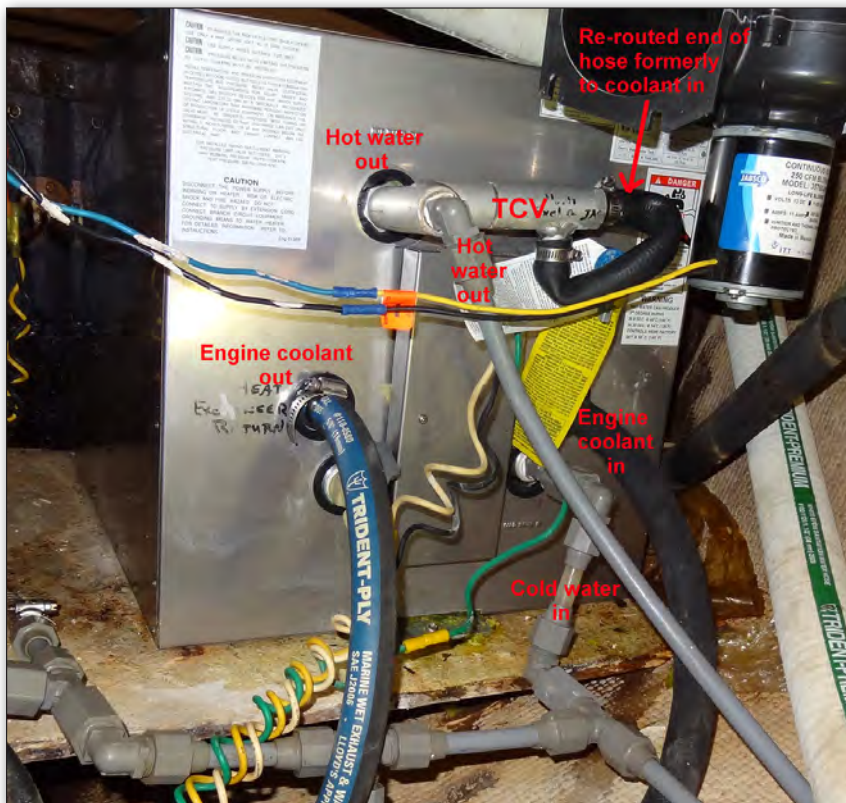
TCV Replacement on Force 10 Hot Water Heater

The cooling system on our Ford-Lehman 135 began losing coolant at a very slow rate about a year ago, and try as I might I couldn't locate the source of the leak. I added an adapter and short section of new hose to the line going to the overflow tank in order to provide the correct size of hose at the fitting at each end, I changed out the exhaust riser, and was contemplating a new head gasket as the amount lost every run kept slowly increasing. By the time we were well along the Rideau Canal in Canada this past summer, when I was adding about a cup of antifreeze/water mix every six hours' run, something had to be done. I received several glowing recommendations for a boat yard in Mechanicsville, Ontario, and made arrangements to have their mechanic

look into the problem.

The boat yard mechanic and I found the problem in about 20 minutes: the Temperature Control Valve (TCV) on SANDERLING's Force 10 water heater had failed after only four years and needed replacement, leaking a stream of coolant while the engine was running and coolant was circulating to the heater! Since Force 10 is a Canadian company, the yard called the local Force 10 agent in Ottawa only to be told that replacement valves were no longer made because there were so many failures; they offered no alternative. The same information was obtained from the main office in British Columbia. The only solution was to bypass the valve and we could be on our way – just be very careful when opening a hot water tap after a day underway because the water would be extremely hot and could cause burns!

Photo 1 shows the plumbing to and from the water heater after bypassing the TCV. The TCV itself is labeled as such.



TCV with rerouted line in



New valve in place - 1

brass fittings from a hardware store. Three trips later, it all went together nicely and no modifications of existing water lines were required. I wasn't able to install two additional ball valves due to space/distance limitations.

Photos 2 and 3 show the new valve in place with the convoluted brass plumbing.

Anyone with a Force 10 Water Heater should inspect the unit to determine if a TCV is in place; it was an optional add-on that was best left off due to the design defect. If it is used, you should be prepared to replace the TCV with a different valve, or at the very least be prepared to reroute the incoming coolant line and bypass the TCV when the valve fails.

The looped black hose on the right side of the valve had been rerouted and the incoming coolant line plumbed directly into the heater.

Upon completing our cruise in mid-October I started looking into another way of tempering the extremely hot water in the heater that can result from long runs. Force 10 recommended installing a Watts brand (there are other brands available) tempering valve which adds cold water to the hot water exiting the heater based on an adjustable control valve. I found it online in both threaded and unthreaded versions, each version with temperature ranges from 100F-130F, and 120F-160F, in 3/4" and 1/2" sizes. A plumber friend suggested that the 100F-130F unit was best for domestic hot water, so that is what I purchased. You can see the assortment here: <http://tinyurl.com/8xsl3np> at one of the suppliers.

The most fun was yet to come, however. Fitting the valve and the lines proved to be a challenge. The manufacturer recommends that the valve be placed at least 8" from the hot water tank, and there were existing water lines that I didn't want to move unless absolutely necessary. After drawing it all out with the required distance and ball valves that I wanted in order to facilitate future repairs (if necessary), and ensuring that it would go together and come apart without having to move the water heater itself, I went to work with the initial supplies of



New valve in place - 2



MCLERAN, Bob & Judy Young (#996) 1987 • DeFever 41 • SANDERLING Merritt Island, FL

Repairing Broken Handrail Gate Latch

SANDERLING is a DeFever 41 built in 1987 with lots of teak – window frames, hand rails (with three gates), cap rail, topside trim and seats, and deck. We're willing to put in the extra work that is required to enjoy the warm appearance of the teak. Our former trawler had the same type of bright-work and we knew how to deal with it. One thing we hadn't



dealt with before was a broken gate latch.

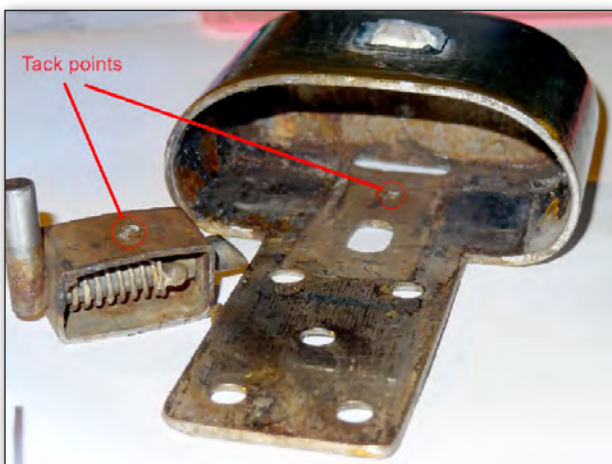
SANDERLING's three gate latches consist of two similar stainless steel parts: one with a sliding pin fixed to the gate, and the other, with an L-shaped piece with a hole which the

sliding pin engages, attached to the stationary hand rail. The "broken" gate latch prevented the swinging end of the gate on the starboard side from fastening securely. This is

our most used gate since we always try to saddle up to a dock on the starboard side due to left-hand engine rotation. I considered it a safety hazard, particularly when underway, since a slight amount of upward force on the gate would cause it to open. When the gate latch "broke" part way through this past summer's cruise, I didn't want to take a chance that dismantling the latch might result in loss of the gate completely, so I didn't attempt repairs until we reached our home marina this fall. We just had to be extremely careful when traversing the side decks near the broken gate.

The first photo shows how the gate latch parts (the stationary part on the rail and the fixed part on the gate itself) go together as the gate closes. The photo also shows the location of the shim that is inserted between the tang on the latch and the gate, and the L-shaped piece with the hole that engages the pin and holds the gate securely. This type of latching mechanism seems to be common on trawlers with teak hand rails.

The latch slides over the end of the gate and is fastened with five screws from the bottom. The first concern was whether removal of the hardware would require the use of heat and as a consequence damage the underlying teak. Once I removed the screws and started gently tapping the edge above the teak rail with a small hammer and large flat-blade screw driver, the latch moved slowly with each tap, but was obviously fit quite snugly on the rail. Fortunately, no heat was required even though there may have been some caulk or adhesive used when it was originally put in place. There was also the need to hold the gate as firmly as possible so as not to damage the hinge part of the gate mechanism, and to hang onto the latch so as not to have it fall overboard if it suddenly came loose and jumped out of my hand!



Once it was successfully removed, the problem became apparent. The small four-sided box that holds the movable pin and spring assembly had come unfastened from the main frame of the latch. The second photo shows the box with spring and pin (turned upside down from its normal position) and the apparent single-weld attachment point with the corresponding attachment point visible inside the stainless latch frame. The beveled end of the pin engages the hole in the corresponding fixed latch, while the upright portion of the pin extends below the latch



and is moved back with a finger to disengage the pin from the hole. The spring holds the pin in its closed position.

The third photo shows the end of the gate with the latch removed. You can see the hollow area where the spring box is located and how the teak has been slightly reduced to accommodate the thickness of the latch frame.

It seemed that a tack weld on either side of the spring box would be the ideal solution, but I couldn't find any shop that would do the two tack welds for a reasonable price. Consequently, I used a "puddle" of JB Weld to fasten the spring

box to the frame after smoothing out the two mating surfaces and removing the remnants of the original tack.

The fourth photo shows the latch back together with a bit of JB Weld showing around the edges of the spring box.

Hopefully, JB Weld will hold the two parts together; if not, I'll write another article about how to get the parts welded together.



ROBINSON, Betty (#1236) 2006 • Krogen 48 • LILI Green Cove Springs, FL

Cleaning Tip

While going through my maintenance tasks on *LiLi* this fall, I noted that I had a lot of mildew in the forward anchor rode locker. A surveyor that I work with told me about the OXI-CLEAN answer. Get yourself a tub of the OXI-CLEAN powder... no need for the expensive pre-mixed solution. Add a tablespoon or so to water in a condiment squeeze bottle. Just squirt it across the mildew and it will dissolve. Sure enough, after 'pouring' on the solution, the mildew ran right down the wall and I wiped it clean.

I have found other great uses for the solution. I keep some in a small spray bottle in the shower stall. After a shower, I wipe down the walls with a mini-shammy and then spray around the walls, floor and ledges. No soap and nothing to wipe up. I just leave it between showers and it cuts down on mildew, soap buildup, etc.

Another great use is for stains on the fiberglass deck. Sometimes the areas around the non-skid get a stain that discolors the fiberglass. I soak a rag in the solution or make a paste and leave it on the area for 30 minutes or so. It might take several applications, but even a green discoloration from a brass fixture came out of the fiberglass.

So get yourself a tub of the powder and have at it. If you find another use, I hope you will pass it along.



TURNER, Doug & Betty (#1013) 1999 • DeFever 44 • SEA BISCUIT Weatherby Lake, MO

Documentation, Is Yours Really Right?

We've owned SEA BISCUIT a little over two years now. The documentation and registration are finally correct. Yes, it has taken a while. What's really surprising is that it has never been correct up until now. Both previous owners unknowingly operated an incorrectly documented vessel. It did not happen to me, but could you imagine a Coast Guard boarding officer, or a state or local law enforcement officer boarding your vessel and determining that it did not belong to you?

We took delivery of BLESSINGS in November, 2009, renaming her SEA BISCUIT. The survey, sales transactions, and documentation were all handled by professionals. The boat was purchased in the Norfolk, Virginia area, and winter was upon us. We couldn't stand the thought of winterizing the boat for three or four months since we wanted to cruise. So, off we went, southbound to warmer weather. A few months later I received my new documentation papers, and noticed our Hull Identification Number (HIN) ended with the letters and numbers "D999". It triggered a funny feeling, as it seemed like I remembered seeing a photograph made by the surveyor that showed a metal plate on the boat that I remembered ending in "E999".

I located the survey, complete with photographs, and compared the documentation, both from the previous owner, and my new documentation. They both said "D999". Could the metal hull identification plate be wrong? The internet is a wonderful thing. I researched and researched to determine the best way to rectify this inconsistency, looking at all the laws and rules. At first it seemed to me, the easiest and quickest remedy was to have a new identification plate stamped and remove and replace the "E999" plate with one that said "D999". I'm glad I did not pursue that course of action, as the "federales" do not look lightly on those who mess with hull identification plates.

Further research showed the original owner had documentation as “D999”, as well. So, here I have my new boat and an incorrect documentation trail. I learned that the only way to correct the documentation was to obtain a letter, an original letter with an original signature, from the manufacturer of the boat. This letter would have to state that the hull identification plate was correct, “E999”, but the original documentation paperwork provided with the vessel contained an error, showing instead, “D999”. One of the nicest people in the business, Wilson Lin, was very helpful in providing this letter.

The letter from Wilson, one from me (notarized), along with photographs showing the metal HIN plate, as well as photographs of the Official Number permanently etched on a crossmember in the engine room, and several forms and monetary fees were submitted to the Coast Guard. It took about six months to complete the entire process of correcting the documentation, and then another few weeks to convince the insurance company, and the lender, that all the paperwork was correct and matched the boat. Finally, a few weeks ago we even got the state of Florida to correct their paperwork, and SEA BISCUIT is properly documented some 13 years after her completion.

So, have you really compared your engraved Hull Identification Plate, your Official Number, and your documentation to see if they all agree? You might be surprised.



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!

DFC Burgees

DeFever Cruisers Burgees are available through the kind efforts of Charma Owens. To order, please send a check payable to “DeFever Cruisers” and indicate the size you want (the Standard Size is perfect for a DeFever 44). Send your order to:

Charma Owens, 1010 Sago Palm Way, Apollo Beach, FL 33572 [813-656-1994](tel:813-656-1994)
email: ronandco@verizon.net

DeFever Cruisers Boat US Membership Discount

DeFever Cruisers Members are eligible for a special rate when joining or renewing membership with Boat U.S. (Boat Owners Association of The United States).

Use the code: “GA84456B” to get the discounted price. If you need more information, please refer to: <http://www.boatus.com>

Restoring a 1972 DeFever Passagemaker: SEAFEVER



*"I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way, where the wind's like a
whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.*

Perhaps it was the words from the poem above, "Seafever" written by John Masefield that inspired my husband, Bill and I to look at restoring an older boat.

Boating primarily in the Pacific Northwest and Canada, we have owned a 25 foot Bayliner and then a 28 foot Carver. In 2004, we began our search for something larger but we couldn't find anything that we either liked or could afford. We wanted a boat

with a classic style that was low maintenance, yet had somewhat of a modern interior.

Early one morning while Bill was searching Yachtworld, he said, "I found us a boat". It was a 40 foot 1972 DeFever Passagemaker located south of Seattle, WA. It was listed as a partially completed project boat. Reading the description of the boat, it seemed most of the work had been done. The salon and aft cabin were ready for completion. Description:

- Hull material: Fiberglass
- Engine/fuel type: Twin diesel
- The vessel has been stripped down to the bare shell and rebuilt using only the finest materials and workmanship.
- All stringers and engine beds have been replaced or re-glassed.
- The hull, deck, and superstructure are heavily built and sound.
- New fuel tanks were fabricated from ¼ - 50-86 in aluminum plate and installed port and starboard in the engine room.
- Stainless water tanks were rebuilt and pressure tested.
- In the saloon, the window frames have been reinforced and new custom aluminum windows fabricated for all openings.
- Custom railings have been fabricated, dry fitted, removed and are ready for installation.
- Teak cap rails with beautifully executed scarf joints and laminated fly bridge coming caps have been installed and wait for final shaping
- The list goes on and on.....

We were excited, called the yacht broker, and headed out for a three hour drive to take a look at her. The boat was in a field covered with tarps. As we crawled under the tarps to see what was inside, we were somewhat surprised. The boat was in fact a **major** project boat.

The engine room was beautiful but empty. There were no engines. The space was designed for twin engines (we were hoping for a single for economy reasons). There was insulation (2 ½ in fiberglass batting) sandwiched by lead sheeting and perforated aluminum sheeting that had been powder coated. The area was so clean you could have eaten off the floor.

The owner had invested fourteen years in restoring her to the point where we saw her. He was very particular and the work he had done was high quality. The boat was manufactured in Costa Mesa, California by Jensen Marine and then the interior was finished in Yokosuko, Japan.

Originally, the boat was intended to be part of a charter fleet in Alaska but when the charter company went bankrupt, the boat was sold to a dentist in Southern California. He kept the boat for two years and sold her to an elderly gentleman in the Seattle-Tacoma area. He lived aboard and was not able to maintain her properly; eventually she nearly sank due to rain, water, and rot.

The boat had 500 hours on the engine when the current owner purchased her. He worked on her a number of years and then had to sell due to health issues.



We liked what we saw

Our biggest challenge was that we had no or little woodworking experience, we were both working full time at our jobs: Bill an engineer and me in the nursing field. Where would we complete a project such as this? How long would it take? Could we afford to take this on both financially and mentally? Where would we start? Could we find skilled help in the Bellingham, Washington area where we lived, to assist and provide guidance? We kept looking for other boats/options but we kept going back to the DeFever. The seller was protective of the “old girl”. He had been working on her for 14 years in rebuilding her superstructure and he wanted to be assured that if we bought her, we would complete the work that needed to be done. We finally decided, “yes”, we would take the project on.

We had ideas about what we wanted . During the rebuilding phase, we read every book we would get our hands on and we looked at many boats in marinas. The challenge was thinking through all the steps so we wouldn't make mistakes or have to back track. Diana wanted a functional galley and a walk around bed. By cutting into the lazarette and moving the water tank back further a walk around bed was a possibility. In the end, we were both pleased with the finished project. The galley is large, there are two heads: one with a full size shower, a large salon, and large stateroom with plenty of storage.

A couple of months prior to launch, we had a formal renaming ceremony to ward away evil spirits from the “Sea Gods”. The ceremony took the form of a funeral by laying the old name to rest and renaming her. One of our friends, wrote a song “SeaFever” which she sang with her husband accompanying on his guitar. One of our neighbors had hand carved name boards with her new name and we found someone to apply gold leaf – she was formally renamed.



It took five years until we were ready to launch. What a day to look forward to, as well as a day that was somewhat terrifying. Would she float? Would there be leaks? What had we forgotten? What would we find on our “shake down” cruise.

The galley is fully functional and provides adequate space for two people to cook and/or do dishes. Above the sink there are four cupboards used primarily for food storage. Behind the sink is a large storage area adequate for dishes, pots, pans, and other cooking utensils. To the left of the stove there is a large cupboard used for storage



of spoons, spatulas, measuring cups, and spices. There is a large storage area within the floor that holds larger items such as a bread maker. Under the second step (this comes up) there is storage for other bulky items like rolls of paper towel, etc. The galley is the highlight of the boat and the area that we receive the most positive comments about. I guess having a down galley isn't so bad after all. There is also a small head off the galley. This has proven to be handy when guest are on board.



The exterior of the boat is what took the most planning. Our design again took into consideration that for the most part there would only be two of us on board. The upper helm has two chairs with a table between the two. Bill designed the table prior to our last boating adventure and made it out of starboard. There are inserts for cups/glasses and an area to hold binoculars, camera, and other objects that we want while underway. Any place on the exterior where we thought we might want to penetrate the hull, we added pieces of wood that were fiberglassed in place. These areas are



penetrated lessening the chance for water damage in the future. Areas that were reinforced include: radar arch, where railings attach to the hull, and the area for a freezer and dock boxes.

Tips that we learned along the way

- To clean glue/etc off formica – use acetone
- To clean vinyl headliner – use denatured alcohol
- When using contact cement on new wood – need to paint it on twice
- Paint all bare wood with Kilz to prevent mildew
- Wrap bolts with saran wrap to prevent fiberglass, etc. coming in contact.
- Use Dalys teak oil on interior, wet sanding coats 2-3
- Clean non skid on deck with Starbright fiberglass cleaner prior to painting decks. What worked best was to use a brass wire brush on drill and then Simple Green and water.
- Fiber glass pads under anything that gets screwed to the deck to prevent moisture.
- Bed all handrails on teak with dophlinite.
- Use Sikaflex to seal all ceiling blocks to prevent moisture.
- Apply 4 coats of barrier coat to bottom of boat – Interlux 2000
- Prime 2-3 coats on everything with Awlgrip 545 primer. Sand and fill all of pin holes with Awlgrip epoxy filler compound





- Try using ArmorAll when trying to connect hose material that is tight to a fitting

We are very happy with the finished product and have enjoyed boating the last two seasons. We still have a large “to do” list that continues to grow. Would we repeat this type of project? We don’t think so. Although we now have essentially a new boat, time and money are certainly considerations when doing a restoration such as this. If anyone has questions about this project please feel free to contact us either by phone or email: dlparker@comcast.net





BRYAN, Bob & Carol (#415) 2001 • DF65 Grand Alaskan • CASSANDRA JADE II
Toronto, Ontario, Canada

Preparation for long trip on your vessel

A few organizing tips for new owners – Safety should always come first

Many of us have smart phones and you can use the calendar feature to your advantage (or even a small paper calendar).

MAKE A NOTE AFTER BUYING DATE-SENSITIVE ITEMS ON THE DAY OF PURCHASE IN YOUR PHONE. A FEW EXAMPLES ARE:

- Life Raft, Dinghy supply bag, Ditch bag
- EPIRB, fire extinguishers, all your important paper work, flares, hand held GPS and VHF batteries, defibrillator batteries, flashlight batteries and bulbs, etc.
- Renewal of certificates, stickers, Coast Guard documentation renewal, yearly licenses and tags, stabilizer maintenance, and your extra supplies for emergencies such as first aid bags, toilet parts, pumps, etc. Each time a new part is used put it in the calendar to replace your back up supply.

Example: Flares on your vessel expire on January 2014, so make an entry into your calendar on that date. Do this after every shopping excursion to the marine store, then there is no dragging everything out every year to check time sensitive items, or not having something important with you in remote anchorages. Enough things happen that are not expected when boating!

The key is to have a typed list (covered with plastic) attached to outside of bags, with all the contents in the bag listed. If you use anything from the bag, grab a sticky note and make a note on your list immediately - this helps you to keep all bags supplied and ready. If you have new items you add, put it on your list. Computers make it easy! We have a parts list in our storage area for each box of extra supplies. When you keep track of these things cruising is more carefree.

DITCH BAG: Most boaters have a master list, but here are some extra ideas and suggestions that might be helpful

- Place everything in zip-lock bags.
- An EPIRB is essential, as well as a hand-held GPS and a hand-held VHF, but remember – the BATTERIES NEED TO BE CHECKED.
- First aid kit - well maintained and updated
- Sun hats, old baseball hats, warm hats, old sunglasses, reading glasses, sunblock, extra small ropes, elastics, hook and nylon line, warm gloves, gardening gloves, playing cards, pencil, paper, copies of boat documentation, insurance, important phone numbers, copy of passports, credit cards, some cash - all in a ziplock.
- Medications, lip balm, bug spray, paper and plastic cups, toilet paper, thin foil-type rescue blankets, plastic rain coats or ponchos (tiny packaged ones), waterproof matches, extra flashlight batteries, waterproof flashlights that float, rescue dye for water, orange SOS distress flag, sponge, knife, sugar or glucose, extra plastic ziplock bags.

DINGHY BAG: We often spend a great deal of time on our dinghies, and we could be caught out there with nothing else but our dinghy! Life jackets (always enough for everyone aboard the vessel even if they do not have it on) are required, and it's a good idea to have a whistle attached to each one. A well-prepared dinghy bag might also contain a hand-held VHF radio (check batteries), cell phone, fire extinguisher, signal mirror, one or more good paddles, orange SOS distress flag, flares (required if you might be out after dark), anchor and rode, hats, sunglasses, first aid kit, small emergency blanket, bug spray, drinking water, and a chart or map of the area you are in. If you have everything packed in a bag for the dinghy, it's not hard to remember – just throw the bag in when you go out, just like you do with the life jackets!

If you do not go long distances in deserted areas, pack at least these essentials:

Fire extinguisher, life jackets (with whistles, enough for everyone in vessel even if they do not have it on), signal mirror, a good paddle, distress flag, water for the ride, and flares.

Guests Aboard: I give everyone who comes aboard our vessel for a holiday or for a cruise a SAFETY CARD with the following information: (I use business cards printable on both sides).

Safety Guide book is located in pilot house for CASSANDRA JADE

When leaving vessel, take this card with you. Our cell number is 954-401-4529

Life Jackets are located on top deck in bin. If you cannot swim, carry it or wear it

Never go out in dinghy without a life jacket and water

There are life rings, fire extinguishers, and first aid kits on both decks

Ditch bag and defibrillator are marked for easy identification and access

(On other side of card is the following)

IN AN EMERGENCY GO TO OUTSIDE DECK WITH A LIFE JACKET ON

LIFE RAFT IS LOCATED ON TOP DECK. VHF radios are located on both levels, with instructions.

Push button to talk. Say "PAHN PAHN" if there is an emergency situation; say "MAYDAY MAYDAY" if the emergency is dire – sinking or medical emergency. Give the vessel name CASSANDRA JADE and the Latitude and Longitude (located on the GPS display next to the radio).

If you have any problem or if you notice any unusual smells, noises, or smoke TELL THE CAPTAIN IMMEDIATELY

If anyone falls overboard DO NOT JUMP IN. Throw a life ring towards them and alert the Captain immediately



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

Your DEFEVER CRUISERS MAGAZINE *Needs You!*

Yes, you... hiding over there, hoping we won't notice. We need all of you to contribute to your DFC Magazine. I will be cruising in the more remote Bahamas and will be back in the U.S. just in time to edit all the wonderful material that you will have sent me for the Summer issue – the deadline is July 1. I won't be able to nag you about writing as much this quarter since Internet will be rare, and slow when I can get it...

Don't let the Summer issue of the Magazine be thin and skimpy! We know you're out there cruising... or fixing things... or you have a favorite anchorage to share... or a cleaning or repair tip to make everyone's life just a little easier...

Don't be shy! I will fix your grammar and your spelling.

Please send your articles in Microsoft Word, with NO special formatting. PLEASE send your photos as separate .jpg files, up to 3000 x 2000 in size (the larger the better) – do NOT embed photos in your article. **Send all material to the DFC Magazine Editor's mailbox at: dfcmagazine@gmail.com**

Do NOT send anything to my personal email account. I will always acknowledge receipt of your material, though acknowledgement may be delayed this quarter because of limited connectivity.

DeFever Cruisers is an all-volunteer organization, so everyone needs to contribute in their own ways for the Club to thrive.





DeFever Cruisers 2012 Alaska Cruise & Tour

August 19 to August 30, 2012 Vancouver, BC to Anchorage and Denali Park

- Sail from Vancouver Aug 19 thru the stunning Inside Passage. Check-in starts at noon. Depart at 5 pm.
- Ketchikan - Explore the port famous for salmon fishing, native culture, scenic Misty Fjords.
- Juneau - Alaska's capital.
- Skagway - Historic gold-rush town.
- Glacier Bay - Cruise the ice-studded fjords with narration by National Park Service Ranger.
- Prince William Sound - Watch for whales in these pristine waters.
- Seward - Disembark August 26 and see the countryside on the way to Denali National Park.
- Denali - Tundra wilderness tour for wildlife and Mt. McKinley sightings.
- Denali - Explore on your own with an entire day free.
- Denali - Board the McKinley Explorer Train to Anchorage and transfer to hotel for the night.
- Anchorage - August 30 -Tour ends here this morning.



Holland America's ms Zaandam

Christened in 2000, the ms Zaandam is designed to carry fewer guests while providing more space for maximum comfort. All staterooms feature luxury bedding, robes, fruit baskets, tv, and other amenities. Suites all have private verandahs. Length is 781 feet; beam 105 beam; 1432 passengers.

See more details at www.HollandAmerica.com. Easiest way is to enter U3C in Search Box, upper right. Click "Cruises on ms Zaandam," then adjust embarkation date to August 19.

Discounted Group Prices INCLUDE SHIP AND DENALI LAND TOUR *

from: \$1,999 per person for inside cabin (Cat K) \$2,400 per person for ocean view (Cat E)
 \$2,429-\$2,529 ocean view (Cat DD – C) \$3,549 per person for verandah suite (Cat AA)

*Add about \$156 for port charges, taxes and fees NOT included in prices above. *Fuel surcharge may be imposed.

Shore Excursions: Fantastic excursions available at additional cost. River raft trips, flightseeing by plane or helicopter with glacier landings, fishing, wilderness hiking, and lots of animal sighting opportunities.

Air Travel and Gratuities are not included. Air, transfer, and additional packages available. Contact our agent.

Make your Reservation with our group agent to be included in DFC cocktail gathering and to receive special credits. Call or email Tracy at THE TRAVEL AGENCY, 1-800-872-7122, 904-261-5914, tracy@thetvagency.com for questions or more details. Deposits to hold space are fully refundable until the final payment is due, May 18, 2012. Tell them you are a member of the Mariner Society if you have cruised H-A before.

Cruise Hosts - DeFever Cruisers, Hank and Nancy Haeseker [561-630-6034](tel:561-630-6034) [561-602-9070](tel:561-602-9070) NancyHaeseker@aol.com

DeFever Cruisers members, friends and family are all welcome to join us.

2/25/12



DEFEVER 56

