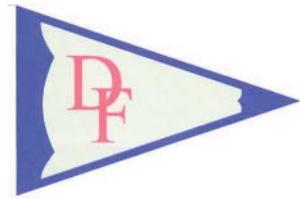


DeFever Cruisers

DeFever Enthusiasts who share a common love of their vessels and the cruising life.



Winter 2006

Volume 10, Issue 1

A "Woodie Goodie" Continues Alaskan Odyssey

Dean Crothers & Jennifer Jacobs (#390)

DF50 EMILY B

Cruising the Pacific Northwest

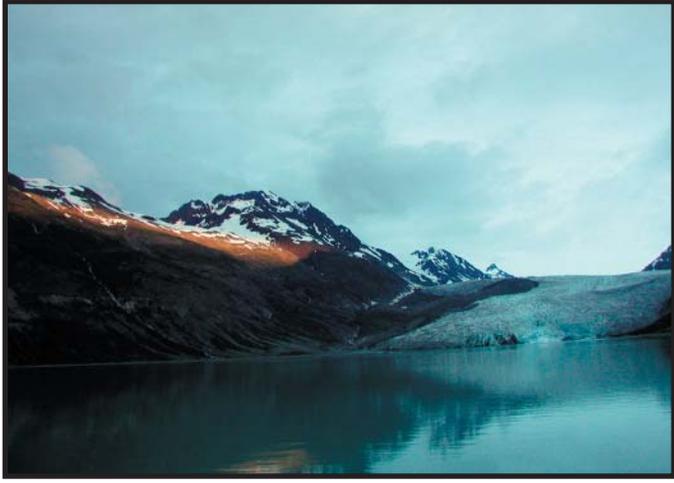
EMILY B to Alaska- June 11 to July 1, 2005

Tracy Arm and Juneau

From Petersburg we took a quick hop to Thomas Bay, with a side trip to our first glacier- Baird- before a long day's run to Snug Cove in Gambier Bay. Along the way, we saw our first humpbacks at a distance, blowing and diving. It was overcast and raining, so we happily pulled anchor, heading for Holkham Bay and Tracy Arm. As we approached, the view of Sumdum

Glacier became progressively more beautiful. Crossing the bar into the Bay, we saw our first icebergs- lovely blue sculptures resembling swans, aircraft carriers, and sinking ships. After we hunkered down at anchor in Tracy Arm Cove, a pick-up truck-sized glacier floated in with the tide and barely missed EMILY B. EEK!

The next day was rainy with no visibility, so we waited until the next to venture up Tracy Arm to the glaciers. The sky had lifted somewhat, but it was still misty and overcast, lending an ethereal glow to the stunning scenery. Slender waterfalls twisted down the high fiords, and alpine meadows beckoned from above. There were two large cruise ships in Tracy Arm that day,



Dean & Jennifer Enjoy the Scenery of Reid Inlet & Glacier Bay

ratcheting up the anxiety level in the narrow channel. Naturally, we encountered one of them in the double hairpin S-turn.

As we rounded each bend, the number of icebergs increased, as well as their dimensions. Approaching Sawyer Island, we followed the ice-breaking path of a fast aluminum tour boat from Juneau, which knew the best route through the bergs. We were delighted to see baby seals with their moms on the ice floes dotting the inlet. The tour boat went closer to the face of the glacier, but daunted by the thicker ice, we went no further. We drifted for a while with good views of both North and South Sawyer Glaciers, and then decided to head back. To our alarm, we found that the ice had closed in more tightly behind us with the incoming tide.

Without the lead of the tour boat, it was difficult picking our way back out of the ice. Family radio in hand, Dean went out to the bow and directed me at the helm- it was a tense 45 minutes, but we finally made it back to where we could comfortably cruise without fear of becoming the next Titanic. We were exhausted but happy to set the anchor down again in Tracy Arm Cove. We awoke the next morning to a beautiful, sunny day, and reluctantly left the beauty of Tracy Arm behind. It was truly one of the highlights of our trip.

We stopped in Taku Harbor for two nights, before arriving at Auke Bay Marina, just outside Juneau. Taku is the site of an abandoned cannery, and they were in the process of building a new dock, which I hear is now completed. Cruising into Auke Bay on a sunny day is truly an awe-inspiring experience. The Mendenhall Glacier, visible less than five miles away, towered mightily above the harbor. Moored to the dock, we could sit on our flybridge and see the glacial river flowing down the mountainside. We visited the Glacier that afternoon in temperatures topping 80 degrees. Much to our surprise, the locals were using the glacial lake as a swimming hole! We had drinks that night in the cockpit, and when we finally thought it was around dinner time, we looked at the clock, and it was 9:30 pm.

In Juneau, we rented a car for a week, as we needed to take Celinda to the airport on Tuesday, and pick up Laurel and Noah on Saturday morning, for the trip to Glacier Bay. Cruising the highway in our 1992 Rent-a-Wreck station wagon was fun, and we used it for provisioning, laundry, trips into downtown Juneau (20 minutes away) for touring and dining, and of course, the airport. The museum in Juneau is awesome. Juneau is the state capitol, so the exhibits are for the whole state- not just southeast Alaska. Most interesting was an art exhibit of paintings from one of Alaska's most famous artists- Fred Machetanz. Never heard of him? Neither had we, but we were impressed by the stark whites and ultramarine blues of his work depicting bears, native Americans, and of course, the beautiful landscape of the region.

In Auke Bay, we met up with Bill and Judy Fletcher (#61) aboard MEANDER (DeFever 44), along with Alice Needle (#51, former owner of DeFever 49RPH HAYSTACK), who had accompanied them on a two-week RV trip to the Alaskan interior. They had visited Anchorage and Denali National Park, and flown from Fairbanks to Barrow, AK, on the Arctic Ocean, where they had experienced 24 hours of daylight. We celebrated the summer solstice together with them and our friend Celinda, before she departed to return to Honduras.

Dean and Bill had some fun later that week fishing for salmon (but not catching) from our dinghy. They were stopped by the

Coast Guard, and given a warning for not displaying the registration number of the dinghy (what registration?), or carrying the registration papers (what papers?). Apparently, while fishing, the dinghy is considered a full-fledged boat, not a tender. A few phone calls later found us on the way to the Department of Motor Vehicles, and we are now the proud owners of an Alaskan-registered dinghy. Those AK numbers on the side give Dean some sea credibility with the local fisherman, we hope.

Glacier Bay

"What do you want to see in Alaska?" I had asked my daughter Laurel a few months before, when we were planning the trip. After conferring with Noah, her partner, she got back to us, "Glaciers, whales, bears, fishing, crabs, and beautiful scenery." Hmmm- I thought, she wants it all. There was one place I had heard about that would surely fulfill these requirements: Glacier Bay National Park. But I knew you need a permit well in advance, as they only allow 25 pleasure boats in the park at any one time. I called when we were in Ketchikan, and to make a long story short, we received a permit for exactly the five days we needed.

After picking them up at the airport on Saturday morning, we made a quick stop at the Mendenhall Glacier, and then were out of Auke Bay before noon. As we passed the lighthouse at Point Retreat, we looked back to see the midday sun gleaming off the Mendenhall. Glorious! We made good time to Swanson Harbor, where we ate the last of the king salmon for dinner. The next afternoon found us in Bartlett Cove, where we checked into the park, and watched the mandatory instructional video. After a rolly night at anchor (and success with the crab pot), we set out to explore the outer reaches of the Park.

On Monday, we saw a wolf on the shore, 100-200 sea lions on South Marble Island, many birds, and a black bear on the beach, before anchoring at North Sandy Cove. We invited some friends from a nearby sailboat over for glacier-iced drinks, crab dinner, then dominoes until bedtime. Just as I was going down to the stateroom, I spied another black bear on the beach nearby, then a baby moose emerged on the other side, like a specter in the fading light. Sublime. Tuesday was rainy and foggy, with poor visibility. We did see some orca and a few humpback whales, before anchoring early, and hunkering down with videos, and more dominoes, for the rest of the day.

The sky lifted on Wednesday, and we cruised north to the West Arm of the park all day, where the majority of glaciers are located. Saw eight glaciers, four of them tidal, a grizzly bear, loons, horned and tufted puffins, black-legged kittiwakes, and several humpbacks. This marked the farthest north and west that we traveled on the trip. That night we anchored at the mouth of Reid Inlet, a barren moonscape, and dinghied to Reid Glacier at the head. We were able to get out on the ice, and up close and personal with the looming mass. Incredible! Had a lovely day cruising south on Thursday, with many humpbacks blowing and diving on all sides of the boat. We anchored that night in North Fingers Cove in a light rain, but pleasant.

Friday morning I was up early, and spotted a moose on the shore nearby. I yelled to the others, and as we watched in awe, the moose slowly walked into the water and began swimming across the cove, head tilted to the side with one ear acting as a rudder. "Why would she swim across, when it would be easy to walk around instead?" Dean asked. The answer was shortly forthcoming, as we saw two bears emerge from the center of the

DeFever Cruisers

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Membership

As of January 1, 2006, *DeFever Cruisers* has 415 members. DeFever & Grand Alaskan lengths owned are as follows: *34 -10, *38 -2, *40 -14 *41 - 24, *42 -1, *43 -14, *44 -65, *44+5 -25, *45 -5, *45+2 - 1, *46 -3, *47 -6, *48 - 21, *49 -56, *49+6 -1, *49+8 - 1, *50 -3, *51 -2, *51+9 -1, *52 -6, *52+7 - 1, *52+8 -1, *53 -20, *53+7 -1, *54 -4, *56 -2, *57 -5, *57+11 -1, *60 -6, *60 +8 - 1, *63 - 1, *64 -4, *65 - 2, *66 -2, *68 -1, *71 -1, *72 -2, 78 -1.

DeFeverless - 103

Finances

Financial Statement as of 12/31/05

Balance as of 10/3/05	\$7,169.78
Revenues:	
Dues & Reprints	\$8024.00
Burgees	\$186.00
CD Sales	\$140.00
Total Revenues:	\$8,350.00
Expenses:	
Printing	\$2,074.22
Postage	\$1,093.95
Refunds	\$00.00
Website	\$30.00
Service Charges	\$37.50
Burgee Expense	\$00.00
Supplies	\$133.12
Total Expenses:	\$ 3,368.79
Balance:	\$12,150.99

DFC Burgee

To obtain a DFC burgee (designed by Alice Needle, #51), your visual symbol of membership, and a must-have for your boat, send a check or money order, made out to DeFever Cruisers, for **\$20** (\$22 in US funds elsewhere) for std. size, or **\$30** in US (\$33 elsewhere) for the large size, to DeFever Cruisers 308 Nassau St., N. Venice, FL 34285-1419. ◆◆

DFC Apparel

Jill Grandy (#140) arranged for clothing and other items embroidered with the DFC logo. To view the "catalog" (follow exactly!):

- a) go to www.mediasource.net
- b) Click on: shop your catalog
- c) Type in the password 'DeFever'
- d) Click on each selection, eg. 'wovens'
- e) Click on each photo for enlargement and size/price/additional embroidery info.

Items may only be purchased from the company by following the directions on the web site. ◆◆

DFC Annual Rendezvous
Useppa Island/Cabbage Key, FL
Feb. 3 - 7, 2006
Contact ronandco@verizon.net

Tentative Rendezvous

Spring Northwest - Poulsbo, WA - TBA

Summer Chesapeake Bay - TBA

Fall Northwest - Tacoma, WA - TBA

Vendor List

This is a 'Members Only' perk, and is not accessed via the DFC Web site. To reach the on-line Vendor's List, type this address:

www.defevercruisers.com/vendor_list/

Please write or e-mail Dave Coviello (#185) with information about vendors that you have used, to be added to this list.

3810 N.E. 26th Ave. Lighthouse Point, FL 33064

Pcoviell@us.ibm.com ◆◆

DeFever Newsletters on CD!

Joel Busse (#6) has converted all Newsletters from 1997—2004 to pdf format, and copied them to CDs.

Members with the original issued CD may upgrade by sending their CD and a check for \$5 in U.S. funds made to DeFever Cruisers. Or members may purchase the new CD by sending a check for \$20 in U.S. funds made to: DeFever Cruisers.

Send to: Joel Busse 110 Waters Edge, Jupiter, FL 33477
Bussejm@aol.com ◆◆

Boat/U.S. Membership

DeFever Cruisers is a participating member of the Boat/US Co-operating Group Program. A DeFever Cruisers member may join Boat/U.S. or renew their Boat/US membership at the special Co-op Group rate of \$9.50, instead of the usual \$19.00 annual fee. When you join or renew, state that you are a DeFever Cruisers member and mention DFC Group Number GA84456B. For additional information, brochures or applications, contact us or your nearest Boat/US facility. ◆◆

West Marine Coupon

Don't forget to use your \$20 West Marine coupon. It expires on February 3, 2006. Thanks, West Marine! ◆◆

island. They chased each other back and forth on the beach for a while, and the smaller one finally ran back into the interior. It was ‘Animal Planet’ in person. Unbelievable!

We reluctantly pulled anchor to head back to Bartlett Cove, since Laurel and Noah were flying out of Gustavus that afternoon for Juneau, and their flight home. Plenty of humpbacks on the way, as well as cartoonish sea otters, cuddly-looking creatures who float on their backs, and who seem to enjoy themselves immensely. We had planned to have lunch together at the lodge. However, the forecast was for 20 knot winds, and our permit was up that day, so we bid adieu to our guests at the dock, and headed to Dundas Bay, where we planned to meet up with our Seattle friends and neighbors Kim Boyce and Eric Thoman, on M/V *Abysinnia*. It was Friday, July 1st, nearly two months since we had left Seattle for our Alaskan adventure.

Dean and Jennifer purchased EMILY B in 2000, and now live aboard. The following account of the delivery trip (shake up cruise?), appeared in the Summer 2000 issue of the Newsletter. - Ed.

Jennifer and I purchased EMILY B, a 50’ DeFever LRC, built of wood in 1970, in March of this year in Oxnard, CA. After gathering frequent flyer miles traveling back and forth to Oxnard from Seattle, to add safety equipment, windshield wipers, raw water strainer, duel Racor 1000 fuel filters, and cabin heat, and to do some electrical repairs, we had the boat ready for delivery to the Pacific Northwest. In April, Jennifer flew to Oxnard with me to organize and stock the galley. Using a drawing of the galley with labels for each storage area, she created a detailed inventory of provisions, enough for a crew of four for two weeks of voyaging. We then took a weekend shakedown cruise, with the seller, to Santa Cruz Island, the closest of the Channel Islands group. On May 19, I flew back to Oxnard with Larry and Denise, owners of a wooden 42’ Grand Banks, and fellow US Coast Guard Auxiliary Coxswains. We did some last minute repairs, provisioning of perishables, and fueling, and we departed in the evening on May 20.

We encountered “moderate” NW winds rounding Point Conception, beating into 8-10 foot waves for several hours in the dark. We took 3-hour watches at the helm during the night. The weather settled somewhat the next day, and we dropped the hook at San Simeon Bay (location of the Hearst Castle) for about three hours in the afternoon, departing before sunset. Our next stop was Half Moon Bay, just south of San Francisco, for a scheduled pick-up of our fourth crew member, Mike, owner of a 42’ Krogen and experienced at single-handing his boat. As



EMILY B in the Octypus Islands, 2005

we entered Half Moon Bay, we pulled up the paravanes and discovered that the port side cable had one intact strand (out of seven), with two severely frayed strands and four completely parted. Repairing the rigging caused a two-day delay.

We left Half Moon Bay on the morning of May 25, with 6-8 foot seas and a NW wind of 20 kts. The wind and seas increased as we approached Point Reyes, where we encountered 40 kt. winds and steep seas, some as high as 16-18 feet. We turned back, and rounded Point Reyes to wait out the gale in Drakes Bay. The wind was blowing through the protected bay at gale force as well, but the waves were insignificant. We attempted to drop the anchor, but 300 feet of chain had become hopelessly tangled in the chain locker from pounding in the steep waves. We tied to a Coast Guard mooring buoy, and spent three hours untangling the anchor rode. Then we set an anchor watch. At 3:00 AM it was observed that the 5/8 inch nylon three-strand line attached to the mooring buoy was holding by one strand only. It was “all hands on deck” as we cut ourselves free from the buoy. Twisting in the wind had tangled the line, making it impossible to retrieve. We then dropped the anchor, a 90 lb. Forford, with 200 feet of rode, at a depth of 20 feet, and we were secure for the night.

By 10:00 AM May 26, the gale had blown itself out. The weather forecast looked favorable, and we continued our journey north. This leg of the trip took three days and two nights to our next stop, Newport, OR, in Yaquina Bay. We had originally planned to stop at Crescent City, CA, but the weather forecast indicated that bad weather was coming in behind us, and would keep us in Crescent City if we stopped.

On arrival at the bar crossing going into Yaquina Bay, we contacted the Coast Guard for information/instructions. They were very pleasant, offering to provide an escort, offering to escort us to the fuel dock if needed, and arranging moorage for the night. They even docked ahead of us and took our lines! Then the motor lifeboat skipper announced that it was time for the paper work. We were being boarded! Everything checked out, some of us had a tour of the motor lifeboat, and the Coasties headed back to their station.

We waited two days in Newport for another weather window. The forecast called for NW winds of 20 kts just north of Newport, decreasing as we continued north. We departed in the evening of May 30. We had rough seas until we passed the mouth of the Columbia River. It was during this passage that, at 2:00 AM, I was thrown out of my bunk in the aft cabin, port side. I



DF 50 Hull #1. Art DeFever at Helm, 1968

was slammed, shoulder first, into the corner of the vanity. Needless to say, it was difficult to sleep in those rough conditions. That injury rendered me essentially useless, and I did sleep for most of the next 23 hours. I woke enough at about 11:00 PM to take a dose of a homeopathic medicine that had previously helped me with seasickness. By 1:00 AM, I felt fine.

We rounded Cape Flattery at 1:30 AM, avoiding tugs and barges, fishing boats, and freighters. The radar got a lot of use, as did our eyes and the VHF radio. From Cape Flattery, we had continually decreasing following seas, through the Strait of Juan de Fuca. By the time we arrived at Port Townsend, the water was flat calm. We stopped at the Port Townsend Marina that afternoon, June 1, and Jennifer, and Mike's wife, Danielle, joined us for dinner, a night on EMILY B, and the final leg of our cruise to the Port of Edmonds Marina, under blue skies with light wind the next day.

What I learned from this experience is that delivering a boat and cruising are completely different. Cruising, as defined by Lin and Larry Pardey, is 'having no particular place to go and no particular time to be there.' Being on a delivery schedule (we all had to be back in the Seattle area by June 4) forced us to travel in worse weather conditions than we would have otherwise chosen. Our Coast Guard training kept us from any real danger, but there were quite a few hours of uncomfortable pounding into head seas.

I should mention that our safety gear included a 406 mhz EPIRB, a recently serviced life raft (offshore rated for six persons, double floor), survival/floating suits for each crew member (which we practiced donning before departure), and plenty of life jackets and extra flares. Also, having a well-organized galley with inventory meant that anyone could prepare a meal (and we all did) without having to fumble around through cupboards, drawers, and benches looking for something that may not even be on board.

The next time that I go offshore I intend to be cruising, not delivering, but it's great to have our beautiful DeFever here in Puget Sound this summer.

A Description of Emily B

EMILY B is a DeFever Offshore Cruiser, Model 68-50, one of about 16 wooden boats of this model that were built in Yokosuka, Japan, from 1968-1970. She was designed by Arthur DeFever. The over-all length is 50 feet. The water-line length is 46.5 feet. There is a 14.5 foot beam, and a 5 ft-10 inch draft. These boats were designed for "heavy duty offshore cruising... with moderately concave raked stem, transom type stern, and a raised forward deck with walk-around passage alongside house, port and starboard."

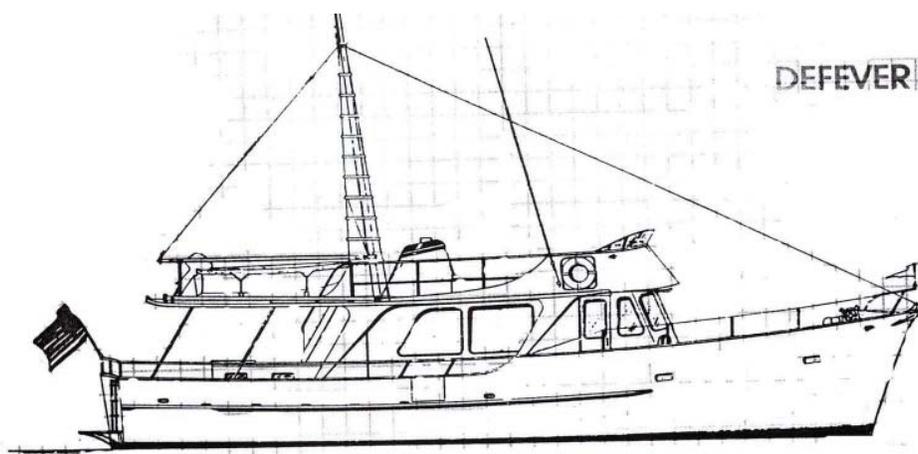
The planks are Philippine mahogany, and the frames are Keyaki (Japanese Grey-Bark Elm, also known as *Zelkova serrata*).

There is a guest stateroom forward with two berths. There were two additional guest berths aft of this stateroom, but Dean converted the lower berth to a desk. This area also contains a toilet room with shower. Next comes the engine room located amidships, large enough to walk around, but not tall enough to stand straight. Aft of this is the owner's cabin, with shower, closet, lockers, and a pantry. There is a partially-covered lounging area on the aft deck, adjacent to the trunk cabin, whose surface is suitable for storage, and which also serves as a comfortable sleeping area in the tropics. The main living area lies above the engine room, and includes the galley and the combination lounge and pilothouse. Above this is the flying bridge, with outdoor steering and engine controls, a single mast with boom, exhaust stack, and storage for the dinghy.

We carry 400 gallons of water, and 1400 gallons of fuel, with a cruising range of 2200-3000+ miles (depending upon speed).

The main engine is a Caterpillar D330T turbocharged 4-cylinder engine, with about 125 hp. It has the dry stack, and turns a 42 inch, five-blade propeller, with a 4.48:1 gear reduction. We cruise at 8-8.5 knots.

We replaced our four kW generator, driven by a two-cylinder Volvo MD2 engine, with an eight kW Westerbeke (8BTDA) gen-set, and a hydraulic pump/sprocket-and-chain get-home system.



DEFEVER 50 (1968)

A sentimental favorite of the office, and considered by many the quintessential DeFever design. In the late 1960s and early 70s, 26 of these hulls were built—wood construction—by Oriental Boatworks of Japan. With a single 135-hp diesel, they have a range of 1,750 miles at 9 knots. All of the boats have more than doubled their value during their lives. In fact, Art has a guarantee on Hull No. 1 with the current owner that he will take her back at any time—at the current price

DF43 Stabilizers

Ed Flinn (#408) asks:

What are the pros/cons of adding active stabilizers to an old boat, specifically our 1978 43' DeFever Passagemaker?

Pat O'Neal (#153) responds:

Sally and I Put Naiads on our 1978 43 DeFever, LOON, this last winter, and could not be more pleased with the results. It changed our whole way of cruising our beautiful trawler. I, being a sailor, do not like to steer the trawler (boring!), can't steer a straight course - at eight plus knots, much changes over a short period. So, I always steer with the Simrad autopilot, walking around with the long cord extension. Without the Naiads, I was always on the lookout for those high speed babies that like to take you close aboard, so they could get a look at the beautiful trawler. And that meant that I would have to run to the nearest helm and slow down, standby the autopilot, turn into the rolling mountains, and holler to Sally to 'Hang On.' Coming out of this graceful maneuver, I would then try to reorient the boat to the old course, pick up the speed, and reset the autopilot. Unless of course the next XZXZXZXZ was right behind the first, and going to give me a taste of the same thing.

Everything from a tight reach, broad reach, to a dead run was a whole different experience in open sea conditions (after installing Naiad stabilizers). I almost never have to throttle back from the appropriate speed for the conditions. What I found was that in almost every eight to ten hour run, even though the fin and action were knocking off about a quarter knot of top speed per RPM setting, the distance traveled for the day's running equaled almost an additional hour of distance, because of almost never touching the wheel or speed controls. That was a nice bonus.

The experience of dealing with Tammy and Craig (Calkins, #50) at Stabilized Marine was wonderful. They are so professional, and the finished product was great. I thought long and hard about the decision, and was in exactly the same position as you are. I should have done it nine years ago when I bought the boat. All of the issues of coring, and moving things in the engine room, came out better than before I started. Please call me, and I can send you pictures and explain in detail what we went through, and any suggestions. We would welcome a visit in Tampa, and will be at the Winter Rendezvous. Can't say enough about my Naiads, and the experience that Sally and I had dealing with Tammy and Craig and their very competent staff.

Glen Moore (#314) responds:

I feel fortunate to have stabilizers on an even older boat (1976 DF 40). The factors you should consider: Where are you going to cruise? If you are mainly in the Intracoastal or inland waters, they will probably not give you good value for the investment. If you are doing multiple crossings of the Gulf Stream, cruising the Pacific, or crossing the Gulf of Mexico, they could be a great investment.

How long are you going to keep your boat? Adding stabilizers will increase the value of the boat, but not by as much as they will cost -- particularly on an older boat. When you sell the boat, you will not get all of your investment back. The longer you plan on keeping your boat, the better the investment.

Every time I get into rough waters, I thank Bob and Barbara Dein (#2) for adding Naiads to LAST DANCE. They provide a much more comfortable ride, so much so that you can leave

things sitting on the counter, and they are still there after a rough crossing. I have always suffered from motion sickness, so they are a great help to me. I have also taken the boat on trips into rougher waters than I would have without the stabilizers. This has allowed me to keep closer to planned schedules on cruises.

Look through the DFCruisers Roster: you will see that many members feel that stabilizers are a good investment. ♦♦

DeFever 44 Tanksge

Bob Lenney (#590) asks:

My DF 44 1999 Hull #111: I was told the main fuel tanks held 400 gallons each, and the rear 150,,,,, not so! The brochure says 950 gallons. Filled the side tanks from dead empty, and they took 300; if the rear does take 250, then that's only 850. The mains hold 300 each, and the rear took 200 before I stopped filling for fear of running over. Does anyone know how much the rear holds??

Frank Keeler (#69) responds:

Our 1991 DF44 WIND DRIFT carries 330 gal in each side tank, and 236 gal. in the aft tank. I have calibrated the sight gauges at 50 gallon intervals, and find that once the fuel reaches the top of the sight glass, an additional 30 gal. can be added. Hope this helps. ♦♦

Jim & Pam Shipp (#537)

DF44 SILVER BOOTS

Hampshire, IL

Shipp's Cruising Journal

July 20, 2005 After having departed Royal Palm Yacht Basin in Dania, FL, on June 13th, SILVER BOOTS has taken us through nine states in just five weeks. Due to our late departure from Florida, we are moving quickly up the east coast; we'll explore on our next trip. We are having a great time, thoroughly enjoying living on the boat, and learning so much each day. Almost every day we go for a boat ride, have a picnic lunch on the bridge, and have one of Jim's wonderful dinners at night. We both highly recommend retirement!!

Much of Florida, Georgia, and North and South Carolina have no-wake zones, and boats to slow down for, so there is not a great need for speed. The porpoises often play in the bow wake, or come by when we're anchored to be friendly. They are always fun to watch.

The landscape changes often, as does the Intracoastal Waterway. You will see everything from the largest and most elaborate homes that you can imagine, to areas of absolutely no buildings or people -- just the wonders of nature. The Waterway is sometimes very narrow, and rather wide at other places. It takes you through many rivers, sounds, and bays. We didn't realize that there were such expanses of nothing but water and marsh grass. We have anchored in some of these wonderful places.

It was interesting passing through Camp Lejeune. Our Marines were busy with a variety of training activities. Helicopters were overhead, and Navy patrol boats were also present. There is a live firing range that the Waterway passes through. When I called the Coast Guard to check the firing schedule, a Navy warship called me back to explain the schedule! The Waterway was closed except for one hour from noon to one p.m. We would have waited a while in the anchorage, but a Navy patrol boat

came by to tell us that they would be using the area for diving, so we moved out of their way. All of the boats congregated to await the opening.

We have docked in Titusville, FL, Georgetown, SC, Southport, NC, Coinjock, NC, Portsmouth, VA, Catskill, NY, Waterford, NY, and presently in Brewerton, NY. Otherwise, we have found some really nice anchorages, which we prefer to marinas. Georgetown and Southport were nice small towns with old homes, pretty churches, and good seafood. We were in Portsmouth for the 4th of July, where we enjoyed the hospitality of our friends, Jack and Millie Rose. We watched the fireworks from the sundeck of their boat, and they were spectacular.

We have traveled the Chesapeake Bay, Chesapeake and Delaware Canal (C&D), Delaware Bay, Atlantic Ocean, and Hudson River. Crab pots are plentiful in the Chesapeake, and other areas, as well, so we keep a close watch for them. Delaware Bay also has many under-water obstructions that are marked by PVC pipe. These are very hard to see on a cloudy day.

From the Maurice River north of Cape May, NJ, we made a two-day run in the Atlantic. Our first stop was Atlantic City, where we had a fantastic view of the lights of the skyline from our anchorage. The lights were beautiful. This was one of Jim's favorite locations.

As we entered New York Harbor, there was much activity. We were among ferries, barges, cruise ships, and other pleasure craft. What a thrill to cruise by the Statue of Liberty! This is the destination highlight for Pam. We spent the evening anchored behind the Statue of Liberty, as the lone boat in the anchorage. The lights of New York and the Statue were wonderful. We did not realize that the Statue is lighted at night, and the torch really looks like a flame. The Empire State Building has red, white and blue lights. What a wonderful experience!

On we go up the Hudson River, where we go under the George Washington Bridge, by Sing Sing prison, under the Appalachian Trail, through the Catskill Mountains, and by West Point, just to name a few landmarks. The Hudson is very scenic and peaceful most of the time. The Palisades are beautiful rock formations surrounded by thick woods. At Albany, the setting was again a city with an active harbor.

We arrived in Troy, NY, just in time to go through the Federal Lock. Since we had only been through one small lock in North Carolina, this one was quite an experience. Actually, it was somewhat terrifying, but we got through it OK, and it was a learning experience. Pam did exclaim something about going home, but she was reminded that the boat *is* home, so we moved on!

We spent an unexpected three days in Waterford, NY, due to the closing of this section of the Erie Canal. It is very unusual to have unplanned closures of this duration. We were interviewed for the local newspapers, and quoted in the articles written. Big news!! We met many nice people as we explored the town and waited at the very nice town dock. A highlight, or lowlight depending on your perspective, was a bus trip to a mall in Albany (1 ½ hours) for shopping and a hair cut. Jim had to admit it wasn't too bad, since the first stop was Hooters for wings.

The locks finally opened again on Sunday, July 17. Having passed through 23 locks now, we are definitely "lockies." The Erie Canal has a series of locks, with a peaceful river in between. The locks do get easier, but are still something to be taken seriously.

Having left the Erie Canal and crossed Oneida Lake, we are in Brewerton, NY. From here we will travel to Oswego via the Oswego Canal. This canal has seven locks, and will bring us to Lake Ontario. We will monitor the weather conditions, and cross to Trenton, Canada, when we have a favorable forecast. We are meeting Dean and Miriam Gillman (#620), aboard *Thru the Years*, in Trenton. We will travel the Trent Severn Waterway, Georgian Bay and the North Channel with them. Our destination is Manitowoc, WI, where we will celebrate Jimmy's birthday, and attend the West Marine TrawlerFest. ◆◆

Jarda Ruzicka & Petra Bergman-Ruzicka (#540) DF49 CMY TRUE LOVE Seattle, WA

Retiring in Hawaii, - without TRUE LOVE.

Having lived in Seattle for almost 20 years, and being restricted to cruise NW waters only during clement summer months (June- August), we grew gradually tired of cold winter drizzle and short boating season. Therefore our attention gradually turned towards warmer parts of United States.

At first we focused on warm Floridian waters, and we explored both Gulf Coast and Keys. But even close to Key West (Deer Key), the winter temperatures were, when combined with the wind, not as balmy as we hoped, while the prices of available dwellings were too "hot" for us to be comfortable.

Our next search turned towards Oahu (we are on occasion 'city people,' and having children, need a good school for them), and after several visits, and in-depth research, we became convinced that Oahu will be "our paradise." Next we searched DeFever member list – and got not a single hit! Then we searched all back issues of the Newsletter on CD. We did not even find Hawaii!! (*You should have found Mike Rossman & Marsha Lewis, #89 – Ed.*) This, of course, raised a "red flag."



The Last Cruise???

Next we joined Waikiki Yacht club – nice place, great environment for kids, youth sailing, paddling, etc., nice bar, and friendly people. They even host Transpacific Sailing Race each year. But no moorage available (unless your "yacht" is less than 20 feet!). In despair, we went through all marinas on the island - got on ALL waiting lists; the bottom line – at least four years to wait for a 49 foot slip. In search of home, we found, to our

surprise, that there is no shortage of houses with waterfront that would fit our budget. This is in Hawaii Kai – about 20 miles east of downtown Honolulu. Even more surprisingly, if there is no dock at the house, there is NO PROBLEM to add one! Hawaii Kai system of wide beautiful lagoons, obtained master permit from all federal authorities that allows building of a certain type of a floating docks, with only size restriction (no wider than your waterfront). The Catch 22 is the access into the lagoon. The vessel has to pass under 13 foot fixed bridge, and over four foot bar!! It breaks our heart, but our DeFever (44+5) has to go! We will not buy a Donzi or similar hot rod, but we must downsize. Thus TRUE LOVE has been listed this week by a friendly DeFever broker in Seattle, and we shall have to leave the DeFever club, the membership of which we enjoyed so much.

Should any of you visit Honolulu with your vessel, dock at Waikiki Yacht Club (guest moorage is available for seven days at time). We will invite you there for dinner and drinks. ♦♦

Larry & Dorothy Dubia (#753)

DF48 BIG BRIVET

Seattle, WA

BIG BRIVET hit a reef in South Puget Sound, hurting her shaft, strut, props, and keel. We are living aboard in dry dock. We have been boating for 30+ years, and this is our first major incident. Thank God we were on BIG BRIVET with her nice big keel. Otherwise, we would have been swimming. We made it back to Seattle with some vibration. The hull was not hurt, just the keel. Not happy about this at all, but we are getting intimately familiar with BIG BRIVET's underside. ♦♦

Bob & Karel Howse (#120)

Petosky, MI

To part with our beloved 44 DeFever, TERRAPIN, was a difficult decision, indeed. During the eight years we had her, we logged some 18,000 miles, did The Great Circle Trip, and cruised all of the Great Lakes. With having only a three month cruising season, new Grandkids, and wanting to spend more time on other interests we seemed to have put on hold, passing her on began making more sense.



Little Terp

To remain boatless, while living near some of the most beautiful cruising available, was never a consideration. So, we began our search for something smaller we could use here on our

Little Traverse Bay, and also trailer to other protected waters.

Our new (to us), *Little Terp*, is 28ft. LOA, 9½ ft. beam, with upper and lower steering stations. She somewhat resembles a mini-sportfish. V-berth, galley, dining settee, and head, all cozily fit below. A ¾ ton Chevy Duramax diesel pulls it on its trailer, while it's not in the water.

Last October, we trailered her from northern Michigan to Knoxville, TN, in order to extend the boating season, and spent a week cruising the beautiful Tennessee River. We launched at Loudon Lock and Dam in Lenoir City, about 20 miles west of Knoxville. Using the Loudon Marina as our home base, we were able to travel southeast into the Little Tennessee River, through the Tellico area, and into the foothills of the Smokies. Learning as we went - about Ft. Loudon (an 18th century British fort), the Cherokee lands, and the T.V.A. (Tennessee Valley Authority). The fall weather was wonderful, and we just about had the river to ourselves. Another trip we took was northeast to Knoxville, about 100 miles round trip. There we tied up to the city docks, and enjoyed lunch at Calhoun's on the river. This also is where the University of Tennessee on football Saturdays has the "VOL Navy" (fans with boats), that raft across the river for spirited tailgate parties.

At this point, because of how much we were enjoying it, we altered our original plan to return, with the boat, to Michigan. Our new plan was to have it winterized and stored, and to return in the spring.

In early May we returned to reclaim her, and this time we planned to travel downstream from Knoxville to Chattanooga. We then told our friends, Dave and Ann Craigmile (our buddy boaters from the Circle Trip, and DFCers, #11), about our plan. They said it sounded like fun, and agreed to come from their home near Beaufort, SC, to join us.



Tennessee River Valley

The weather for all of this scenic and historic trip was perfect. We traveled through three locks and anchored out on the Hiawasee River, behind an island, designated as a wildlife preserve. Thanks to Fred Myer's *Tenn-Tom Nitty Gritty Cruising Guide*, we found every bit of information we needed.

Upon arrival in Chattanooga, we took a slip at the downtown marina, and spent three delightful days touring in and around this great city. And, as coincidence would have it, we were there for the dedication of their newly revitalized Riverfront, and the grand opening of a beautiful and new aquarium. Part of the Riv-

erfront ceremonies included retracing the exiled Cherokee from the beginning of their Trail of Tears, and then having the city fathers formally welcoming them back to the community. It was a very touching ceremony.

We ended our mini-adventure with the Craigmiles day-cruising down the Tennessee Gorge (downstream from Chattanooga). It's a beautiful part of the river, with high bluffs of limestone rising straight out of the water.

Being able to trailer your boat surely shortens the time it takes to get to some wonderful destinations, but one certainly misses the comfort of living on a lovely DeFever.

Safe Waters to you all, and if any of you "DeFever Cruisers" are passing Petoskey as part of your Great Circle, we'd love to have you stop by and give us a call to get together.

Bob and Karel Howse (231) 348-5406 ◆◆

DF44 Listing

Bill & Mary Anne Osborne (#821) ask:

How do you keep the boat on her lines? Ours seems to always list to one side or the other, due to the tanks (water and/or fuel) not having the same amount of liquid in them. We do have a fuel manifold, and we use that to try and manage the list. Our list seems to come from the water (and maybe fuel??) moving between the tanks on its own when the wind blows, and the boat lists from the wind. After we have been in the wind for a while, the levels in the tanks are unequal, and the boat lists until we put water in the opposite tank, or run a day with fuel only being taken from one tank. There are not check valves on the fuel supply lines or the water lines; do others have these?

Mat Bockh (#756) responds:

This is a fun problem we also have. Not just a DeFever issue. I do not know the details of your boat, but we also have manifolds, etc.

As far as water is concerned, if you leave all the valves open (the ones you can, without causing another problem), the level in port and starboard will usually be level. If the wind blows, it should make little difference, as the boat will tend to level, and the water will be level.

The fuel issue is a little more complicated, as you cannot level two tanks if the levels are below the manifold valve (unless you have added other valves to balance or bypass the manifold). In addition, on our boat, the day tanks are not centered, and if we use a generator (which we use 24/7), the level on one side will always be lower. So far, I am just repeating what you obviously know.

No easy solution; monitor and pump the fuel around as needed. We do this, and things are OK. In addition, we have to have about 100 gallons more on one side to be level. That is a pain, but the boat is not truly balanced. We have more stuff on the port side, so we list 0.5 degrees if all levels are full. Annoying, but it is a design flaw to have the day tank not on center.

If your day tank is on center, then the problem is something else.

Jan Pedersen (#792) responds:

I was reading about Bill and Mary Anne's problem with the list. We have the same situation, as the generator is located on the port side in the engine room. The freshwater tanks are located very close to the center line of the boat, and have less impact on the list than the fuel tanks have. The water tanks have more impact on the trim of the boat. Anyhow. when we are at

the dock for any length of time, I just close the fuel tanks, and leave a note to myself on the instrument panel in the pilothouse - so I don't start the engines with closed tanks. So far, it works.

Ron Owens (#401) responds:

Bill and May Anne - Read your note about your 44 listing one side or the other. My initial reaction is "well, yeah." This is not indifference, it is just that you have discovered what most of us already know - they tend to do that.

We find for us, that we need to keep the starboard fuel tank about 40 or 50 gallons lighter than the port side. When we are full of fuel, we run from the aft tank, until it gets low. I then balance the side tanks. Then for a while, I polish and transfer fuel equally from the sides into the aft tank - whereupon we use from the aft tank - like a day tank, or more likely - a few-day tank. This accomplishes keeping the trim pretty much constant once we get there, and also means we have extra-clean fuel to run on.

The water tanks are connected to a common inlet - which means that both water tanks should be at the same level at all times. Of course in practice, when the wind blows on one side, and the boat heels one way for a period of time - you guessed it - more water ends up one side than the other - and it stays until it blows on the opposite side. I cannot think of any reason why check valves would be bad, and they would stop this off-kilter transfer of water (and its mass) - yet still allow both tanks to drain equally via the water system pump.

All this trim adjusting changes when our dinghy is up on the deck, or when it is in the water, so it can be a constant game.

Incidentally, this is not a unique feature of DF44s. The DF49PH models are sensitive to trim, as well. A couple degrees one side or the other is typical. Our friends Steve and Diane Koch (#71) on AURORA - When we remodeled the galley, they installed granite counter tops (port side galley). Steve laughingly told me later that the granite was worth another 60 gallons of fuel from the port tank to level the boat again.

The best technique we have learned, is to not worry about it as much as we used to. Only when it gets to be excessive do we even bother any more.

Keep smiling, and travel on. ◆◆

DF44 Water Leak

Tom Rea (#697) asks:

I am experiencing a water leak on the ceiling above the most forward port window of the forward cabin. Further, I am collecting water in the forward bilge. Both of these things occur when I am in large seas and there is green water in these windows, but there is no visible leak around the window. Where is the water coming from, and how can it be repaired?

Frank Keeler (#69) responds:

The problem you are experiencing on TERRAPIN also showed up on WIND DRIFT this past spring. Depending on which way the vessel listed, water appeared on the floor near the port hanging locker, or on the starboard side ahead of the head wall. This only happened in heavy head seas, or with torrential rain.

After many tests using a high pressure water hose, I found the water leaking in from the hinges on the bow locker lids. These piano hinges are not bedded, allowing water to enter through the loosened screw holes. Once sealed, the leak stopped.

◆◆

Bob & Andy Utter (#221)**DF44 FLORISEAS****Naples, FL****Motor Vessel Checklist**

From time to time, friends have asked me to check out a vessel that they may want to purchase. I'm certainly not a marine surveyor, however if a non-professional opinion is desired, I'll usually take the time to help out by sharing my experience. For use when responding to above requests, I've developed a checklist which helps keep me organized in an evaluation. List items can be added to suit various boats, as no such evaluation list can be totally comprehensive - it all depends on how much time and how much detail you want in the process. The list is mainly used for an in-the-water, static check, and does not address an actual sea trial or haul-out.

As it's not unusual for members or prospective members to be checking out the used boat market, I thought the list may be useful for that group. The checklist and an example of recent use (evaluation of a recent model Pursuit 34) are included and shared for anyone interested.

The checklist is developed in the spreadsheet mode of Microsoft Works; I'll forward it as an e-mail attachment to any members interested.

The following list of items was extracted from an Excel spreadsheet. Each item formed a row; the columns (up and down), contained the following entries across the top of each page: Item, Category, Condition (above, average, below, replace), and Comments.◆◆

<u>Engine</u>	Sea Strainer	Portable Cord
Make / Model / Hours	Mounts	Wiring
Hoses Engine	Clamps	Grd Fault Outlets
Sea Strainer	Paint / Rust	Lighting
Mounts	Run Temp	Fusing
Clamps	Run Oil Press	Bonding
Paint / Rust	Exhaust Elbow	Grounding
Run Temp	Alternator	Charging isolator
Run Oil Press	Belts	Galvanic isolator
Exhaust Elbow	Coolant Pump	Batt Charger
Alternator	Raw Water Pump	<u>Plumbing</u>
Belts	Oil Samples	Water pump
Coolant Pump	Leaks	Bilge Pump
Raw Water Pump	Exhaust Hose	Shower Sump Pump
Oil Samples	Muffler	Macerator Pump
Leaks	Engine Fuel Filters	High Water Alarm
Exhaust Hose	Racor Type Filters	Accumulator
Muffler	Regulator	Water Heater
Engine Fuel Filters	Fuel Lines	Fixtures
Racor Type Filters	Gauges	Heads
Fuel Lines	Wiring	Type Plumbing
Gauges	Logs & Manuals	Water Tank
Wiring	On / Off Switch	Holding Tank
Logs & Manuals	Heat Exchanger	Through Hull Fittings
On / Off Switch	<u>Electrics</u>	Sanitary Hoses
Marine Gear	Batteries	Water Hoses
Marine Gear Leaks	On / Off Switches	Clamps
Coolers	Selector Switches	Shower
Heat Exchanger	Main Switches	Galley Sink
<u>Stabilizers</u>	Transfer Switch	Head Sink
Stabilizers	Main Panel 12V	Sundeck Sink
<u>Genset</u>	Main Panel 120V	Deck Hose Bib
Make / Model / Hours	Main breakers	Exterior Shower Caddy
Hoses	Pwr inlet receptacle	Ice Maker Water Conn.

Shut Off Valves

2-Way Valves

Wash down Pump

Safety

Life Jackets

First Aid Kit

HH Fire Extinguishers

Eng Rm Fire System

Em Eng Shut Down

Run Lts.

Anchor Lts.

USCG Throw Device

USCG Flares & Signals

USCG Oil Plaque

USCG Waste Plaque

Ship Papers

Ship Bell

Charts

Flashlight

Emergency Water

Epirb Beacon

HH Radio

Name & Port

Doc Nos. on Hull

Extra Batteries

Horn

Wipers

Electronics

Compass

VHF Radio

Depth Sounder

Speedo

GPS

Tachometer

Inverter / Charger

Auto Pilot

Radar

Plotter

Running Gear

Shaft Bearings

Bow Thruster

Prop

Zincs

Rudder

Steering System

Shaft Log Packing

Hull Protection (prop)

General

Water Tank

Fuel Tank

Dockage Lines

Refrigeration

Appliances

Air Conditioning

Ice Maker

Ground Tackle

Windless

Spares

Rain Leaks

Canvas

Appearance Hull

Appearance Topsides

Appearance Interior

Swim Platform

Blower

Documentation

Galley

Cookware

Silverware

"Plates, Glasses, Cups"

Range

Microwave

Cabin

Bed Linens

Sheets

Blankets

Towels

Rhonda & Tim Peterson (#181)**DF34 RHONDA JEAN****Vero Beach, FL****Update on RHONDA JEAN**

We left FL April 19, and headed north up the Intracoastal Waterway, Hudson River, Erie Canal, Oswego Canal, Lake Ontario, parts of the Rideau Canal, and the 1000 Islands. We discovered Winter Harbor Marina in Brewerton, NY, along the way, and RHONDA JEAN is now stored there for the winter season. What a wonderful experience we have had with this marina; we can't say enough nice things. Next May we will head north again, to Georgian Bay and the North Channel. ♦♦

DeFever Cruisers Northwest Fall Rendezvous**-- September 30 - October 2, 2005****Judy Fletcher (#62)**

The NW DFC Fall Rendezvous was organized by Bill and Cam Haslund (#647, CAMEO II) and Kathy and Bill Mark (#596, RUFY ANNE). It was held at the La Conner Marina in La Conner, Washington -- http://www.laconner.net/c_gallery.cfm -- . La Conner is a quaint little town with several good restaurants, museums, and interesting shops.

Attendees were Kathy and Bill Mark (RUFY ANNE), Bill and Cam Haslund (CAMEO II), Jennifer Jacobs and Dean Crothers

(#390, EMILY B), Ron and Karyl Nelson (#757, VIOLET A), Judy and Bill Fletcher (#62, MEANDER), Dorothy and Larry Dubia (#753, BIG BRIVET-- by car), Bob and Jamie Bima (#585, INSPIRATION-- by car).

Friday afternoon we had a tour of the Pacific Mariner boat-building facility. They build two models -- a 65' and an 85.' It was very interesting to see boats mid-construction.

In the evening, we gathered aboard RUFY ANNE for a wine tasting/heavy appetizer party. As always, there were many and varied conversations as we caught up on cruises, new products, family events, etc.

On Saturday morning, Dean Crothers and Jennifer Jacobs (EMILY B) led a discussion about cruising in Alaska. Since most of those present had also cruised in Alaska, it turned into a "round table" discussion. Dean and Jennifer presented a slide show, and Judy Fletcher (MEANDER) showed a few of her favorite photos.

The Northwest DeFever Canine group was strong this time: Annie (RUFY ANNE), Xena (EMILY B), Max and Maddie (VIOLET A), Scruffy (BIG BRIVET) and McDuff (MEANDER).

After an afternoon of strolling LaConner, we all met at a restaurant for dinner and more conversation. Often after these dinners, a group meets for dominoes. Not this time; full and happy, all boaters headed for "home."

Our usual Sunday potluck brunch was held at 9 AM, so some

could get started towards their homeports. The food was great, and certainly contained more calories than our normal diets.

Tentatively, our next Rendezvous will be at Poulsbo in the Spring. The Fall Rendezvous is reserved at the new marina in Tacoma -- near the Museum of Glass (Dale Chihuly's brain-child -- international contemporary art and glass) and several other museums. <http://www.chihuly.com/bridgeofglass/> ♦♦

William Painter (#723)

DF44 ESCAPADE

Jackson, MS

9/25/2005: We moved ESCAPADE to her hurricane slip, on the Biloxi Back Bay, before the storm (Katrina). While she survived, and can (and will) be repaired, she did suffer extensive topside damage. She tore loose from her slip, and ended up about 1,500 feet north, in some woods. These are pictures showing her resting place and damage.



Self-Explanatory

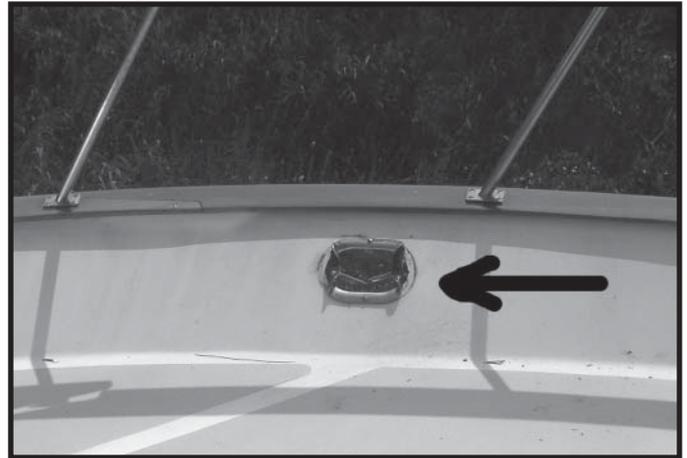
Interestingly, her lines held for the most part. The bow lines stripped the cleats inside-out through the hawse holes. The stern lines held, but took the pilings out with them, and then floated loose. The inside suffered no damage other than a broken decanter and a broken window over the galley sink. Although the photos of the inside look bad, most of what you see is the canvas, cushions, and deck chairs from the topside, stored below before the storm. Late last week the salvage experts re-floated

her, and she has been hauled to survey all damage. I will be looking for a good repair facility, probably in Florida, possibly Panama City or east of there. If you have any suggestions I would welcome them.



YuK!

Also, we will need to replace the hawsehole fittings and some of the ports. Do you (anyone) have any thoughts as to replacement sources? The only other DeFever I know of is *Spice-Sea*, also a DeFever 44. She is also on land, and to my knowledge has not been re-floated. I am unsure of her damage, although the surveyor I spoke to said he thought she could be repaired.

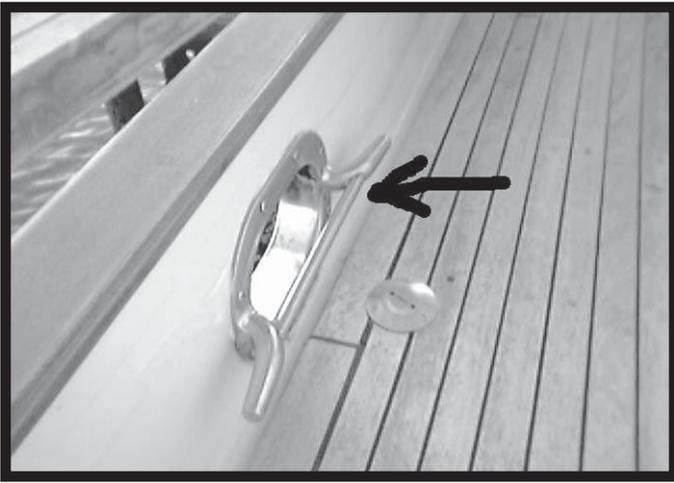


I do want to acknowledge the efforts and professionalism of Boat/US. Their people were on site within a week, and have been very good about keeping me informed of the status of things. As you can imagine, the task is daunting, given the number of boats, and the extensive damage to both boats and marine facilities.

These hawsecleats have been a continual source of trouble. They look stout, but many DeFever's have had them "fold up" under heavy load. As lines get further out on the horns, there is leverage that tends to pull the horns away from the bulkhead. I assume that adding a second line to a hawsecleat compounds the problem.

After H. Charley did this to Tom Little's (#61) DF49PRH, he had a reinforcing bar welded across the horns. Later, several members (including us) made the same modification, as seen in the Fall 2004 Newsletter. This photo of the reinforcing bar was

provided by Tom, but it was taken from another boat. - Ed ♦♦



Jim & Cheri Cooper (#413)
DF49RPH JIM-N-I
Palmer, AK

JIM-N-I Journal: Our first big trip!

We have left our haven at Semiahmoo Marina in Blaine, WA (after almost four months), on Thursday, June 2nd, 2005, with some trepidation. After all, we were pretty comfortable there, knowing where we would 'tie-up' each night, knowing we would be secure and not 'dragging anchor.' Knowing the batteries would not 'de-charge,' the toilet at the end of the pier always worked, and the shower there was hot and didn't leak into the bilges.

Well, we got as far as the entrance to the marina, and the starboard engine quit. Push the button again, starts, and then quits. Okay, now to get to the fuel pier and tie up, without doing too much damage to us or the boat that was coming into the marina! Can't park portside to the dock, as couldn't get the stern in, as we were perpendicular to the dock. Jim starts swinging around to park with starboard side to, and I am running around moving the fenders to the other side of the boat, and lines also. The boat coming in sees me frantically running, and starts to back out of the entrance; he doesn't want near any of that stuff! We dock just fine, with good handling by Jim, and tie up to the goose-poop-covered-dock. Discover one of the fuel filters to the engine is full of gunk (and this after having refueled two days before!). Another learning experience, and we change all filters just in case.

Head out again, get into the middle of the bay, and starboard engine quits again. Great! I drive, which always makes me crazy, because I know when Jim disappears downstairs, I will have some tanker or sailboat suddenly appear and be coming straight at me within minutes! Jim discovered some valve turned the wrong way, and we are off again.

Go through customs in Bedwell Harbor, British Columbia, which is a snap, and on to anchor in James Bay, on the north end of Prevost Island. Very nice and smooth all night until three AM, when the closet door starts to bang. We both rise and check out the commotion. Only a passing wake, but we discover little fish jumping all around the boat. Amazing sound, like sitting in a champagne glass with bubbles all around you. We are the only boat in the anchorage, except for one kayak on the beach, with a tent in the trees. It is so quiet compared to the marina. Go

back to bed, and hear a sound like the wind blowing occasionally. I get dressed, and sit on the bow and listen. It is so quiet, that when the boat swings slightly, you can hear the sound of the anchor chain shifting on the bottom, as it reverberates up the chain. At 3:30AM the birds are waking up, and the sky is getting lighter. Back to bed for a couple more hours.

Friday, June 3rd - We get a late start after having Mexican omelets and wicked, nasty, bland powdered milk for breakfast. Realizing we need to reach Ketchikan, Alaska, by June 29th to catch a flight out, we need to beat feet north, so head up near Dodd Narrows to catch the early slack tide through the narrows in the morning. Halfway to our anchorage, Jim goes down for the engine check, and finds water seriously leaking out of the starboard engine exhaust hose (answers the question why we are getting salt water in the bilges the last day or two!). He had changed a hose on an exhaust, and it wasn't clamped tight enough, so adds another clamp, tightens both, and all is fine again. We anchor on the north end of Ruxton Island in a narrow bay. At high tide, we discover the west side reef becomes covered, and wake waves come into the bay. Again we are the only boat at anchor here, with summer houses up on the east side cliff. Nap in the sun on the back deck, then do a few chores (always chores!). We run the generator for two hours to keep the temperature down in the refrigerator.

As we go to bed, about 10PM, the wind shifts, we do a 180, and the wind picks up. Jim decides to sleep in the salon, where he can look out the windows and check our position. Sets the radar circle to alarm, so if we get too close to shore, it will let us know. Hit the sack to only sleep a couple hours, as we both are up and roaming around checking the anchor and location. The boat swings on its anchor from one side to the other constantly, with the slightest breeze. And this is more than a breeze, there are small whitecaps. We have plenty of rode out, so we are closer to the beach, and the small dinghies tied to buoys in the bay, than we want to be, but the anchor is holding. As long as the wind doesn't get any stronger. I sleep on the pilothouse seat, so I can look out and watch the swing. Twice I go out to look down the anchor chain, put my hand on it to feel for drag, and give it a little blessing. The wind dies down about 4AM; I send Jim to bed, and sit in the pilothouse watching the eagles and seagulls, and scoping out the summer homes around us. 5:30AM, and one of the skiffs gets underway; off to work? An eagle has killed one of the seagulls, and while one eagle stands on the highest rock and fends off attacks from the seagulls and crows, the other feasts on a lower rock. Then the lookout gets hungry, dives down and grabs the carcass, and they fly over the boat, seagull legs dangling from the mouth of the hungry guy.

Saturday, June 4th - We need to move out by 7:15AM so we can be at Dodd Narrows at slack tide to go through. During the engine check before startup, Jim discovers that the oil in the port engine looks different than the starboard. He thinks it could be water, plus there is a green tinge to the water in the bilge. Now what?! The water reservoir in the port tank is empty, or very low. He adds a gallon of water/antifreeze mix (the green color), and we decide to watch it and head north. Fire up and head out. In the channel, I check the overflow hose from the water reservoir, and it is bubbling out the green water, so we decide to put a jug under it so it doesn't go in the bilge and we can reuse it back into the reservoir. Otherwise, everything seems to run fine.

We are an hour early to the Narrows, and sit and wait just outside, with another small boat beside us. The current coming through on our bow holds us in position with an idle forward. At half hour before slack, I say go, and we head on in. It is very narrow, and you sure wouldn't want to meet another large boat, or a tug and tow. The current and whirlpools are tossing us a bit, but nothing too bad. Sure wouldn't want to do this at anything other than slack, or close to that.

We head for Nanaimo (where there is a small boat show going on), tie to one side of a large dock, switch to the other side where the wind will keep us off the dock instead of pushed against it, walk into town, get the Canadian charts (costs a good portion of a boat unit!), have an early lunch at a café, pick up some filters and clamps, and head off to Pender Harbor, just inside Malaspina Strait. Rough crossing the Georgia Strait, but the stabilizers do their work, and we slip into the Harbor and head for Garden Bay, where we can anchor in the Marine Park. Well, several other boats have decided the same thing. So after setting the anchor once too close to a sailboat, pulling it up and getting mud all over the deck, and setting it again a further distance out, we settle into this nice little cove. Decide that we should always have the fresh water hose connected and charged when doing anything with the anchor, as the mud has slung all over the foredeck. Have shrimp, squash, and salad for dinner, play a game of Rummikub (Jim wins again!) then sit on the back deck, listen to a band playing from a resort at the top of a hill, and then hit the sack. No wind to keep us up, and we sleep like babies all night. Discuss whether reaching Ketchikan, while also enjoying sights along the way, is feasible. Jim is for charging ahead; I am for enjoying the ride. Much like many of our car trips across country have been in the past, nothing changes much.

Sunday, June 5th - We decide to get an early start, as we'd like to make Campbell River tonight. So up with the anchor, all washed off as it comes aboard, and we head out. Everything is running great, except for the pesky little de-charging of the house batteries as we run. We'll have it checked in Campbell River. Also the port engine still boils the water out of the reservoir, which is probably more concerning. It is so smooth, and not too cold, so decide to uncover the fly bridge and drive from there. A whole other perspective, and very enjoyable. Clean and polish the stainless poles that hold up the bimini top (which is not up, just furled). After a couple hours, we get cold and head back inside. Great ride all the way, cover 50 miles today. Only surprise is when we head into the channel to Campbell River (around Mudge Point), the current looks pretty strong. Lots of boiling, and waves in the channel. But we hang on, and it twists the boat a good 60 degrees and heels us over! Things fall off tables and shelves, but we're okay, just a little concerned, and then decide to watch the locals and go to the east side, and hug the shore. Always watch the locals, they've done this before! Anyway, we call Coast Marina which is across the channel. They have a spot for us, and we tie up for the night, catching a hot shower at their hotel. Using half lemon juice/half water, we wash the beard off the starboard side of the bow. Look up the currents, and find we came up this end of the channel at max flood. Another lesson learned. Bit of a bumpy night, as we are just next to the ferry dock, and get some waves all night long.

Monday, June 6th - Walk to the marina next door to get names of boat mechanics, and find Discovery Marina, nicer, and be-

hind a breakwater. If we are here any length of time, we'll move there. Young guy (aren't they all nowadays!) comes and checks the battery problem, finds a ground attached on the wrong side of something, and says the helm instrument was just not registering the correct numbers because of that. So that is fixed. (later: actually it isn't) We have read the books and manuals, and decide to clean out the heat exchanger and the sea water strainer on the port engine to see if there is an easy fix to the water problem. You run a wooden dowel through all these little copper tubes in the heat exchanger, nothing blocking it, so probably not the problem. The strainer is a little gunky, but not bad, but Jim gets it clean just as the diesel mechanic comes aboard. He has a 'sniffer' which finds fuel smell in the radiator water, and it says we have a bigger problem than we thought. There is probably a failed gasket on the exhaust manifold, or the head gasket. Jim is getting more frustrated. So 8AM tomorrow, he will come down, remove the port exhaust manifold, take it to be tested, and we will proceed from there. The time involved will be getting parts here, but we'll see. It's just boat units we are spending! (We have decided that a boat unit is \$1,000.)

We move to the other marina, tie up at 'I' dock, walk the docks, eat a pizza and wash the beard off the port side of the boat. I hang up the screen door, and it works great on the starboard pilot house door. Begin making covers for the compass and controls on the fly bridge. I used to own a quilt shop in Palmer, AK, and this isn't the kind of sewing I'm used to doing. Watch a real pretty sailboat come in, and then a cute little old one-man trawler docks next to us. Real clean, and everything tucked into its proper spot. Only one guy aboard, and only room for one, but a real cute boat. Sleep well, and we'll see what tomorrow brings. The weather is 'blue sky.'

Tuesday, June 7th - The little trawler is gone without us hearing it leave during the night. It is 'blue sky' again today without a cloud. Our friend, the mechanic, shows up and begins. Re-routes some hoses to bypass the exhaust manifold, and we run the engine to warm. Shows nothing, so he takes the exhaust manifold to get it pressure tested. Without the port engine, we have no hot water or heat, but the weather isn't too cold, so shouldn't be a problem.

Jim starts sanding the rail, and then we work on getting our gutter system finished. We have the starboard side done, and it seemed to work well when we had a downpour the other day. So get the 'gutter' cut and siliconed to the upper deck. Hard to fit around the corners, but lots of duct tape holds until the silicone can set. The downspouts (clear tubes) are zip-tied to the stainless steel supports for the back deck, and these could be improved, but work for now. Mr. Mechanic comes back to get the head, as the manifold shows no leaks. He won't be back today, so we unload the bicycles and pedal off to town, the other marina, and the marine store. Pick up filters, some epoxy, and a couple pencil zincs for the engine. Then pedal to the other mall, pick up some soap, and cruise through the meat department, just looking. Clouding up, but no rain in the forecast. We find an all-you-can-eat fish and chips place and fill up again. Jamie calls to tell us 'Happy Anniversary.' This is the first time both of us have forgotten it. Thirty three years!

Wednesday, June 8th - Still overcast. We watch other boats get underway, and wish we were going also. Mr. Mechanic comes back, says they can find nothing wrong. A call to Mike in Oregon (who did the overhaul on port engine) says we have driven

it too hot. Jim says no chance as we have watched the gauges all the time, and never above 190 degrees. So the two mechanics discuss over the phone what could be the problem, and Mike says that the bolts should be torqued down again after 50 hours of running when there has been an overhaul. Now he tells us! Perhaps, hopefully, this could be the problem. Mr. Mechanic apologizes for possibly getting into this too deeply, too quickly, and says he will look over the remaining parts here very closely, and return tomorrow to put it all back together. We have to wait for the gaskets to arrive tomorrow anyway. Suggestion is to possibly get a new heat exchanger though. A call to the shop reveals this is a \$750 USD item. We will shop around for this.

Jim works on the gutter caulking, and I continue to dig out old caulking around the cabin, moving on to the caulking over the rub rail, getting Jim to sand and oil the rub rail on portside. I continue looking for more caulking to dig out, and have now moved to the outside edge of the front teak deck. Well, this leads to cleaning the forward bulkhead caulking, and so we dig out the new white paint. We get a fresh coat of paint on the bulkhead, learning how to paint with what looks like milk! I roller it and Jim follows, 'tipping' with a paint brush. The paint bubbles after the roller, but hitting it with a brush makes them go away, and he cuts in the corners. It looks fantastic. We discuss whether we can paint the whole cabin. Well, sometime...

Thursday, June 9th - Many boats leaving at 6AM today to catch the ebb current going north up Seymour Narrows. It is still overcast, but no rain, and just looks gray. Not too cold, but we use the space heater to take off the edge. All engine parts come back, with new gaskets and two new thermostats. As I lay down the new caulking, Jim helps Mr. Mechanic put everything back together. They test the engine, everything seems fine, and Mr. Mechanic, watching the clock, heads out at ten to four, right at quitting time. Later, we test the engine under load (tied to the dock, in forward gear) and the port engine's overheat alarm goes off! This may have been the most expensive four days of accomplishing nothing we have had! We plan to leave in the morning and see what happens. Jim has called a place in Virginia which carries heat exchangers, and the price there is \$425. So that will be our next purchase soon.

Friday, June 10th - Early out, as the current is at slack at 7:49 through Seymour Narrows, and it will take us one hour to get there. We are only just outside the breakwater when the port engine heat alarm goes off. We sit tight. Jim checks out the engine room; the temperature is at 185-188 degrees, which is the suggested operating temperature. The decision is to disconnect the alarm and head north, with engine temperature 'shootings' every 15 minutes (we have a laser heat gun with which we can 'shoot' at the engine and it will read the temperature). It stays just about 188, and we proceed through Seymour Narrows without any problem. We are at slack tide, and will shortly have a following sea to push us along. There is another trawler, *Cotorra*, ahead of us that was tied up at Campbell River also, and we talk to each other along the way. We drop the rpms back to 1700 and proceed without incident, which at this point we need! The weather is great, the seas are fairly flat, and we get up to 12.8 knots (with the following current) at one point in Thompson Pass. Pull into a nice quiet harbor named Port Harvey, between West Cracroft and East Cracroft Islands. Just a logging camp with people somewhere, as we can hear a chainsaw, but never see anyone. Jim throws a line out to fish, but we are pretty

shallow, and decide to move a little further out, so pull anchor and move deeper. I take the first shower aboard, and it all works great (after having to install a shower sump pump and accompanying hoses)! Quiet night without waves or wind or rain.

Saturday, June 11th - We head out at 6AM, hoping to get in somewhere before the afternoon winds start up. Head for Port Hardy, or possibly to the other side of Queen Charlotte, if weather remains nice. We make good time with the port engine still running about ten degrees hotter than the starboard, and run with reduced rpms, but still make 7.8 knots on average. It starts to get a little rough after coming out from behind Malcolm Island, so we decide to go into Port Hardy, and call the Quarterdeck Marina for a tie-up. They have a side tie for us, so that's where we'll spend the night. Ride our bikes into town and buy a few groceries. Always comments on the great bikes we have (fold-down Dahons), which is why we always carry a chain and padlock, so when we go inside the store, we know we will still have something to ride home on. Listen to the weather station, and there is some weather coming, so will decide in the morning whether to head across Queen Charlotte and 'turn the corner' north after the morning update on weather.

Sunday, June 12th - Up at 5AM, hear the weather is going to turn rainy and windy in the afternoon, and there are already gale winds out in the strait, so we decide to stay here one more night. It is a beautiful day, and we keep saying 'we should have gone,' but decide we are not pressed yet for time to get to Ketchikan for a flight. Walk into town for breakfast. Wash down the boat from roof to deck. Sound the fuel tanks.

Three guys come to the end of the dock, right at our swim step, and pull a crab pot. They had about 5-6 keepers and three throwbacks! Jim is really hanging over the side taking a look now! So this afternoon we have our pot in, and will pull it in the morning to see what we get. Break out the bikes again, and ride the other direction to see the bird estuary and the hatchery. Nice ride, but I make Jim ride with the padlock rattling because there are bear warning signs. Stop and have some seafood soup, and back to the boat. Fill the water tanks, do a little caulking before the rain starts, and we have chicken wings and corn on the cob for dinner. Jim does some soldering on the VHF to see if we can get better transmissions, and attaches ground wires to the new exhaust pipes to prevent corrosion. Always something to do. Course I am always making a list of things to do! Weather report is pretty good, so we will try to head out tomorrow if the radio has a good forecast.

Monday, June 13th - Wind is blowing when we wake up, but it is forecast to ease later, so we decide to wait and leave at noon if it still looks good. Pull the crab pot, and only one small crab that goes back in the drink. Rain showers on and off, and we get antsy, and pull up the lines at 11 to head out. Sea is just a little choppy outside the bay heading for Queen Charlotte Strait, but really pretty nice, so we decide to head through the middle of the islands (Deserter's Island Group), rather than around the end and up the other coast. Alaska State Ferry comes down the strait hugging the east coast (always pay attention to the big guys that do this all the time!). We get close to the east side, but probably not close enough. Who knows, you do what looks right to you. The chop gets bigger, and also the swell. Fortunately we are taking the swell on the port quarter, as they are about 8-10 footers.

For about an hour there we are really in it, with the seas com-

ing from all directions. Jim has slowed down, and for some of the big waves, slowed waaay down to go into the trough. I start looking for shelter to pull into, which would turn us sideways to the swells for a minute, which is not something we want to do. The sea finally settles a little, and we decide we will keep heading on and make it across. The kayak lost one tiedown, and has fallen off its supports, so it is sliding back and forward between the railings as we go up and down the waves. Nothing we can do, as it would be dangerous to go topside. The dishes are all locked in, and beating on their doors. The glasses are clinking, and we're glad they have on their little nylon stockings.

We get around Cape Caution, and head north for shelter behind Calvert Island. Still rolling, but not too bad. We have had fog and showers going across, but ahead looks like patches of sunshine. We follow the progress of three sailboats heading in the same direction, looking like they maybe came across from the west coast of Vancouver. They are further out than we are, so must be having quite a ride. We eat peanut butter sandwiches and drink root beer, as those two things seem to be easiest on the stomach. Take shelter inside Addenbroke Point at east cove of Pierce Bay, which is still roly, and we sleep on the foldout couch upstairs to keep an eye on things from the comfort of the covers. This has been one of the longer days! Right in the middle of the worst in the strait, Jamie calls, and we tell her that we are in a pretty tough stretch, and then we lose cell phone contact, which we regret because we can't get her again until we are quite a few days north. She is going to worry, and alert everyone else to worry. As long as she doesn't call the Coast Guard! (Jim retired from the Coast Guard.)

Tuesday, June 14th - We decide we need to cover at least 25 miles a day to get where we're going on time. Leave at 8:15, which is a little late, and head up Fitz Hugh Channel. Take a detour around some islands in Fish Egg Inlet. Amazing depths around these channels. Just when we think we are where no one else has been, we spot two rope swings over the water. Obviously, someone else has been here. Nice cruising today. We spot the Kyote River Lodge, which belongs to the First Nations Peoples, and is used for research in the summer and healing center in the winter. Plus, the Heiltsuk maintain a summer camp on the beach, where they teach the children their traditions. Stay overnight at Codville Lagoon Marine Park, across from Lama Passage. It is like being in a lake, as it is so tucked back in away from the strait. We take the dinghy out fishing into a downpour (thank goodness I take my umbrella), and check out the mussels on the beach, and the seals on the rocks. Too wet, I go back to the boat and Jim continues fishing in his rain slicker. No fish here, as not a nudge on the pole. Really deep. After the rain lets up, we have a perfect reflection on the water, and get some great pictures of the boat, where you can't tell up from down, and the banks look like totem poles on their sides, as you can't tell where the waterline starts. After dinner of lousy Chinese package stuff, we take a dinghy ride to the inlet. Looks like it will be a calm night, as the sky is clear and the water is flat. We have paid out 200 feet of chain, and it makes rattling noises, but all seems well. Still haven't talked to Jamie, as no coverage available here. During the night we get a couple showers and some slight wind, but after a 3:30AM anchor check by me, aka Nervous Nelly, we enjoyed this anchorage and would return here.

Wednesday, June 15th - Leave this calm anchorage at 6:45AM, heading across to Lama Passage. Going to see more traffic to-

day, as this is the channel most used for the Inside Passage. Another great day for cruising, the water across Fitz Hugh is calm, as is the water up Lama Passage. We are still traveling with the sailboats that crossed Georgia Straits near us, two white ones and a black one. Instead of going out into Milbanke Sound, we thread our way through some small islands and head north. Follow one of the sailboats through a tight spot with tide rips, and another sailboat is coming at us heading south. They cut pretty close to us, then cross behind us and cut in front of one of the other sailboats. Some folks think they own the place! Good short cut, as it is prettier, and we only feel some Pacific Ocean swells through a couple spots along the way.

We end up gradually overtaking the sailboat and talk to them. They are heading up to the Fiordland in Culpepper Lagoon, Kynock Inlet, for some serious crabbing. Further than we want to go, and reading about it, there is a very narrow inlet into the lagoon. We head to Rescue Bay at the east end of Jackson Passage. Find four other boats anchored here, but plenty of room. Lower the dinghy, and Jim takes the pots out and sets them, and fishes for whatever takes his bait. He catches several bottom fish, which he ties into the pots. We putter around trying to improve the gutter system we have rigged up. Then we see a brown bear on the beach, and watch it eat the grass and dig around. Hear wolves in the woods howling. I finally beat Jim at a game of Rummikub.

Thursday, June 16th - We head out a little late, as we both take showers, which works great. Head up Mathieson Channel, which starts out a little choppy, but smoothes out nicely. See a waterfall across on the other side, and head the boat into the bank as close as 30 feet from it, still over 200 feet deep. Amazing depths here, with the mountains coming straight up out of the water. Later, we spot a black bear on the beach, and head into it close, and get to see it picking berries on its hind feet, and looking for bugs in the rocks. Head north again through the narrows into Sheep Passage, all the way to Work Bay, off Finlayson Channel, for the night. Really hidden back in the corner, and no one else around. Jim catches a bunch of bottom fish from the swim step. Enough bait for the crab pots, which are then set, and some left for dinner. We take the dinghy into shore, where he cleans the fish, and I keep a lookout for bear and the tide coming in. Real oily water here. It looks real clean until you touch it, and it clouds up. Strange. Set the radar alarms, but there is plenty of room. Although in early morning, a long limb out on one side of us sets off the alarm as we swing around. Nice to know it works so well though.

Friday, June 17th - My birthday! It is absolutely a blue sky, flat calm day. Pull the pots and find breakfast, lunch, and dinner, and a huge starfish! So warmed up the cooking pot, and boil them up, and as I drive, Jim cleans crab for three hours. Boy, is that good stuff! Long haul up Princess Royal Channel for 53 miles. Saw killer whales, and anchored in Coghlan Anchorage, just at the entrance of Grenville Channel. We're going further each day than we need to, but with the great weather and calm seas, I guess we can't complain. Anchored with three other boats; one is a sailboat that pulled into Port Hardy with us.

The air bleed screw on the generator is dripping a little fuel, so as Jim tightens it, the bolthead breaks! Searched every bolt in our box of spares, but can find none that have the same threads. Pretty sure it is metric. I have visions of losing all the frozen food without the generator, and not being able to flush the toilet

until Ketchikan! We even try super glue to glue the bolt back together. Jim thinks there are enough threads left on the head of the bolt without using the washer to plug the hole. So we try that, and set up the remote camera on a contraption of an upside down pail with a 2X4 and duct tape, and set the little TV screen in the pilot house, and sit and have our dinner, watching the bolt on the TV screen. Always an adventure! But it works, and we cool down the refrigerator for two hours. About 9:30PM, another 49 DeFever (CAPE FAIRWEATHER from Anchorage) pulls in and anchors aft of us.

Saturday, June 16th - Good anchorage last night, calm even though we are at the side of a wide channel. The other DeFever leaves at 6 AM, and we follow at 7AM. It is a gorgeous, no clouds, blue sky day, with a slight breeze up the Grenville Channel. We spot a whale about half mile forward of us. It surfaces twice, and then the tail comes out and down it goes. Fresh crab and cheese on toast for breakfast. YUM! We drive from the flying bridge, which gives us the opportunity to talk about the upgrades we'd like to do there. Always projects to plan for... Pass a BC Ferry and wave at all the passengers. Behind the ferry is a catamaran on our side of the channel. We watch him, thinking he is going to turn to his starboard any time now, as he is heading straight for us. We have no room to move toward the beach, as a point is coming up. Finally, Jim lays on our horn, and you see this little head pop up behind the cabin, and he quickly gets the message and turns out. Must have been on auto pilot without his radar on, or fell asleep, or something. This is a big ocean; you'd think we'd all have enough room!

We pull into Baker Inlet about 1PM, through Watts Narrows. And they mean narrow! Only room for our boat, so we blow the horn as we head in, and notify anyone on the radio who might be coming out. Can't see straight through, as there is a jog in the middle. Then there is a long five mile basin. Very deep up to the end, where there is a smaller basin tucked behind an island. There is a boat there already, so we search around outside the small basin to find a place we can anchor. Checked three places before we were semi-comfortable with the location. We had to put out 300 feet of chain for the proper scope. Pretty close to the rocks, so we set alarms, and Jim started sanding the rest of the handrail, and I pull out the teak deck refinishing book and sat in the chair on the fantail. Now I'm not comfortable with how close to the rocks we are swinging; Jim says we're fine.

About dinner time, the alarm starts beeping intermittently, and the depth sounder goes from 74 feet to suddenly 7.5 feet with an alarm, and then back to 74. What's up? We watch the shoreline and when we swing to a certain spot, the 7.5 feet alarm goes off again. So I say, "We're moving!" So we start pulling up the anchor, and the windlass is having a difficult time of it. First time we have had so much chain out. Finally with 225 feet still out, the windlass quits. Now what?! The windlass motor is hot and so are the wires, but Jim notices that the hot lead is not tightened on the motor, or the other end down on the breaker. Plus the breaker is flipped. Also it appears we must be hooked on something on the bottom, or the weight of the chain was too much for our 1000# windlass. With the breaker switched, wires tightened, and Jim pulling up on the chain, and me cranking the windlass, we get the anchor off the bottom, scoot around the corner, and anchor in the basin next to the other boat. It's smooth, and we have good holding. We take apart the windlass, give it a good cleaning and some grease, and kiss it goodnight.

Sunday, July 19th - There were three boats in the basin overnight, but we are the last to leave. I scrub out the bathrooms and master berth, and Jim peels the varnish off the ladder to the flying bridge. (The man loves to mess with the varnish!) We finally pull up the anchor without incident (very muddy), and head north again. Blow our horn going out the narrows again, and two miles up Grenville Channel we see killer whales up ahead of us surfacing. So we watch for them again, and they come up right in front of the boat! Leaning over the rail, I see the fin of one, two feet from the bow. Jim stops the engines, and we watch for them behind the boat. Soon they surface just off our starboard stern, and there are seven of them, one is a baby. We follow along with them as they come up three times, and then we head off. Amazing! Their fins do stick straight up in the wild!

Heading to Hunt Inlet on Porcher Island, just six miles from Prince Rupert. We intend to go into P. Rupert on Monday morning. This anchorage has a narrow passage with rocks on the port side, but the old GPS gets us in fine to a wider inlet. The book says we can anchor in the middle of the inlet. There appear to be people living in the houses here, but don't see anyone except the guy in a seaplane, which is going the opposite direction from us past our port side. Book didn't say anything about watching for seaplanes. We drop the anchor mid-inlet, just as the seaplane flies over our heads. Great?! We have one TV channel, so watch Canadian news. One skiff occasionally goes up and down the inlet, and once a skiff goes right by our boat with three guys in it looking us over. I guess we have gotten used to being the only ones around, and having houses and skiffs beside us is strange. I bring everything off the back deck inside the salon for the night...so trusting! Jamie called while we were in the channel, but we are cut off almost immediately all three times. The last time, she quickly says Happy Father's Day to Jim, and then she is gone before Jim says "Is that what day it is?" So guess we have really lost touch with the outside world.

The Inside Passage so far has been very isolated except for other occasional boats or tugs with a tow. No towns (except Shearwater area) since Queen Charlotte Strait, so we can see why it really is a good idea to buddy boat this leg, as if you have trouble, you're cut off from anyone except Channel 16, and sometimes that doesn't work so good. We have heard calls a couple times from people adrift with fuel problems or engine problems. Scary thought. When our anchor winch was stuck, the thought of keeping on heading north all day and night with no place to stop was certainly there.

Monday, July 20th - Headed out about 9:30AM to give the fog a chance to lift. Waved at a little girl and her parents in one of the houses on the beach. They got out the binoculars and waved back. Headed across to Prince Rupert, and couldn't reach anyone on the radio at the Yacht Club or Rushbrooke Marina. We decide to head for Rushbrooke, as it is the larger marina. Pass by the town, keeping a close eye on the Alaska ferry with stacks warming up, and passengers coming out on the decks. We aren't fast enough to get out of the way of one that big and that close. But their lines stayed tied to the dock, so we were fine. Finally get a phone call into the Rushbrooke Marina, and he says call him when we get close. Well, he has gone to lunch when we get there, so we head into the docks not realizing that the current is really strong here. There are some kids pulling a crab pot at the end of the dock we're heading to, so I yell for the biggest

kid to catch our lines, and we scrunch up against the dock and I feel sorry for our fenders, they are squished. First time we have come up to the back of a boat, and Jim sees how there is no way to see over our bow for distance to the next guy! But we're fine, and leave a message at the marine office with our cell phone number. We walk the docks to check out any other spaces. But I am not anxious to move with that current in control!

The manager calls us, and we need to move. Oh gads! The current seems to be less now, so we head out, and Jim does a great job of going up three docks and backing in to parallel-park us into the end spot. The manager and another fellow take lines, or the current would have taken us off the dock though. Time to unload the bikes and go find a cold beer...we've been without for five days now. We first look for a marine shop that might by chance have the broken bolt for the generator, but no one in town has one, so we stop at the pub by the yacht club, and have the best nachos we have ever had! We find out when the same cook is going to be working tomorrow, and promise to be back. Nachos and four beers, only \$21 (Canadian, too). Not bad. These bikes have really been worth the price.

We walk the yacht club dock, and then stop and watch the charter fishermen cleaning their catch. Some really huge halibut and king salmon coming in here. This marina is half fishing boats and charters, and it's interesting to listen to the men chat away, talking shop. They all seem to help each other out. We were not impressed with the shape the docks are in, and there is no electricity for us here, as almost every plug we look at is toasted. But the people are friendly, even though they all have fish blood and grease on them. Lots of native people here, and we watched one large family on the dock sitting next to boxes, furniture, and dog food, apparently waiting for a boat to pick them up and take them and their purchases somewhere. Kids on the docks fishing for little flounder under the docks. Watched one little tow-headed girl fishing with her uncle, and she caught a little one and they threw it back. Then she started talking about what the fish's name was, and it sure was heavy. Real cutie.

Tuesday, July 21st - Restless sleep, as being tied to a dock makes different sounds than being at anchor. After Jim makes some phone calls to have a part for the generator waiting in Ketchikan, we load the dirty laundry on the bikes and head up town. Meet a 70 year old man on the street, and he walks us to the Maytag laundry, as we can't find it. Then coming back, we come across a celebration of Aboriginal Day, with natives dancing and playing drums. I have fry bread with honey, and Jim tried out the rice and seaweed (didn't finish that one though).

Back to the boat, and Jim cleans out the three sea strainers. A large 63 foot yacht had pulled in across the dock from us while we were gone. Three customs people come off it, and they get set to leave. They just came back from Juneau, and are checking into Canada. The current and wind are blowing them right onto the dock. Jim tries to help, but the guy takes out the sign at the end of the dock with his boarding ladder, and it begins to look like he could wrap around the end of the dock and take out our bow! They get pulled back in, and try again, with everyone pushing them out from the dock. Finally, they get away and we are okay. Then a big fishing boat comes in and ties across the dock from us. Then he sees the broken sign lying on the dock, "Recreation boats only," but he stays put.

The wind has picked up a lot, so we may be staying here a little longer, as don't want to cross Dixon Entrance in this

wind. Lots of boats coming in, as it probably is pretty rough out there. Hopefully we won't have to raft up, but we'll see. We walk the docks about 10PM, and the fishing boats are rafted four deep! One spot, they are rafted entirely across between the docks, with all their little fenders squeezed tightly between them. Amazing! No one rafts to us though. Jim says it's because we are so pretty. Party at a fishing boat two slots away goes on until 4:30 in the morning, but we don't hear it until Jim gets up to fix one of our fenders that suddenly starts banging against the hull. There's an 18-pack of empty cans strewn on the dock the next morning.

Wednesday, July 22nd - Off we go with a check of the weather, and it looks good for the next three days. We leave via a shortcut through Venn Passage. Still lots of fishing boats coming in, and they cut you no slack in this narrow passage. We have to wind around several buoys and hairpin turns in this two-way traffic, and they just plow right past us, leaving us rocking and rolling in their wakes. One fishing boat cut between us going north, and another boat going south on a corner, about 20 feet from us, and throwing out a huge wake. We got the wind chimes clinking on that one.

After out of the narrows, not too bad a crossing, and the swell is only about two feet. We head into an anchorage on north Wales Island for the night. Anchor about 2PM with a coyote watching us from the shore. Take the dinghy for a ride to check out the submerged rocks around us. Real low tides this week, and we see the rocks later. A couple boats anchored around the corner in another leg of this bay. We talk, dinghy to dinghy, for a minute. They were anchored with us in Rescue Bay in Mathieson Channel, and saw us in Prince Rupert. They have a Chris Craft and a 42-foot CHB. We do a little varnish peeling and sanding of the flybridge ladder and the swimstep ladder, play a little solitaire, have a cocktail in our chairs on the back deck. I sort out my newly acquired crossword puzzles from the Laundromat, Jim takes a shower, and we hit the sack.

Thursday, July 23rd - Quiet night, with only the birds in the trees, and the jellyfish bubbling. A light mist is coming down this morning. We decide to move out and around the rest of Dixon Entrance, heading for Ketchikan. It is low tide when we leave, and we're amazed at the rocks around. You'd know you hit a rock with these rugged looking things. We cut through past Tongass Island to avoid the long trip around the end of Sitklan Island, and across and around Cape Fox. Getting more choppy out in Dixon Entrance as we go. We head up the center of Revillagigedo Channel, and with rain and swells coming at our port stern, makes for a roller coaster-like ride. We head for Customhouse Cove, which is only an indentation on the west side of Mary Island. It gets us out of the wind, but only partially out of the swell. Gets foggy. Takes two sets of the anchor before we are happy. Jim puts a coat of varnish on the flybridge ladder, and we take naps. It keeps gusting through the cut, and the swells toss us a little, but the anchor is holding well. After trying pork two different ways, we play a couple games of Rummikub, each of us taking one of the games.

Friday, June 24th - Our last day before we tie up in Ketchikan for a couple weeks, and go home to Palmer to check in there. We have doctor, dentist, and haircut appointments scheduled. This will be as far north as we go this time. Jim says we averaged 32 miles a day, which takes us about five hours to do. It's been fun, with some frustration thrown in, at least for Jim. He's

the one doing all the repair work when something doesn't go right. But he sure knows the inside workings of these toilets by now!! And has learned tons about the engines, generator, and peeling varnish.

We head into Ketchikan with dozens of boats on the point fishing for salmon. Ketchikan has three huge cruise ships tied in town, and one in the harbor. They're collecting the tourist dollars today! We find the City Dock, and tie up in front of an old fishing boat. We'd like to move a little further into the marina, as we get the wakes from boats, and the airplanes take off right next to us. Very loud engines. We have a custom agent come on board, no hassle at all, and then we unload the bikes and head for the Post Office and our mail that Jamie has sent. About three miles to the Post Office. Glad for the bikes. We look at Bar Harbor Marina (which is privately owned mostly, and the harbor master said nothing available right now there), and it's probably a little quieter, but not very close to town. We'll sit tight and watch for a spot to open at the City Dock, where we can move inside. Check in with the kids via pay phone, as the cell phone doesn't work here. Funny, because it worked in Prince Rupert. Peeled varnish from one of the pilot house windows, and got some varnish on it, plus a second coat on the ladder. Looking good!

Over the next six days, we get the door with a window that leads up to the flybridge sanded and varnished, and inside and outside of the pilothouse window completely varnished and recaulked, plus several housekeeping chores. We moved to the inside of the dock across from the old fishing boat, which a couple kids are working on. They give us a whole frozen salmon, and we give them some peach cake. I'm learning to use the oven, but it's a little finicky, temperature wise. We ride the bikes everywhere, even to Wal-Mart, eight miles north. Scrub down the whole boat, and get the lines all soaked in fresh water with Downy added (it doesn't soften up nylon rope!). Got nine rows of black caulking out from between some of the teak planks on the front deck, and left it to dry well before adding new caulking. We have a small leak in the front deck onto the new cushions on the front berth. As long as the deck is kept wet, the wood is swollen enough so it doesn't leak but a couple drops an hour, but if the deck is allowed to dry out, the leak is a little more severe, until the teak gets swollen and stops up the holes. Anyway, we woke up to clouds and rain two days before we left, and also before we got the new caulking done. So rode the bikes to the hardware store, and when we left, the front deck was covered with a new tarp (not blue though)!

We will spend 11 days in Palmer getting a grandson Caleb-and-family fix, and then head back with a new bolt for the generator and a new heat exchanger for the port engine. Get those installed, and start the trip back south on a little slower pace and some different detours to new anchorages. ◆◆

Re: Forward Bilge Water

Christine & Jerry Hurd (#318)

This is a little late, but our mail finally caught up with us, and I just received the summer Newsletter. I noticed that there were 49RPH owners that were wondering about water in the forward bilge. We have had our boat for 14 years, and for 13 of those years, I fought the same water problem. Tried everything. Had almost given up, and thought that maybe there was a leak

behind the water tanks that we would never find. Then a miracle happened. Last fall we decided it was time to once again re-bed the screws on the upper deck that hold the guard rail in place. We do this every few years, to prevent leaks in the upper deck. Not easy, but only takes a day to do. Then I got this idea that maybe, just maybe, the water in the forward bilge was coming from the screws on the stanchions that hold the hand rail to the cap rail.

Jerry was not thrilled with my find, and did not jump at the opportunity to do this new-found task. He was afraid of breaking the varnish seal and creating even more problems. Rain was forecast for the next couple of days, so I came up with the idea of putting tape over the screw heads as a test. Got the tape on, and proceeded to wipe down and dry the bilge. We had a good storm, but, NO WATER. The bilge has been dry for a year. Believe me, that is amazing after the summer we had in northern BC this year. Some of the screws were not easy, because of the angle they are on with the stanchion, but it was worth the effort to take them out, and fill the screw holes with caulk. I hate water in the bilge!

The other problem is usually taken care of by cleaning the shower sump every couple of weeks, and making sure that we put fresh water through the head lines and into the holding tank on a regular basis. ◆◆

Bob & Janet Tremble (#701)

DF49 RPH DOROTHY MAE

Abu Dhabi, UAE

We particularly enjoyed the fall Newsletter with its submissions from several fellow DF49RPH owners. We were also delighted to hear about *Odelia's* cruise (Rick & Tsipy Thompson, #706) of the Turkish Riviera. Our future plans include similar cruising as we wander across the Mediterranean, once we take the DOROTHY MAE from our present home in the United Arab Emirates.

By the way, we can finally see the end of our restoration project. In the spring we had the entire wood interior stripped and sanded (four men working for a month), but were very discouraged trying to find someone who could give us the nice finish that we wanted. We left it for the summer, as the mid-40 degree heat was too hot to work, let alone enjoy much boating. When we came back to it the first of October, we found an expert sprayer (of high-end cars) who worked for us evenings, and has done a wonderful job putting on five coats of PPG automotive lacquer, in a rich cherry semi-gloss finish.

It's amazing how many doors - from full size down to the smallest cupboard door - there are, and we were thankful that we didn't have to strip and sand all those louvers. It was enough to stain them. We lined the salon with plastic, and used it as a paint booth to spray them. Tomorrow we'll start putting back on the hinges and hanging them. We still have to refinish the parquet floors, and are shopping for a cooktop, so we can arrange for the new polished granite countertop. It's great to see it coming back together, and hopefully we'll be done before Christmas - the peak of the best boating season here.

I spent most of the summer back in Canada on our summer home, *Sum R Lovers* (37' Burnscraft), at the marina in Penetang, on southern Georgian Bay. I didn't get much reprieve from the heat this year, but enjoyed living on the boat, and being able to

visit with family nearby.

When Bob joined me in mid-September, he was ready to just relax and unwind, and was actually looking forward to some cool fall weather, and even a thunderstorm and some rain (which we rarely see in the UAE). We're lucky that within an hour or so, we are in the 30,000 islands, and they are magnificent with their pink granite rock and lots of trees - a lot of which seem to grow right out of the rock.



The Tremble Summer Home

We didn't go far, but just enjoyed being anchored out, got in lots of reading, including some sitting on the back deck while listening to the rain for a day, enjoyed having to put a sweater on, lots of gunkholing while searching for the most colourful fall tree, beautiful sunsets - and even a sunrise in the crisp air and mist over the water. Reminded us what boating was all about, and the magnificent beauty of nature. We came back truly refreshed. ◆◆

Hank & Nancy Haeseke (#22)

DF52 LAST LAUGH

North Palm Beach, FL

Thanks to DeFever Cruisers, we can find fellow boating enthusiasts wherever we travel in the world! In August, Hank and I had two "mini-mini-rendezvous" with gracious DeFever owners in foreign lands.

When Bob and Barbara (Dein, #2) heard about our planned trip to Scandinavia and northern Europe, they immediately reminded us that we have DFC members in Finland and Norway. Being the shy people that we are (??? - Ed.), we emailed those members right away, and were thrilled to receive responses just days before we left.

We met Kari and Tina Wikholm (#729) in Helsinki for lunch at a famous restaurant. Anders Nordheim and Francine Boucher (#630) met us in Oslo, where we had a delightful lunch onboard SHAWAN, which is moored next to the King's racing yacht and the Queen's runabout! Both couples had just returned from their "summer" cruises -- the Wikholms on their DeFever 44, PEG-ASUS, and Anders and Francine on their 49 RPH SHAWAN, so we heard about their very different cruising areas in the Baltic Sea. You would expect us to talk about boats and cruising, right? It's always interesting to meet locals when you're in a new country, and hear about the real lifestyles there, but visiting with DeFever owners makes those meetings even more special because of that instant bonding!



The Nordheims and Haesekers



The Wikholm's DF44 With Ship's Hounds

(On an earlier trip to Australia/New Zealand, the Haesekers had met with John and Colleen Davis, #545, making Hank & Nancy the honorary DFC "Ambassadors." - Ed.) ◆◆

Bill & Judy Fletcher (#62)

DF44 MEANDER

Burton, WA

Idle Thoughts While On a Long Voyage with Lengthy Un-complicated Passages When On Auto Pilot/Auto Track Boating Safety Begins With Shoes

My first favorite boat shoes were Birkenstock slide-in sandals. I'd run right out of them when rushing to manage dock lines. My second favorite shoes were Teva sandals. The wing from the mid-boat hawse hole would catch a strap, and I'd come to a rapid, complete stop when rushing from bow to stern. My third favorite shoes were Keds. They have lousy soles and I've slipped and fallen. It took a while to decide that really good, tie-on, walking/running shoes with non-skid soles are the only safe boat shoes. This was even more important on our recent cruise to southeast Alaska - most docks here don't have cleats -- they have bull rails. These rails require being on the dock to secure the lines. This means getting off the boat and onto the dock -- a trick itself with the high deck of the DF 44. As well, SE Alaska

is a very rainy place, so many times one is getting off the boat in wet, slippery conditions.

While getting ready to dock a boat, safety issues should be a major and first part of the preparation. Start with appropriate shoes, then your PFD, then get all the lines and fenders in position. Finally, go talk with the skipper as the boat approaches the dock, to make the plan of action.

Supply box

We operate our DF 44 from the fly bridge most of the time. When one of us has the helm and doesn't want to bother the other for little things, it is handy to have these things nearby.

Here's what's in our fly bridge supply box:

- a. Pens & pencils
- b. Calculator
- c. Magnifying glass w/ light
- d. Insect repellent
- e. Sunscreen
- f. Wet Ones – moist wipes for cleaning hands
- g. Eye Glass cleaners – we like the Bausch & Lomb Sight Savers – good price at Costco for 100
- h. Dental floss
- i. Chapstick
- j. Post-it colored arrows – great for marking positions on

paper charts

- k. Emery boards and fingernail clippers
- l. Paper towels
- m. Small spray bottle of boat wash liquid
- n. Lantern/flashlight

The Most Important Thing In Boat Docking....

Is docking!

This is very hard to accomplish with friends on the dock trying to help, but also wanting to greet the newcomers and tell them all sorts of exciting things. It is of utmost importance to delay the conversations and get the boat tied up.

MEANDER is a 44' DeFever – there are only six models shorter in length, but still she weighs 57,000 pounds, fully loaded, and if that 57,000 pounds got loose, it would wreak havoc on nearby boats and floats/docks.

Think ahead to the docking procedure, and plan some polite but firm comments or responses which convey that you're happy to see them also, but first the boat must be secured.

Personalized Daily Log/Worksheet

It is handy having a personalized daily log sheet. If this log is on your computer, you can edit it along the way. Below is MEANDER's daily log worksheet. You can download this Microsoft Word document from: www.defevercruisers.com and edit it to suit your cruising style. ◆◆

Date:	Weekday	Month	Day	Year
Cruise Check List:				
Stabilizer	Station	Center	Water Maker	On Off
VHF Radio: lower helm	On		Fuel tank log	Port Stbd
Plot On	On			
Trip log On	On			
Zero GPS Trip Log			Waste Tank	On Off
Take to upper helm	Charts	Binoculars	Mouse	Sat. & Cell Phone
			To Do:	Stow BBQ Stow TV

Trip Plan: From _____ to _____

Changes from above: _____

	Description/Waypoints, Etc.	Time
1.		
2.		
14.		
15.		
N o t e s		

Fuel Polish

Bill & Mary Anne Osborne (#821) ask:

How many of the owners have a fuel transfer/polishing system? Did you install yourself, or hire someone? Cost? All info welcome.

Rick Thompson (#706) responds:

I have a Gulf Coast Filter (<http://www.gulfcoastfilters.com/>). I had it installed in Ft. Lauderdale (Harbourtowne Marina) by Sun Diesel (I think that is the name of the company). The installation is pretty straight forward, but I don't have the tools for flaring the tubing, and was preparing for Dockwise transport to the Med, so didn't have the time to do it myself. I had them put in a two-way valve that allows me to do a fuel transfer with polishing, or just fuel polishing of the day tanks.



The GCF is unique in that they use a large Bounty paper towel roll (the whole roll), as the filter element. It is a .5 micron filter. The website shows a configuration for fuel transfer and polishing using a 120 gpm Oberdorfer pump (the throughput is much less when using the filter), that I would recommend. Initially I used the smaller 12V DC Oberdorfer pump that was installed in my boat for fuel transfer, but upgraded it later. If you want some pictures of the installation let me know. I am an SOB (some other boat) owner, so the installation photos would only be an example, not a template.

Bob Schleif (#588) responds:

I installed a fuel transfer/polishing system on our DF34 three years ago from plans from *PassageMaker Magazine*. It has Racor 1000 and 900 two-micron filters with an electric pump. I have been very pleased, but would make the piping simpler if I was to redo it. It has too many valves and fittings.

Ted McCarley (#526) responds:

We have a fuel polishing system on our DeFever 44, ALOHA

FRIDAY, which I installed myself. The system is made by ESI, boat show price was \$2,250. Spent an additional +- \$200 on hose and fittings. On the ESI system, the filter is a Racor 1000 series, which has a throughput of 180 gal/hr. That flow rate needs to be maintained for the centrifugal action of the filter to function properly. The copper fuel lines on the DeFever were too small to maintain that flow rate, so I had to change the fittings on the fuel manifold, and installed larger Parker hose for the polishing system service and return. For the return, I used the top fitting on the fuel tank sight gauge, rather than trying to change the return line fitting on top of the tank. Removing the Chinese-installed fittings required use of a propane torch to break-down the sealant they had used on the threads. I installed a "T" fitting in the sight gauge, so that the gauge could still be used also. System works great - I can really tell by the fouling of the filter in the polishing system, and the absence of any problem with fuel going to the engines. Space to mount the system was a bit of an issue, but worked out fine. ♦♦

Ole & Jan Pedersen (#792)

DF49 RPH EMMA JO

Miami, FL

When we had this boat surveyed, the surveyor had surveyed another 49RPH one week earlier. He had a couple of things in fresh memory, and went straight to the lazarette, to check the condition of the bulkhead to the engine room. Sure enough, there was a soft spot under the door which would need to be replaced. At the time, I did not make too much of it, and decided to repair it later. Two weeks ago, I was pulling up one of the floor boards in the lazarette (the one under the ladder) to replace it, as it has been bad for some time. I discovered that all of them needed to be replaced, as they were in bad shape from many years of water intrusion. After all the floorboards were removed, I poked in the aforementioned bulkhead with a screw driver, and it went straight through. To make a long story short, at the end of the day I had removed a piece of the bulkhead from the centerline and three feet out to starboard. The other side from the centerline and out to port needed replacement as well, but I did not feel comfortable removing all at the same time, as I was worried about the deck sagging.

I braced the deck up with a two by four, and it held everything in place. There is a longitudinal stringer butting up against the bulkhead, and this one was also rotten approx 3-4 inches in and forward. The piece in the lazarette was wet, but still salvageable (BTW...the stringer is made out of laminated marine plywood). As of today, I have both pieces in place, and as soon as the resin is cured, I will start the clean-up work. I partitioned off the engine room with a drop cloth, approx four feet forward of the bulkhead, to minimize the dust going all over the engine room, but there will be some massive cleaning to do anyway.

What was the root cause of the problem? Well,... I can only speculate, but here is what I think happened. The drain holes in the deck hatch have been clogged with debris for a long time, and water has run down on the diamond floor plates, trailing forward towards the engine room bulkhead, over the edge of the plywood (under the diamond plate), and just sat there for years and years. The drain from the deck hatch coaming (two of them) leads down to a T-piece, and here is where the plug normally sits. I am going to replace the T-piece with a Y- piece, as I

think a Y-piece will have less restriction. I wanted to share this with my fellow DeFever friends; in case you have not checked the drains or the bulkhead lately, you may want to take a look.

We spent two wonderful weeks vacationing this summer. We went west through the Okeechobee Waterway, visiting Pelican Bay on Captiva, Fort Myers Beach, an overnight cruise to Key West, and then gunkholing up the Keys back to Ft. Lauderdale. The biggest challenge on the whole trip was to dodge the crab pots, coming up the Keys, from Key West to Marathon.

Hurricane Katrina, we weathered very well. We set out a couple of extra anchors (one forward and one aft) to keep the boat off the dock, and when the power went out, I started the generator so we had AC and cold beer for that whole week-end. Our end of the marina was without power for five days. ◆◆

Bob & Barbara Dein (#2) DF44 GONDOLA Venice, FL

The Digital World

Ain't the digital world somethin'?

For the first several years of our computer lives, our Custom 386/Hewlett Packard/Gateway (fill in the blank) had CRT monitors. We accepted the "fact" that a display had to be as large as a standard TV set, and weigh as much. Our "office" worktop was designed to accommodate its bulk. Then, two and a half years ago, our "new" Dell came with (wonder-of-wonders) a 15 inch flat panel monitor. I opted for the less expensive, non-Dell unit in order to stay under \$500. I was VERY disappointed at the screen resolution, and characters always seemed to be swimming.

Last month, I made a major capital purchase; a 19 inch flat panel monitor. The screen is wonderful, and so easy on the eyes, a real boon for anyone who spends significant time at the computer.



As the above photo shows, it's made by Samsung, and is the SyncMaster 930B model. This sold for a mighty \$325 at Circuit City. To continue the digital theme, I took the photo with a Nikon digital camera.

Oh yeah, the image on the screen: The photo of the monitor was taken at 12.45 PM, EST, on November 20, 2005. We were on the internet, using a DSL line, at the website www.panacanal.com/eng/photo/camera-java.html. The page that we were on showed photos from a webcam mounted at the Mira Flores Lock, on the Panama Canal. A new picture appeared about once

per minute. Notice that a boat is in the lock.

This is DF44+5 LAZY DAYS, owned by Ron and Cheryl Roberts (#180). They e-mailed us while underway via their Winlink, High Frequency radio account, letting us know when they would be transiting the Gatun and Mira Flores Locks. We watched them for about a half hour in the Mira Flores Lock. I was unable to keep an image on our hard drive by any combination of "save", save as" or "copy and paste" commands. Barbara suggested taking digital photographs of the screen.

Ain't the digital world somethin'? ◆◆

Ron & Cheryl Roberts (#180) DF44+5 LAZY DAYS Cruising Central America

November 24, 2005 It seems like we write from one holiday to another. Well, here it is, HAPPY THANKSGIVING TO YOU AND YOUR FAMILY. I can't believe it's a little over a month until Christmas.

We are back in Panama City, on a mooring in Flamenco Marina, while we re-provision the boat before we begin our trip back towards Mexico, and ultimately the United States. Yep, we're heading home. We had hoped to spend more time exploring the Atlantic, but the weather patterns in the Atlantic just don't meet our needs. Actually, we could deal with the wind and seas, but we don't want to spend another summer (hurricane season) in Panama, or any of the other options in the Atlantic.

You may recall when we left the United States over two years ago, our goal was to visit the San Blas Islands. Well, they were well worth our three-month journey into the Caribbean. The last time we wrote, we were anchored at East Holandes Cays in the San Blas. We spent a leisurely five weeks in the SB chain, exploring five different Cays with LAZY DAYS, and dozens of other Cays with the skiff.

The Archipelago de San Blas is a mystical place in modern times. The Kuna Indians still dress and live as they have for hundreds of years. They have their own language, but most Kunas speak some Spanish, and usually the village chief speaks fluent English. We visited one island, El Tigre, and the village market still accepts coconuts in exchange for groceries. One coconut is worth 15 cents in exchange. There is an area in the corner of the store roped off for coconuts! Actually, the use of coconuts for money was wide-spread until late 1990, when the cruise ships began visiting, and cash was used to purchase molas and other Indian handicrafts. Most of the women still have a black line tattooed between their eyebrows down the bridge of their nose, and a stud earring in their nose. (Cheryl tried penciling in a tattoo, but didn't like the effect.)

After five weeks of visiting the islands, we decided we were tired of relaxing so started moving towards Bocas del Toro, which was over 300 miles in the opposite direction. Along the way we stopped at several anchorages, our favorites being Rio Chargres and Isla Escudo de Veraguas.

At Rio Chargres we had to pass through a narrow, reef-lined shallow entrance before entering the river, which winds inland for about eight miles. We anchored five miles up the river in a narrow little bend, so we had a view of the river in both directions. At its widest, the river is only about 400 feet, and the riverbed is lined with tall trees and hills. It was wonderful - the bird chatter never ceased. We saw several crocodiles, and got

a picture of a baby croc sunning on a log. Sweet... Cocktail hour was enjoyed to the tune of howler monkeys roaring in the distance. Talk about feeling like Indiana Jones!

Our next stop was Isla Escudo de Veraguas. After two years of traveling amongst LOTS of islands, we can say that this is probably the most exquisite island to date. The front side of the island had lots of stone arches, forming small caves, which opened up to small private beaches. We took the skiff from one to another, each cove prettier than the last. Also, you have to wend your way around the reefs to get into the beaches. Snorkeling was wonderful! The backside of the islands is totally reef-locked, and we wended our way through for two miles. There were four separate villages, with the locals living in thatched roof huts. Some of the huts were quite elaborate. The villagers use the same type of skiff found all over in Panama - a huge hallowed out tree! The natives live here for 3-4 months of the year, fishing and diving for lobster. The young men can free-dive as deep as 60 feet to find lobster. Amazing.... Also, this was a different Indian tribe, and most of them did not speak Spanish or English.

Next stop, Archipelago de Bocas del Toro (Isla Colon). We had heard lots of good things about Bocas, and the town lived up to its reputation. Bocas is an island, about ten miles from the mainland. It resembles Key West in its early days. Everything in town is situated on or around the water. There are lots of houses, shops, and restaurants built on stilts over the water - it's really neat. From the marina, we had to take our skiff to go into town, as we were around the corner from the main town, with no connecting roads. We spent many a pleasant afternoon in the Pickled Parrot on Isla Carenero catching the sea breeze, and watching the world go by. It was the kind of place where you never knew if you could get lunch or not, depended upon whether the cook showed up - oh well, a few Cuba Libres instead of lunch is good for the soul once in awhile - ha.

While we had the boat in Bocas at the marina, we made a couple of quick land trips. Our boat insurance had nixed our plans to travel to Cartagena, Columbia (we were only 200 miles from Columbia while at San Blas), so we flew over and stayed for six days. We had a delightful time, and feel it is one of the most romantic cities we have visited. We stayed at the Charleston Santa Maria, which is a converted convent, and is housed inside the old walled city. We did all the touristy stuff - visited the Naval Museum, the Inquisition Museum, old forts, and La Popa (an old monastery overlooking the entire city) to name a few. Staying at a hotel inside the walled city afforded us the luxury of being able to walk around in town at any time of the day or night. The entire walled city is perfectly safe, and there are "tourist police" throughout the area. Dinners were eaten in Santo Domingo Square, at the foot of a cathedral that was centuries old. Ladies, if emeralds are your thing....this is the place to visit!

While we had the boat in Bocas, we hired a young man to polish the boat, and strip the varnish. He did a wonderful job, and was a quick study when taught a new task. We paid him \$25 a day, and he was happy to have steady work at such a high pay rate. We had lots of fun with Fernando, outside of work. He invited us to visit his parents' farm, which was about twelve miles across the bay. We told him he could invite family and friends to go with us, so we headed out for the day with 20 people on board. (We questioned if he had chartered the boat out, but he

seemed to know everyone!) The farm was a full day of wonderful experiences. Cheryl said she felt like Julie Andrews in the "Sound of Music" - the lush, green hills went on forever, and we hiked several of them. Up and over, down and around, we found our way to a waterfall, where we proceeded to sit in the cool mountain water and relax our tired legs. Once back at the farm, Fernando's parents had lunch ready for everyone - barbecued lamb, rice/beans and boiled yucca (sort of like potato). Lunch was wonderful, and it was all too soon time to leave. The parents gathered everyone around, and sang a song to speed us on our journey. Lovely people...

We would have liked to stay longer in Bocas, but we really were anxious to get back through the Canal, and begin our trip towards Mexico. We knew that we could get a fairly fast transit date this time of year, but things begin to back up in December, and it can take 2-3 weeks to get a transit date. We didn't relish the idea of homesteading in Colon.

We were able to schedule our transit date and leave Colon within a couple of days of arriving. When passing through the Canal from the Atlantic to the Pacific, small yachts must take two days to complete the transit. We had a wonderful up-lock into the Gatun Lake late Saturday night, arriving at a buoy to spend the night around 8:30 pm. It was interesting being in the locks at night. Everything is so lit up you can hardly tell the difference, except in the passage from the flats (anchorage) to the lock, where you're passing ships in the dark in a narrow channel! Once under way again Sunday morning, we experienced a three-hour delay due to fog in the Galliard Cut. Ship traffic had been stopped on both sides for due to fog in the Galliard Cut, but we were able to continue on because we were already in the Canal Zone, having spent the night in Gatun Lake. Great - we didn't pass any ships all morning! The Canal is truly amazing. The three locks that make up the Gatun Locks take only an hour to pass through, raising you 85 feet above sea level. Each lock fills in 20 minutes...less time than it takes for you to fill your bathtub at home!

Due to our short turn around time, we decided to hire professional line handlers, instead of asking friends to go through with us. Having done it both ways, it was easier on us with the line handlers, but not quite as much fun without friends to share it with. However, we did get to share our day with several of you who were able to tune in to the Panama Canal web site, and got to watch LAZY DAYS pass through the Mira Flores Locks. Several folks were conversing with the web master, and they followed us through the Mira Flores, and zoomed in for close ups - what fun. We passed through the last three locks center-chamber, and ALL by ourselves. What a kick having the entire lock for ourselves (you usually go through with a ship).

Upon arriving back in the Pacific, we experienced our first "boat problem" on our way into the marina. About two minutes outside the entrance to the marina, we went through a trash line, and managed to snag a submerged mini tree in the starboard prop. What an ugly sound - Ron was able to get it out of gear immediately, and luckily we didn't do any damage to the transmission. However, we did tweak all four blades on the prop, but Ron was able to take it off without hauling the boat, and it only took one day to get it straightened. The prop is back on and good as new.

We are having Thanksgiving dinner with a group of cruisers tomorrow afternoon. We will be taking our time heading

back towards Mexico. We're not sure what the weatherman will have in store for us, but supposedly it is easier traveling through Panama and Costa Rica going the direction we're headed (according to John Rains). We're not in any hurry, so we will be careful choosing our traveling weather. ◆◆

Frank & Ruth Keeler (#69)

DF44 WIND DRIFT

Gananoque, Ont.

Another first for the crew of WIND DRIFT! Not high on our list for entertainment, yet rather exciting to live through it safely, with no damage to WIND DRIFT.

OCTOBER 22/05 The boat is all polished and raring to go, and just as we contemplate the final stage - putting up the bimini - we have second thoughts as Hurricane WILMA appears to be heading our way. We feel we are in the safest possible hurricane hole, near Ortona Lock on the Caloosahatchee River, and begin the process of battening down.

OCTOBER 24/05 'Two Steps Forward and One Step Back' - Thus, we begin the process of stripping the boat of any removable electronics, cushions, anything that is not screwed down. Canvas bridge covers would quickly become a casualty of the hurricane, so we simply seal the bridge as much as possible with plastic and duct tape. Boy, how I wish I had time to call our stock broker. The stockmarket price for 3M [duct tape] and plywood must be going over the top. HOME DEPOT has tractor trailer loads of both, and can not keep up with the demand! The final step in preparing for WILMA is to take long lines to the opposite shore of our narrow canal, and tie to sturdy trees, so we will not be driven against the dock and pilings. Then the dinghy is secured to pilings and stakes onshore, safe from high water - we hope!

This little adventure is now becoming more serious, as WILMA becomes a Category III hurricane at 11:00 pm, with winds at 125 mph, and traveling at 25 mph. Timing for the hurricane landfall is very closely monitored, and we opt to sleep aboard; planning to join our friends in their home just before the high winds hit in the early am. At the time, it is a good plan, and we feel we are well prepared - Buuuuuutt,

OCTOBER 25/05 In the wee morning hours, one of the first signs that severe weather is approaching, aside from the dark and terribly ominous sky, is a very sudden drop in temperature from 78 degrees to 65 degrees. In predawn light, with the winds blowing over 40 mph, and rain in horizontal sheets, we encounter that Buuuuuutt. I give Frank the new back door cover to prevent the horizontal rain running into the boat. After several attempts he insists I have given him the wrong cover - it does not fit! Well every minute the winds are increasing, we cannot see due to sheets of rain, we are being held off the dock by the safety lines and have to walk the shore lines to get ashore. I pray the 'gators are in hiding at the moment as I finally agree to go to the SUV and search through three neatly wrapped garbage bags full of summer storage covers for the elusive door cover. Keep in mind I am, by now, soaked through, despite my foul weather gear. The short version is; I finally take the cover, which Frank insists will not fit, walk the shore lines to get back aboard, and quickly seal the door with the new cover, which is a perfect fit. Slightly behind schedule - winds blowing 60 mph - we head for our hurricane shelter just yards away from the boat, where we

are welcomed with open arms.

The house is high, perched on 10' cement piers, to protect it from high water levels. Thus, the winds and horizontal rain are howling above, below and all around us. The power is the first thing to go [we later learn a neighbour was killed when a tree took out his power lines]. As the winds are from the front of the house, we feel safe sitting in front of four huge panels of sliding glass doors, watching live coverage on our so called "Big Screen TV." WIND DRIFT is doing well, tugging at her lines, with a white wall of water rolling up the bridge overhang, and then deflected by the windshield. Not sure how long the windshield will survive such punishment. As we watch tree limbs fall from the trees to which our lines are attached, it is quickly apparent there will not be a leaf remaining on these trees - they receive quite a "haircut" - stripped bare.

Our neighbour's boat is not well prepared for hurricane force winds, which quickly begin to tear away his entire bimini and bridge enclosure. Trees are down, and leaning all around us. The ground is now a sea of water, and small aluminum sheds and debris roll into the canal. We watch the neighbour's home being peeled away with each gust, as aluminum siding and shingles disappear. It is obvious we will not be leaving the dock any time soon, as the canal is now totally blocked with trees, sheds, and many unknown objects.

The dinghy, which we thought would be high and dry, is quickly floating in the extreme high water, and then appears to be submerged as it fills with rainwater. We aren't worried about it - we are safe. However, a short time later the high winds have blown half of the water back out of the dinghy, and it is once again floating.

By 9:30 am the winds have changed to NNW and we are now on the back side of the storm, with winds increased to the point the house is shuddering, and it sounds like something is hammering on the steel door. At times we are in a white out and can see nothing. Communication with the outside world is limited to a battery powered radio - we can only guess at wind speeds [later confirmed at sustained 110 mph and gusting to 120 mph].

We know that families and friends are watching the progress of this hurricane, and are aware that we are in the thick of things. However, no power, no telephones, no way to communicate that we are OK. Even our HAM radio e-mail service will be of no use for some time. Yet, we are doing just fine. So fine, in fact, that we discover the ice cream is melting in the freezer and we must apply ourselves to yet another project.

How quickly the scene changes. By noon the sky begins to brighten, and the winds diminish such that we can get out to check for damage. WIND DRIFT is fine, aside from the fact it has turned green. Every surface of the boat is covered with chopped leaves almost glued to the fiberglass. We discovered one small leak, which naturally sought out a wee nest egg stored in a brown leather bag. Can't even read the \$ value on these solid brown bills which must now be returned to the United States Treasury for identification, and, hopefully, a refund.

Suddenly the littered streets are alive with residents assessing damage, and bringing news of others who are not so fortunate. There are homes with roofs torn away, and with huge trees leaning on them, and miles of downed power poles. Such a terrible amount of damage. Generators begin to rumble, and chain saws roar, shattering the strange silence after the storm.

We quickly learn how fortunate we are. Clewiston, just a short distance from here, is flooded out with the winds literally blowing water off the Lake and over the levy surrounding Lake Okeechobee. Many large vessels sought shelter in this small lake which is protected by a lock. However, to no avail, as a tornado flipped all of the floating docks and boathouses and destroyed almost the entire community.

The next few days are devoted to hauling trees and buildings out of the canal, and using the SUV to pull tall palm trees back in position. The Moore Haven Lock is shut down because the docks from a small marina broke loose, and submerged boats, docks, and even an RV are obstructing the east gates. Finally, we depart for the east coast, running through a minefield of submerged debris, deadheads, and floating vegetation.

Stuart is a mass of submerged vessels stacked like kindling. One sailboat sits totally out of the water, resting on the keel, and leaning against trees. Quite a ride the owner had in that one, as he watched the hull collapse, and the floorboards heave under his feet. Just a boat width off the main channel, we see sailboat masts and rigging, rising out of the water, with a wee tattered US flag bravely flapping in the breeze. Quite a sight to see a huge trimaran flipped and impaled on pilings. Workmen are salvaging vessels almost around the clock, with huge fire pumps pouring streams of water, and air compressors inflating the floatation bags strapped to hulls, as they untangle yet another vessel from the heap. What a tragedy - it could be us the next time.

Here in Ft. Lauderdale there are still many traffic and street lights not operating. Can't rent a car within a hundred miles, for obvious reasons. Every tall condo from West Palm to Ft. L. requires major roof, glass, and screening repairs, and the vegetation has been totally devastated, with hundred year old trees now history. Enough for now. I hope this limited view of the effects of Mother Nature's wrath will make it clear to you how devastating it must be to the millions who suffered terrible losses.

November 13 Addendum We stopped for a quick visit with Hank and Nancy (Haeseker, #22), before heading south to haul out in Dania. They saved our bacon, literally, as we had a heap of meat in our freezer, and the cold plate system is not the best at coping with a large volume of meat at one time. However, once the meat is frozen solid, it does do a great job of keeping it frozen. Thus, we filled their back deck freezer and mission accomplished. Where would we be without our cruising friends?



North & Jan Shetter (#571)
DF47 POC TWO SEASONS
Menominee, MI

10/30/05 Included are some photos of an ongoing project to fabricate something that looks like our DeFever logos. As you well know, not all boats came from the factory with any logo or lettering. Last year, I took some impression material and made a mold of the logo on *POULET de LA MER* (Jerry & Betsy Anderson, #612). I thought it would then be easy to use acrylic to make a copy of the logo (*easy for North, a dentist - Ed.*). On close inspection, my impression was not ideal, and neither was the metal work on the logo. So I used the logo as a guide and waxed up something close. You can see the steps in the photos. This is the first try; I think we can get better with some effort.

I used orthodontic resin. It should be able to be drilled for a couple small screws without breaking. Whether it will look decent when on the side of a boat remains to be seen. I am starting work on the lettering as well. It would be nice if we could find someone who could cast these pieces. However, I have talked to a couple folks in my area, and the cost for a small run of logos or name plates would be prohibitive



12/3 Attached are a couple photos with the plastic logo and letters taped on the boat. Still not perfect, but not bad from a distance.

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Barry & Maureen Sikes (#695)**GA 65 GRAND LADY****Atlanta, GA**

We have moved the boat to Hilton Head Island. The marina is called Shelter Cove; it is very nice. If we had not moved GRAND LADY from Juno Beach, which was where the hurricane did a lot of damage, we might not have a boat today.

This marina is neat, as it sits off of a marsh, and is serene. They have great shops and restaurants. I even have a dolphin that I guess over the years has gotten used to humans. He will swim right up to the dinghy, and you can pet him. You can go crabbing, and the oysters are to die for!!!!

It is wonderful. If you are in Hilton Head, make sure you stop by J28. I can't wait to go back. We live in Atlanta, and the drive to Hilton Head is only about four hours if I am driving, and 4 1/2 if Barry is. :}:}:}:}:} ◆◆

Mark & Christine Strom (#727)**G.H. 47 *Alonzo's Sea*****Bokeelia, FL**

Received 9/19/05 Oxford, MD, is one of our favorite places. This trip has been special, as we have combined some of our favorite places with new ports of call. We traveled to Oxford in less than perfect conditions, but *Alonzo* handled the seas just fine, although we were caked with salt when we got in. One of the reasons we like Oxford, is that it can become a base of operations for us with our motor scooters. The next day we took the scooters across the Tred Avon River, by way of the Bellview Ferry, to St. Michaels, some ten miles away. We walked the town, and had crab cakes at the Crab Claw, then drove back through the rich countryside of fields and woods. The next day we rode to Easton and met our friends the Cohee's at the Tide-water Inn.

Then it was on to Cambridge on a picture-perfect day. Cambridge was somewhat of a disappointment to us. Two years ago, the downtown showed so much promise, with new stores and restaurants opening. But two years later, the downtown growth has stalled, and many of the new shops and restaurants are gone. It is a shame, as the town has so much promise. But, again the scooters came to the rescue. We rode out of town to Church Creek, to visit the oldest continuously used Episcopal Church in the country. We had lunch at a little family restaurant there, and then drove to the Black Water Wildlife Preserve and National Park. We rode through the park on their trails, and at one point, two Bald Eagles flew right over our heads. Then it was on to one of our highlights of the trip.

We took *Alonzo* to Tilghman Island and the Knapp Narrows Marina. Initially, I was looking for a hurricane hole to hide from Hurricane Ophelia that was heading our way. One of the problems with the Chesapeake, is that many of its harbors are exposed to the north and east. Tilghman and the Narrows gave us good protection from both directions, and since it looked like the storm would pass to our east, I wasn't concerned about a storm surge such as Hurricane Isabelle gave us two years ago. But, the storm slowed, and gave us fits for several days of indecision. We decided to take a weekly rate at the marina, which proved to be beneficial.

In the meantime, we really got to know Tilghman Island. What

a great place. It reminded us of home, a small fishing island with several good restaurants and very friendly people. And, it gave us the opportunity to pig out on crabs. Harrison's has a \$19 buffet, featuring all the ribs, chicken, corn, and steamed crabs you can eat. We went several times. During our stay there, we also took the scooters and explored every inch of the island, only four miles long, and also took another day to ride back to St. Michaels, ten miles in the other direction. That, combined with spending our afternoons in the pool at the marina, made for a wonderful stay on Tilghman.

Today we traveled to Annapolis. It was another great day to be on the water. With Ophelia past, and a cool front through, we had flat seas and cool temperatures for our crossing. Today was an exploring day, with visits to Fawcett's Marine Chandlery, and many of the shops. We ate lunch at Pusser's, which was a waste, but we still enjoyed the rest of our day. Tomorrow we will visit the Naval Academy, which we have never done before. It should be fun to take the tour. Well, that has been a long-winded way of bringing you up to date.

Received 9/24/05 This morning finds us eighteen miles up the Wicomico River, in the Port of Salisbury, MD. The town is not so much, as are many of the eastern shore business centers. These towns, like Cambridge, were old agricultural shipping ports, with large minority populations. When time passed these towns by, they have had a difficult time in regrouping, refurbishing and rebuilding. But, the trip up the Wicomico is well worth it. The river twists and turns, with deep water, through some of the prettiest countryside that one can imagine: large plantation houses, small old towns, two cable ferry crossings, pristine marsh lands, and upland hills. When you are upriver you are out of crab country. In fact, the river turns fresh water by the time you get to Salisbury.

Since we last wrote, we spent several days in Annapolis. Don't ever cruise into Annapolis on a weekend. The character of the town totally changes to "tourist mob USA." Boats and people everywhere. Dock space is at a premium, and our boat is too big to hang on one of their moorings. To make matters worse, the Annapolis Yacht Club was hosting a Woman's Rolex Regatta, which meant that they couldn't accommodate us. We finally found a space at the Petrini Shipyard, which by all accounts is a throwback to an earlier time on Spa Creek. But, also by all accounts, is a marine facility whose time has passed. While John Petrini is a salt-of-the-earth guy, his attention to details such as modern conveniences, like clean showers, goes lacking. This was the only place on the entire trip that Chrissie refused to shower ashore. And, that is saying something. But, we were grateful for the spot, and we really took advantage of what Annapolis had to offer. Two years ago, many of the sites were restricted by security, but not now. We went to the Naval Academy twice, once to take the tour, and once to go back and spend an afternoon in the Naval Museum. We also took a tour of the State House and St. Annes Church. We spent three week days there, and noticed how much the character of the town changes when Sunday changes to Monday.

We left Annapolis on a clear day, but with forecasted winds building on the Bay. Since they were to be out of the north, we figured that no matter how high they got, we would be running down wind. And run we did! We surfed down the Bay, making 9.5 knots, in three foot seas, all the way to the Solomons. What a trip! We stayed in the Solomons - we mainly just reprovi-

sioned and pigged out on Stoney's Crab cakes. We also met several cruisers we had befriended during our trips. As Chris says, "the Solomons are the cruising crossroads." And since we were on the outer dock of the Solomon Island Yacht Club, everyone coming into the harbor passed right by our boat. The next thing we knew is that they were dinghying over to say hello. Cruising is great.

Yesterday we made the crossing to head up the Wicomico. We will stay here a couple of days, then cruise to Crisfield, Smith and Tangier Islands, Onancock, and Cape Charles before leaving the Chesapeake. We expect to be in Norfolk the end of the first week of October.

Received 9/30/05 When we started out on this odyssey, one of our major goals was to cruise the eastern shores of Maryland and Virginia. Not necessarily the cache places of St. Michaels or Oxford, but the lesser known ports such as Salisbury, Crisfield, Onancock, Tangier Island, and Smith Island. We are now well along the path of this goal, and we are truly reaping the benefits.

We left Salisbury at dawn on Wednesday for the eighteen mile run down the Wicomico River. What a magical experience. A cold front came through the night before, and at first light we had mist rising off the river. The river is quite winding, with twists and turns that sometimes are almost 180 degrees. Going through the morning mist, and passing pristine fields and forests, it wasn't unusual to see a bald eagle or hawk swooping down in front of the boat to snare breakfast. Incredible! By 10 a.m. we broke into a flat calm Tangier Sound for the rest of our journey to Crisfield.

Crisfield is a town in transition, and unfortunately it depends on whether you like development or heritage, as to where you will come out on this argument. We found it sad to see six-story, half million dollar condos going up, and pushing out many of the old-time, waterman businesses and services. As many locals told us, look at Crisfield now, because it will never be the same again. While we were here, the owner of the Side Street Restaurant, the only place still serving steamed crabs in the city, was offered \$3 million to clear out. Not for a new business or restaurant, but to clear the land for another condo. All in all, Crisfield still maintains much of its charm, and we are glad we came here.

While here, we decided to take the mail boats to both Smith and Tangier Islands. We figured that it would cost less and be more of an adventure to ride with them, so that's what we did. First we went to Smith Island, and today we went to Tangier. There is a marked difference between them, which has more to do with which state they belong to than anything else. Tangier is in Virginia and Smith is in Maryland. Virginia's laws on crabbing are more liberal than Maryland's, and thus the watermen in Tangier are much more prosperous than their counterparts on Smith, and it shows. Tangier is a relatively prosperous town, with six restaurants and sandwich shops, numerous gift shops, and two grocery stores. The crab houses, and most of the residences, appear in good condition, with fresh coats of paint. Smith, a larger island, has been losing population since 1996 (half that of Tangier), and shows many signs of wear and decline. Having said this, I must admit that we thought that both islands maintain a special charm and are clearly worth visiting. But, Tangier is a most special place, and will be listed as one of the main highlights of our trip. As Chris says, "the Chesapeake

is really showing off for us." And, it certainly has.

Received 10/4/05 We arrived in Norfolk this morning, and will probably stay here the next couple of days to resupply. Since we last communicated, we were in Crisfield. We left Crisfield at first light for the 25 mile run to Onancock. During our trip, we passed Tangier Island and Watts Island, on our way out of Tangier Sound. We headed up Onancock Creek, one of the many creeks and inlets on the Eastern Shore, most of them easily navigatable. We chose the Onancock because of the write-up it had in the *Waterway Guide*. They called it "one of the prettiest waterways on the Eastern Shore." And, they were right. Only five miles long, but it snakes through some of the prettiest countryside you will ever see, and deep all the way. The lowest point was at fifteen feet, all the way to the small village of the same name. Onancock Wharf is a small (you need reservations, or plan to anchor out) well-kept facility. Town is two blocks up a hill. There is a restaurant next to the Wharf in a historic building; that is the first landmark you see when approaching the marina.

In town we found, again, a town in transition between the "now heres" and the "been heres." You'll find a large old-time hardware/general store, around the corner from a new gourmet wine/cheese shop. But, as many of you have noted, we have always made use of the many restaurants available to us, and, Onancock can boast of several. The next day we lowered the scooters and drove along the Chesapeake shore. We stopped at the next major inlet, Pungoteague Creek, and found an incredibly gorgeous anchorage at Harborton. Here we stopped by a small gas/general store, just bought a Dr. Pepper, and sat watching the quiet beauty. We drove back through East Point, at the mouth of the Onancock, and found a very special, small marina off Parker's Creek. What a special place. We met the marina owner, and we were very tempted to sign up with him for next season (only \$1,500 for the year, including power). But he is not really geared up for transients (no showers, laundry, or most importantly, a pool). But, what a special place.

The next day we left Onancock at dawn. It seems to us that the rivers show themselves totally differently in the early morning hours, when nobody is awake, and the wild life can do their things unmolested. We ran to Cape Charles, the only place on the trip we could take or leave. If you are into big resorts like South Seas Plantation, you will love Back Creek Resort. A new golf community, with a Jack Nicklaus/Arnold Palmer-designed course, tennis, and a gourmet village to support their upscale residents and guests (mostly from New Jersey). We stayed at the old town docks (\$.75/ft) and walked into town. We cut our stay short a day, as strong easterly winds were forecast for the rest of the week, building to Friday, when a major front will come in. We didn't want to cross the mouth of the Bay in a strong easterly, so we came to Norfolk today. We still had to contend with 2+ foot seas, but they were out of the northeast, which was on our stern. Very manageable. If we get locked in with bad weather, Norfolk is not a bad place to be.

When we leave here, we will go on another adventure. We never have traveled the Dismal Swamp. We will take it south to Elizabeth City, and then across the Albermarle to Edenton, another port we have yet to see. Well, that is all for now.

Received 10/18/05 The one word that stands out since we last wrote is "weather." We had wonderful weather while in the Chesapeake this summer. Since we arrived in Norfolk, we had

nine days where we didn't see the sun. We had squally wind and rain in Norfolk. But, that didn't stop us from having a good time. Norfolk is a great place to hole up for a number of days, with all their museums, and, of course, movies at the mall. We really caught up on all the flicks. Last Tuesday the rain stopped, mostly, and we decided to make a run to Coinjock Midway Marina. We called ahead to Fritz and Cindy of "Crabbies," and they fixed us up with our last great crab feast of the trip. Chrissie has learned to pick crab with the best of them. The weather didn't really improve. The torrential downpours stopped, but they were replaced by fog, drizzle, and wind. We stayed an extra day in Coinjock for an opening to cross the Albermarle. On Thursday we decided to make a run. As it turns out, we had 20 knots of wind, but it was from the northeast, right behind us. We did well, but other boats that can't handle a following sea had a terrible time with the four foot seas.

We arrived in Dowry Creek (Bellhaven) as a salt-coated fleet of five boats. Ted and Mary had arranged their famous "beer can chicken cookout" for us upon our arrival. They really put out quite a spread for us all. We ended up staying an extra two days, as weather closed in on us again. Each night, all the boat crews got together for cocktails and food. On Sunday we had a hole to cross the Pemlico, so we ran to Morehead City. To our great surprise, the dumpy Morehead City Yacht Basin has had a total transformation. They literally ripped out all the crappy old docks and dock house, and replaced them with fantastic new floating docks and wonderful shore side facilities, and no current issues. I highly recommend this stop to anyone. While in Morehead City, we also found a new and wonderful restaurant "Sugarloafs." Fantastic shrimp and grits, and crab quesadillas.

After Morehead the fleet broke up. We left today for one of our favorite stops, Swansboro, and Caspers Marina. The others either stayed longer in Morehead or ran further down the ditch. In Swansboro we also found a new and wonderful restaurant, "The Icehouse Waterside Grill." We had absolutely fantastic grouper sandwiches, where the fillet of grouper not only filled the bread, but overhung the plate. Wow! They also had great clam and mushroom chowder. We leave here for Top Sail Beach tomorrow, and Wrightsville Beach on Thursday. We are keeping an eye on Hurricane Wilma, but in this stretch of the ICW there are not many places to hide, other than slowing or speeding up our runs. But, if the storm runs up the coast we are screwed. But, for now, our greatest concern is for all of our west coast Florida friends, and our Bokeelia home. Let's all pray.

Speaking about praying, we are hoping we have a place to come back to, aside from Wilma. We have just found out that we probably will not have a place at the Isles Yacht Club (Punta Gorda, FL) when we return, due to dock repairs and construction. If anyone has an alternative dock idea for us, we would appreciate your suggestions. We don't know how long we need the space, but it might linger into next year.

Received 10/27/05 Well we are safe, and it looks like we will have a place to come home to after all. Our house in Bokeelia has taken only minor damage from Wilma, and, hopefully will be repaired by the time we get home.

We are currently in Georgetown, SC. We arrived yesterday after several days in our hurricane hole, better known as Osprey Marina, just south of Myrtle Beach. Osprey is a great little marina, with very friendly people and excellent facilities. We knew that we were going to be there a while, so we rented a car and

drove around while waiting for Wilma, a storm that kept stalling her journey to Florida and up the coast. While at Osprey, we visited Brookgreen Gardens, something we wanted to do on previous trips, but never had the time. Brookgreen is comprised of four old rice plantations whose buildings have long since disappeared. But, the grounds have been preserved and made into a huge sculpture garden and walking trails. They were having a fall festival last weekend, and we took part with some friends that we have made on our journey. It was a wonderful day, and kept our mind off Wilma. Oh, another great thing about Osprey, they charge a dollar a foot for the first three days stay, and any day after that is only twenty five cents a foot. It was hard to leave at that rate.

Georgetown is always one of our favorite stops. We really enjoy this small town. Chris has made friends with the ladies at the knitting store, and while I attended to engine room stuff, she visited the ladies for the afternoon, bringing her projects with her for fun. Another reason we like Georgetown is Stormy Seas Seafood Shack. We bought three pounds of the biggest fresh shrimp there, and had a feast for two days. In Georgetown we are staying at Hazards Marina. This facility used to be only a commercial yard, but they have put a lot of money into making it a very pleasurable spot for the transient cruiser. Brand new floating docks, dock house, showers, and boaters' lounge. A very nice place to stay, and it is within a five minute walk of downtown.

Tomorrow we leave for Charleston, then to Beaufort, and then to Isle of Hope (Savannah).

Received 10/30 We left Georgetown, and ran 66 miles down the ICW to Charleston. This is one of our favorite sections of the ICW, with meandering rivers and straight cuts through grassland savannas. And surprise! We had the current with us almost all the way. We left Georgetown an hour after high tide, due to no special reason other than it was at first light. We expected to have the outgoing tide down Winyah Bay, but fully expected it to turn against us when we turned into the cut of the ICW. Wow, it didn't. We then expected it to turn when we crossed the two Santee Rivers. Wow again, it didn't. We had to assume that sooner or later the tide would change against us, as we were running more than six hours. But, when the tide did change, it was when we were approaching Isle of Palms, and it again changed in our favor. We averaged over 10.5 mph (we use mph in the ICW because all the markers are based on statute miles). Wow!!!!

We arrived in Charleston to find many of our cruising friends already there. The Chapen's on *North Star*, a 60' Florida Bay Coaster from Useppa Island, FL,, met us for dinner that night at Magnolia's. We have run into them many times on the Waterway, and it was good to see them again over good wine and good food. The next day Chrissie went to her favorite knitting store in Charleston to iron out some issues on a project she is working on, and I went to my favorite Civil War memorabilia shop in town. I showed the owner my newly acquired Confederate Naval Captain's hat. He was the one who started me on the path of finding a vendor for the hat, and really appreciated being remembered for his recommendation. Later, Chris and I met at our favorite seafood place, Hyman's on Meeting Street. Great shrimp and grits. We spent the rest of the day walking around the town, through the old sections. It was windy and cold, so we decided not to take the boat out to Ft. Sumter.

The next day we left heading for “Beautiful Beaufort by the Sea.” This stretch of the ICW can be, and actually was, the worst experience on the ICW. The last time we came through, we had near high tide conditions for all the tough, shallow stretches. This time we had an outgoing tide that only got worse as the day went on. And, at every tricky spot, we always seemed to hit absolute low tide. With our flat bottom, we don’t do well at speed, in water less than six feet. There were several places where we saw less than six feet. There were some places, such as the Coosaw-Ashapoo cut, where the day markers were standing on dry land. But, we made it to one of our favorite towns on the ICW. Beaufort holds many wonderful memories for us. Over the years we have made several friends here, and Chris even has a sorority sister here. So every visit is packed with social gatherings, and lots of ice cream, as one set of friends owns the local ice cream parlor.

We leave tomorrow for Savannah and the Isle of Hope Marina, and another of my personal trip highlights, “Ms. Wilkes Boarding House.” But, I will save that till later.

Received 11/6 This beautiful morning finds us in Brunswick, Georgia. I’ll elaborate later. Then we left for Savannah. Chris has a girlfriend who is a native “Savannian” (if that is right), and she has guided us on past visits to the town. But this visit was special. Why, you ask? Because on this visit one of Kathleen’s friends, who eats at “Mrs. Wilkes Boarding House” every day, and is almost a member of the family, let us into the restaurant through the side door, cutting ahead of everyone in line. In the past, we have waited as long as an hour and a half to get in, and you all know how I hate to wait on anything, let alone food. So, having Al get us in with no wait was something special, if “Mrs. Wilkes” food wasn’t special enough. Inside we (mostly me) stuffed ourselves with fried chicken, sausage, meat loaf and stew, accompanied by yams, mashed potatoes, black-eyed peas, green beans, corn, squash, mac and cheese, etc. And, all this was topped off with banana pudding and strawberry shortcake. Unbelievable!!!!!!! If that wasn’t enough, we also visited, the next day, “Johnny Harris’s BBQ.” I love Savannah.

Kathleen also took us on a driving tour of her favorite spots in the city, one being the main cathedral in town. We left Isle of Hope for one of our favorite, laid-back marinas, Kikenny Creek. No frills, no services, just a quiet place to stop and cut the long trip to Brunswick. We arrived in Brunswick on Friday. This was a major check point for our trip, due to the dockage situation, or lack of it, at the Isles Yacht Club in Florida. As you all know by now, the Isles YC has major reconstruction of their club house going on, and that construction, or reconstruction includes their docks. When we left on our trip, we went inactive with the club, mainly because of the mess and hassle of going through all that construction. But secondly, we wanted an alternative place to station the boat, at a different location than our house, so that a single hurricane could not directly hit both again. (*We Floridians are beginning to think like this!* – Ed.). We thought that location might be Beaufort, SC, or somewhere in the Chesapeake. But for any number of reasons, no suitable location could be found. We had given up on this plan and inquired about dockage availability. Unfortunately, their construction issues remain. And, while everyone, from the Commodore on down, was trying to squeeze “*Chunky Butt*” into their marina, and all of you were trying to find alternatives outside of the club, it was getting clear that there most likely would not be

a suitable spot for *Alonzo*. So, we set Brunswick as our check point. If we couldn’t be assured of a dock back home, we would pursue a dock here. We really like Brunswick as a town, and the people here are very helpful. When we arrived, they asked how our dock search was going, and told us that they would make room for *Alonzo*. We decided to take them up on their offer. I want to thank everyone who has worked so hard on our behalf. We are blessed by true friends who have gone out of their way for us, and I can’t tell you how much we appreciate it. So as it stands now, the boat will be here through the winter, or until the docking situation changes back home. This is a great strategic spot for a run to the Bahamas, or the Chesapeake, next spring, or just to cruise Georgia and the Carolinas next year. Our plans now have us back home, in Bokeelia, after we get some work done on *Alonzo* and we pack up. It should be right after Thanksgiving.



Rick & Lynn Tierney (#822)

DF44 Rickshaw

Beaufort, NC

Saloon Door Lock Cylinder Malfunction

After purchasing our DF44, RICKSHAW, in June, 2005, from Cullum and Sandy Heard, #466 (formerly LONE STAR), we brought her north to her new home berth in Beaufort, NC. At the time I had one key to the saloon door, as I had forgotten to pick up the second key from the departure point in Georgia. So, arriving home, I had a couple of keys made from Yale blanks which were an exact fit ... or so it seemed.

The Yale keys worked fine for a while, but then began to spin in the lock cylinder without unlocking the mechanism. I would literally turn the Yale key dozens of times counterclockwise, and fortunately the lock cylinder would eventually reward me with an opening, for which I always offered thanks to Neptune. It was curious that they spun the way they did. Then the original key began to exhibit the same behavior, and I became fearful of being locked out of the boat (we are a bit on the “Fort Knox” side of caution, so keep the side deck hatches locked as well). Presumably with Neptune’s scorn, the original key failed the next day ... and yep, I was locked out.

I summoned a locksmith, who managed to get the lock to behave one more time, and once again the door was open. Following this, I left the port deck hatch unlocked, removed the saloon lock cylinder by unscrewing the mortise escutcheon screw (...I’ve learned far more about escutcheons than I ever wanted to...), and carried the offending lock cylinder back to the locksmith’s shop. As a most professional gentleman, he labored on this cylinder for about an hour, and finally gave up, as he could not gain access to the internals, where the pins were. He lubed it well with WD-40, and handed it back to me “no charge.” I headed back to the boat beginning to think of replacing the entire lockset, carpentry, disfigured door, etc. Then I took a more proactive approach and decided to look on the web.

The only clue I had were the letters “GSV” on the lock cylinder and original square-ended key. So I Googled “lock cylinder GSV.” Amazingly, multiple sites popped up. Several were GPS sites (...GSV is apparently part of the NMEA data transfer protocol...), but one was The Brass Works, Inc. in DeLand, FL (386-943-8857, <http://www.marinedoorandcabinethardware.com>). After wandering about on their site for a few minutes,

I discovered what appeared to be an exact replacement for my broken lock cylinder. It turns out that the lock cylinder is manufactured by Schwepper, Inc., a German company, and The Brass Works is their sole U.S. distributor. I called and spoke with Hanna, who was very helpful. She said they would send me a replacement lock cylinder, called a Profile Cylinder, with three keys, in polished chrome, for \$87.50, including shipping. Not exactly cheap, but it's the only game in town. Also, she told me I could return my malfunctioning cylinder, and they would rebuild it for \$10.00, and then I would have a spare. So, I did all this, and the new cylinder was indeed an exact replacement. Hanna also told me that WD-40 is exactly the wrong thing to use for lubricating lock cylinders. In the marine environment in particular, it usually results in the pins getting gummed up, which results in malfunction. She told me to use silicone instead. She also advised me that the Yale key was "slightly" shorter than the original German key, which resulted in damage over time to the innermost cylinder pin ... hence my lock failure. Upon inspection the Yale key was, indeed, slightly shorter than the German key, to the tune of approximately 1/64" or less.

Given that I had to have the problem in the first place, with such an innocuous thing as a door key, it's nice when things work out like this. Google is great ...!

The following by Ron Owens(#401), appeared in the Winter 2002 Newsletter.

Door Locks

The "to-do" list seems to be attracting ever-smaller items to do. This time it was replacing the locks on the sliding doors.

Our DF41 had locksets with the name "Sea Bird" on the label. The door locked by way of a turn knob on the inside and a key on the outside. The mechanism is pretty unusual, as it is a couple of curved arms that make a "scissor-like" movement and capture a cross bar on the strike plate. The two doors required different keys, of course, and somewhere along the line one set of keys went over the side, or jumped ship, or wound up with the socks in the dryer and lost fax pages. The locks were also worn, and were fussy to work with - one time they would just click easily, and the next time, it took pliers and screwdrivers, plus commentary (@&\$%^*^&^@!).

Finally I called a local locksmith, and had him come and look at them. He took them back to the shop, and in a couple of days called, and I ordered a pair of locks. He delivered them today, and they are remarkably similar to the originals - they fit in the same hole in the door, and are roughly the same size. Exposed parts are powder-coated aluminum, although the inner parts are plated steel, and has brass tumblers in the lock, and brass keys. The originals lasted 14 years, so the risk seems pretty small that these will die quickly.

The installation took me about three or four hours, mostly because it was just a lot of fuss. I cut new shim strips, and had to make a couple of new teak blocks for the catch to mount. I had the luxury of working on the boat at the home dock, so I have access to a table saw. The new shims for the locks were the same thickness and width as the originals, but I made them longer to cover the marks from the old lockset. It could be done with portable power tools with some care. A word of caution -- all the teak shim pieces were securely glued in position, so some care and a sharp chisel are needed for removal. The replacement shim strips covered all the old marks, and a little touch up with pecan stain and a coat of the Minwax varnish

stain matched everything quite well. The outside is just a small trim ring of anodized aluminum, and makes a neat and tidy installation. We still ended up with two different keys, but they could easily be ordered keyed alike. I paid the man \$65 each for them, but he did a fair bit of legwork and picked up the old ones and delivered the new ones, so I can't complain. I would think they could be purchased somewhere for a lot less. It would always be possible to have someone order them for you, or drop a note and I'll pass along our man's phone number.

I am pretty sure that most, if not all, 41s had these locks, and some 48s as well. The way the new lock mounts and operates, I believe it could be used on most any sliding door, with a little work and some imagination.

The lock is called a PatioGUARD Model NDSWT4. It is sold by a company called Slideguard USA, Inc. Their customer service number on the package is 800/397-4631.

The Spring 2002 Newsletter had Ron's follow-up.

I thought I would update the group on the results of my search for marine-quality sliding door locksets for my 1" thick teak cabin doors on our '87 DeFever 41. The original Sea Bird units are made of steel parts in a zinc die-casting, with only the locking cylinder made of brass... needless to say, they are very corroded and rusted. I could not find the Taiwan OEM, but I did manage to source two new Sea Bird locksets for \$US15 ea., plus S&H from the original builder, Bluewater Yacht Builders Ltd. in Taipei, Taiwan. I plan to acquire these anyhow as a quick fix and back up.

In searching for a proper marine lockset, I ran into a lot of dead-ends. The TWL list and DeFever Cruisers organization had no sources, and a number of replies asked for the results of my search.

It may be instructive to briefly mention whom I did contact without success. The following suppliers were contacted by website search, e-mail and/or phone with little luck: West Marine, Boat/US, Merit Metals, Taco/DIY Marine, Perko, Mobella, Schlage, Weiser, Gas Springs, Freeman Marine, Stright-MacKay (NS), Mercers (NF), Vetus, HMP (Toronto), Hawboldt (NS-based custom SS and bronze casting) and Lee Valley Tools. I also contacted several boat builders and marine repair facilities without much luck; however, one of the boat builders led me to Brass Works, and from there to Schwepper Marine Hardware. Schwepper appears to have a full line of boat-ship hardware, including several versions of sliding door locksets. I should mention that Mobella (Sweden) appears to have a fine line of SS door locks for thicker doors; however, their only solution for my 1" door required a major retrofit.

<http://www.schwepper.com> are represented in the US (Orange City, FL) by Brass Works, Inc at info@marinedoorandcabinethardware.com and in Canada by Fairwater Sales (Turmot Inc.) in St. Laurent, Quebec, at tonyfox@turmot.com Schwepper has their hardware catalogs available in .PDF format for download. At this time, I am still in the process of acquiring the hardware (the 969 series), and if any of you are interested, I would be pleased to tell you of the results in a few months

The following appeared in the Fall 2004 Newsletter.

Door Lock Availability

Chuck Miller (#460) asks:

Can anyone help me find replacement door locks for a 1985 DeFever 48? The local locksmith has been unable to find anything that will work without a major refit.

John Smith (#493) responds:

I read your request for information about door locks for your DF 48. They are available from: The Brass Works, Inc., P.O. Box 566, Deland, FL 32721, Phone: 386-943-8857, Fax: 386-943-8810. If you go to their web site <http://www.marinedoor-andcabinhardware.com/> you will see the lock. You mentioned locks, but on our 1986 DF 48, only the port door has a keyed lock, and the two starboard doors are locked by a slide bolt on the inside of the cabin.

Bob Dein (#2) responds:

Our 1999 DF44 has door locks that were made by Mobella, which has become Southco. I just checked the Southco website, <http://www.southco.com/>. I don't see our exact lock on the site: you may have to mail them: Southco, 210 N. Brinton Lake Rd., Concordville, PA 19331

Some older DFs have Perko locks - a lot cheaper and easier to find. Our Mobella locks have a stylized "M" on them. ♦♦

Jim Rogers & Betty Heian (#121)**DF52 ALICE J****Benicia, CA****Upping the Amps: Large Alternators, Large Battery Banks**

Cruising here, on San Francisco Bay and the San Joaquin Delta, we typically travel one day, and anchor out for several days. Our electrical needs are supplied either directly from the batteries, or through an inverter. When relocating, we may have the engines running for only five or six hours. Part of this time is spent pulling the anchor and, upon arriving, finding an anchorage and setting the anchor. These times are spent at low rpm, or possibly idle speeds. A low output alternator has no chance under these conditions to adequately recharge the batteries, and frequently the generator has to be used for battery charging. Two changes can improve this situation: a high output alternator and a large battery bank.

On our previous boat, a DeFever 44, we replaced the original 70 amp alternator with a 150 amp unit. Larger alternators require greater torque to produce their design power. The mechanical input power required by an alternator supplying 150 amps can be easily estimated. Electrical power out is 1800 W (150 A multiplied by 12 V). At 746 Watts/Hp, this converts to 2.4 Hp of output electrical power. Finally, apply 60% efficiency (Pout/Pin equals 0.6), and the input mechanical power required is 4 Hp. A 75 amp alternator would require half of that, two Hp, and a 225 amp alternator would require six Hp. Two belts are used for larger alternators, as a single V-belt can not supply the higher horsepower requirements. The forces on the alternator support bracket also increase with higher output power, and the mounting feet on larger alternators take this into account.

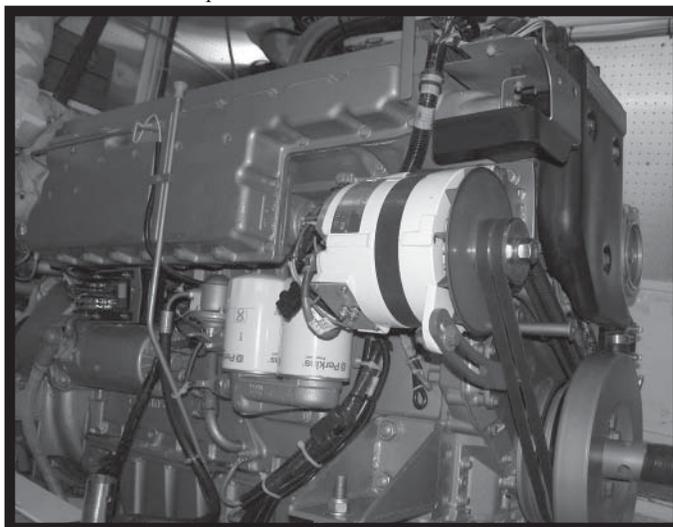
Installing a new alternator on the 44 went relatively easily; the mounting bracket was machined to fit the 135 Hp Ford Lehman engine. We were uncertain about attachment points for the new bracket, but a conversation with Brian, at American Diesel, indicated how this could be done. The Lehman engine lacked dual V-belt capability, and this problem was solved by purchasing a bolt-on dual-belt pulley from Brian. A Balmar voltage regulator was used to control the alternator, and to charge the 1,500 pound battery bank (more on battery banks later). This installation was quite successful. In 1998, we cruised the DF 44 from San Francisco to Glacier Bay, Alaska, and back, a total trip distance of about 4,000 miles. No problems were encountered, and we had plenty of dc power. However, we enjoyed that trip so much we thought a bigger, more capable (more expensive) boat would be just the ticket. So we sold the 44.

After much looking (OK, we confess, we looked at Krogens and a fine Charles Neville design), we settled on having a new DeFever 52 flush-

deck trawler built. She was delivered in June 2001. Her 6-cylinder, 225 Hp turbocharged Perkins engines came with 70 amp alternators. The electrical power hog at anchor on the DF 52 is a 19 cubic foot Maytag auto-defrost refrigerator/freezer. The DF 44 had a Norcold refrigerator without auto-defrost. Memories of defrosting this small unit lead us to specify a bigger, auto-defrost, refrigerator for the DF 52. (And, this fits the first rule of boat scaling: bigger boat, bigger refrigerator.)

In 2000, when we purchased the Maytag, it was the most efficient unit widely available. Its Energy Guide sticker states the model uses 485 kW-hr per year. Subsequent investigations indicate that today one can buy units that consume about 20% less energy. This is not enough savings for us to retire the Maytag. In order to serve the greater power needs, we opted for an Extra Large Frame Series 96 Balmar alternator, rated at 275 amps. A major concern was whether or not we could fit the big alternator to the engine.

The Extra Large Frame Alternator lists at \$2,199.95, and weighs about 35 pounds. Typically, once purchased, electrical items are difficult to return. Also, its weight meant I could not hold it in the proposed position with one hand, while taking measurements on the engine with the other. A physical model was needed. Using the dimensional drawings supplied by Balmar, I fabricated a full-scale model out of a Tupper Ware canister and Styrofoam, and held it in place. The fit was tight, but possible. I then fabricated a cardboard mounting bracket, and bolted the model to the engine to find the best alignment of the alternator's dual pulley with two of the three pulleys on the Perkins engine. The alignment and fit were fine. We forked over the money for an alternator and belt tensioning arm, made a plywood mounting bracket, and hung the new 35 pound alternator on the engine, see picture. Wow! I could even use the existing belt! I did not start the engine and try the alternator, although I briefly thought about it. Instead, a mounting bracket was made of 3/8" steel plate, using the plywood bracket as a model, see picture. After mounting with the steel bracket, the physical installation was complete.



The alternator pulley has an outside diameter of 2 3/4 inches, and the engine pulley diameter is 8 inches. This alternator- crankshaft ratio, 2.9:1, gives an alternator speed of 5236 rpm, for an 1800 rpm engine speed. This fits nicely into the 2500 – 6000 rpm rating for the alternator. Devising a pulley/belt guard was considered, but in the end the old Perkins guard was trimmed and, as the picture indicates, this is quite adequate. Engine tachometers are often connected to the alternator stator to obtain a waveform whose frequency varies directly with engine speed. New alternator installations often require recalibrating the tachometer, since two factors affect the waveform frequency: the number of stator poles and the alternator- crankshaft ratio. We have Murphy digital tachometers with adjustable calibration. Unfortunately the calibration increments involve integer constants, 17, 18, 19 and the like. Non-integer calibration values, 18.3 for example, are not avail-

able, so the port tachometer on the ALICE J reads slightly higher than the starboard tachometer when the engines are operating at the same speed. Great, another boat project: put flywheel tooth sensors on the engines, so the tachometers will read the same (even if they are not correct, they will read the same).

Effective alternator control is critical in order to attain rated output and recharge batteries in the minimum time. Alternator control is provided by regulating the field current provided to the alternator. A Balmar Max Charge MC-612 Regulator was selected for its basic functions and advanced programmability. It also has two temperature-sensing functions: battery temperature, which allows the regulator to adjust the alternator output in accordance with battery temperature changes, and alternator temperature, which enables the regulator to maintain the alternator temperature within safe working limits. Our DF 52 has a 2370 A-Hr battery bank, considerably larger than most boats her size. Balmar's preset lead-acid battery program does not anticipate such a large battery bank, so upon initial installation, the alternator was seen to back off from its maximum (bulk charge rate) after ½ an hour of operation. A telephone call to Balmar produced the recommendation that the minimum bulk charge time be reprogrammed to 1.5 hours. This provided better performance. The regulator is capable of displaying battery temperature, and the longer bulk charging period has never produced an excessive increase in battery temperature.

Mounting instructions for the regulator suggest avoiding areas of high heat and vibration. After considering this, and the problems of remotely locating the unit on a bulkhead, with control wires running to the battery and vibrating alternator, I decided to mount the unit on the engine fuse panel. The regulator is attached to a flexible rubber mat, which in turn is attached to the fuse panel, that is mounted on the engine just above the starter. Touching the regulator, when the engine is running, indicates little vibration, and no problems have been encountered. At a high engine idle, 900 rpm, the alternator puts out 170 amps, and at cruising rpm it consistently puts out 250 amps. It is connected to the battery bank through a 300 amp fuse.

Our experience with the DF 44 was we could not anchor out for more than a day or so without starting the generator. And when we did, the charge rate was limited by the charging capability of the 2000 Watt inverter: 100 amps max rating, but it seldom achieved this for long. It seemed to like 50 or 60 amps better. Our DF 52 has a 3000 Watt inverter with a maximum rated charge current of 140 A, but it seems to like 60 to 80 A. Both of these are significantly less than a large frame alternator's performance at modest cruising speed. Charging through the inverter requires operating the generator for extended periods at low power, a sure way to shorten generator life.

More battery storage allows us to not use the generator, and avoid its accompanying noise, smell, and nuisance factor. We can then rely on the big alternator to "catch up" while traveling between anchorages. Space is always an issue, but we opted to put 12-L16 batteries into the DF 44. They were located on purpose-built battery shelves outboard of the Lehman engines, six on each side. Each L16HC weighs 121 pounds. Sixteen of them, with their associated 2-0 interconnecting wires, weigh about 1,500 pounds. Locating them adjacent to the engines avoided adversely affecting the trim. The battery bank was wired as one large, 1,500 pound house battery that was monitored by a Link system, which tracked charge and discharge current, and amp-hrs consumed or stored. The port engine started from the house bank only. Only one other battery was aboard, a single 8D, that was used to start the starboard engine and the generator. It had no other purpose, and nothing drew current from it other than the two starter motors. There were no battery switches: "One," "Two," "Both." Each battery bank, the 1,500 pound and the 120 pound, was completely separate. A set of large jumper cables were aboard to provide a jump start, should one of the battery banks become discharged. We never had to use the cables. This worked well for us with one minor exception. Since six of the batteries were on one side of the boat, and six were on the other side, the inverter/charger did not "see" the two halves equally. There

was a small amount of difference in the connecting wires' resistance, even though I used 4-0 cable to solidly connect the two halves. The consequence of this was there was a charge and discharge difference between the two halves.

When we had the DF 52 built, we again decided on the two battery bank plan: a 1500 pound bank for house needs and for starting the port engine, and a 120 pound, single 8D, for starting the generator and the starboard engine. However, starting with a larger new boat we had a new option: put all 12 house bank batteries together in a single bank under the engine room floor, between the two engines. Again, trim was not adversely affected, and servicing them would be easy. The engine room floor had to be raised about two inches to accomplish this, so the present head room is "only" six feet, six inches. I particularly like the idea of putting ¾ of a ton of batteries low in the boat, a sort of functional ballast. A 350 amp fuse connects the house battery bank to the inverter, and no battery switches are used, although each engine starter motor has a battery disconnect switch. (When was the last time you disconnected the battery in your car with a master switch?) The L16HC cells are each six-volt, and they are interconnected with 2-0 wires to make a single, 12 V, bank. We selected a Link 1000 battery monitor-inverter control panel. It has a 500 amp shunt mounted in the ground lead of the house battery bank, for monitoring charge and discharge currents. It easily resolves currents of one amp or less. When we anchor, a simple check of the battery current will disclose if only the anchor light is on, or whether there is another light or bit of electronics on. Heat is a consideration in operating batteries, and the location below the engines provides a relatively cool environment. Also, there are ½ inch spacers between the batteries that are intended to prevent them from acting as a single thermal element. A hot spot on one battery will not easily heat another battery. The inverter has a temperature sensor on the battery bank to avoid charging an overheated battery.

The single, large, battery bank has advantages and limitations. The advantages are simplicity, all the eggs are in one basket, and it is closely monitored with the single Link 1000. And, with a little ingenuity, it would be possible to arrange many combinations of batteries to limp home in the event of a major DC problem. Some advocate splitting the battery bank, suggesting several advantages in so doing, redundancy is one. However, to maximize battery lifetime, it is desirable not to deep discharge batteries, as it shortens their useful life. So, if the battery bank is split, then each half should experience comparable discharge to extend their life. This means switching, and the attendant potential errors involved. It also increases the complexity of the system. For us, simplicity has won; we are quite happy with the single Extra Large Frame Alternator, and a single extra-large house battery bank. ♦♦

Al & Paula Knapp (#604)

DF49 RPH MISS TEAK

Moultrie, GA

MISS TEAK GETS A NEW LOOK

After twenty-six years of salt, sand, sun, acid rain, harsh wind, and everyday wear and tear, MISS TEAK was in desperate need of a major facelift. The project would consist of a complete exterior paint job, and professional polishing or replacement of exterior stainless hardware. The 49 DeFever Pilothouse #22 still had teak decks, which leaked during the slightest rain, even though they had been re-caulked many times. The teak would need to be removed, and the decks glassed and painted with non-skid. This led to many questions: when, where, how long would it take, how much would it cost, could we save if we did some of the work ourselves, which paint is best, could we live aboard while the work was being done?

We had spent the winter on the Chesapeake Bay, and the spring in Vero Beach. Hurricane season was about to begin, and it seemed like a great time to have the boat out of the water, and in a protected boat yard. The next question was: where? After a few days of research, we came up with nine Florida boat yards that could handle the project. The

yards were located in Pensacola, Carrabelle, Ft Myers, Jensen Beach, Ft Pierce, Orange Beach, Daytona, and Jacksonville. We set up appointments with the yard managers, rented a car for a few days, and went shopping for the answers to the rest of our questions.

It didn't take long to learn that each boat yard operated differently, and this made it hard to compare apples with apples. Estimated time to do the job varied from ten weeks, in a yard with a crew of twelve highly experienced painters working in an enclosed climate-controlled spray booth, to nine months in a yard with two workers who would have to work outside, and depend on good weather. One yard proposed painting from the waterline up with the boat in the water. Some yards would let us do some of the work to help save on the cost. Others would not, due to insurance coverage. Some would allow us to live aboard, as long as the boat was in the water. Others had a closed yard policy, and did not allow live aboards.

The one thing they seemed to have in common was their prices. We asked each yard to give us a firm quote instead of an estimate. The quote was to include fiberglass repair as needed, sanding, primer, prep, and three coats of Awl Grip paint. Four of the yards sent an employee to see the boat before they provided us with a quote. Five yards provided a quote based upon experience, pictures, and information provided by us. All of the yards quoted a price to include storage or dock space through hurricane season. Taxes were not included in the quotes. Six of the quotes were less than five hundred dollars apart. Two were somewhat higher, and one was lower than the average.

With the quotes in one hand, and the information about the different yards in the other, we began to make a decision as to where to have our work done. The final decision was Huckins Yacht Company, located on the Ortega River, in Jacksonville. Huckins is a family-owned/operated boat yard that has been building boats since 1928. They have a very experienced and highly-recommended paint department. All the work is done by Huckins employees who take pride, and stand behind what they do. The spray booth and size of crew makes it possible to complete work on schedule, and not be effected by weather or labor problems. We were allowed to live aboard as long as the boat was in the water. Their quote was slightly higher than average, but we could do some of the work ourselves to help cut the total cost. Huckins also has a complete carpentry shop, electrical and electronics department, mechanical and welding department, and a well-stocked supply room, making them truly a full-service boat yard.

We removed and reinstalled all of the hardware. We also removed the electronics, and half of the teak decking. Huckins spent twenty working days completing teak removal, sanding, applying a layer of fiberglass on the decks, and preparing the boat for the first primer coat. MISS TEAK was then moved inside the paint booth for more sanding, priming, and painting. She spent thirty working days in the booth, making a total of ten weeks from start to finish. We are very pleased with the quality of work, and the professional and friendly way the work was performed.



Now that MISS TEAK has a new look, we plan to enjoy cruising the islands, catching a few fish, spending time with some of our boating friends, and showing the old girl off. [God help the person who puts the first scratch in her new paint job.] ♦♦

Battery and Inverter Query

Bill and Mary Anne Osborne (#352) ask:

What are others using for inverters and house batteries? Did you install yourself?

Larry Seckington (#16) responds:

We had a Heart inverter on our DF44. It was a modified sine wave (MSW). Don't buy anything but a "true sine wave" (TSW) inverter!

A MSW inverter will give you a hum on your SSB radio, or any RF device. You may even get a hum on your TV if you use it with the inverter. If you have a shaver or similar device without a transformer (without an A/C adapter), you will ruin it. Laser printers have had problems with MSW inverters, etc.

It seems better to pay a bit more and get a TSW inverter. We have a 3000 Watt ProSine on our DF60, and it works well. It also has a 60 amp charger built into it. It is lightweight and quite efficient. We installed it ourselves, and ran the cables, but we had a marine electrician add another bus in the electrical panel and make the connections. On our DF44 we had eight Trojan T-105 wet cells, and have 16 Trojan L-19's on our DF60. Now we are going to put our 1,600 pound hydraulic davit on the inverter bus. Love the inverter, but hate all the batteries. If you use wet cells, take the trouble to buy catalyst caps for them. They convert the hydrogen and oxygen gases back to water. Each cap is about \$5 from Hydrocap Corp in Miami.

Additional devices that we love are our Heart Inline Regulators. They connect to our engine alternators. (A minor change is required to the alternator, probably to bypass its internal regulator.) What these gizmos do is allow the bulk charging, float, and equalization phases as you cruise. When you shut down your engines after anchoring, you may not need to run your generator, unless you want to run your washer/dryer, bake a turkey, or run a big watermaker. You can use your microwave, watch TV, run the icemaker, run the fridge and a separate freezer, etc. There are other similar three-stage regulators; just do a little research to find what's right for you.

Mike Mooney (#735) responds:

I hesitate to reply, because you will find as many answers as there are boats. And with so many of us riding out hurricane season, we have too much time on our hands, so be prepared.

I have just finished upgrading the system on our DF48, but it may not be right for you. You need to decide how large and what kinds of loads you want to run, and how much time you are prepared to run your generator. I have large loads, along with motors and electronics, and don't like to run the generator. Therefore, I now have 12 6v golf cart batteries wired as one large 12v, providing 1,350 amps capacity. I charge it with two ProSine 3.0 inverter/chargers capable of pumping 250 amps back into the bank. I went with the golf cart batteries because they are inexpensive, easy to handle, and readily available. The first ProSine was installed out of necessity when my old Trace shot craps. I chose ProSine for the pure sine wave and large capacity on both inverter and charger sides. The second ProSine was added because I wanted more charging capacity to shorten generator time. I did not intend to buy another ProSine, as all I really wanted was a big charger. However, I learned ProSines don't work well with other chargers (in fact their tech people said they didn't think two ProSines would work). For a bit more money, I now have redundancy on both the inverter and charger sides, plus some potent charging capacity with both running.

The two-ProSine set up had already been installed by Steve Koch (#71) on his boat. So despite the tech people's uncertainty, it was a proven system. I had a great deal of help from Steve, as I was uncertain enough about how to set it up. However, it is a d-i-y type job.

The remainder is a "dialog" between Bill Osborne and Ron Owens:

Ron Owens (#401) responds:

You have touched on the subject of many sundown, aft deck, gab sessions. The systems on board a cruising boat all seem to be important, but the reliability of the electrical system is surely at, or near, the top of the list. It has a tremendous influence on your comfort and safety virtually every day you are afloat - anchored or underway.

It has taken some time, effort, and a few 'boat units,' but I feel that our system on JOURNEY to... is near optimum - FOR OUR BOAT AND HOW WE USE IT!!!. Please note the previous statement, because your personal preferences and equipment have an influence on how your system can be, or should be, configured to make your cruising life a happy one.

The first step is for you to know, to have a good idea, or at least make your best educated guess, as to how much power (usually in amp-hours) all the electrical stuff on board will consume from your batteries during the time that no system charging is taking place. The next important concept to really understand is that - however many amp hours you consume while no charging is taking place - This is HOW MANY AMP HOURS YOU NEED TO PRODUCE TO RECHARGE THE BATTERIES. I know this seems obvious, but I see this concept get missed quite often. YOU NEED TO MAKE AS MUCH POWER AS YOU CONSUME, each day!! Nigel Calder's book is the best source I could recommend on this subject. More on this at the end.

Here is the low down on the systems onboard JOURNEY to... We have a holding plate refrigeration/freezer system, and the galley stove is electric. In addition, the water heater is electric, as are the three air conditioning units. I am giving these things special mention, because they are the largest consumers of power on board - and NONE OF THESE can be powered via the inverter system. The reason for this is that they would wipe out the battery bank in short order. So these are only available when the generator is on, or shore power is available. We have an alternate and redundant method for the refrigeration, but more on that later.

The "house" battery bank consists of four 8D AGM batteries, arranged into two banks of two batteries, which are all then parallel combined into a single house bank - fused, buss bars, etc. This bank is 1,000 amp hours of capacity. For the general purpose 120 volt loads to the panel, we use a ProSine 3,000 Watt inverter. Separate batteries for engine and generator starting are also aboard, and they, too, are the AGM type.

The buss bar at the 120 volt panel is "split" so that only the circuits we designate CAN BE POWERED BY THIS INVERTER. Of course, when shore or genset power is available, all circuits are powered from that source via the automatic relay in the inverter. This means it is not possible to accidentally power the stove, A/C, or water heater via the inverter. ALL the outlets, the icemaker, 120 volt lighting, the TV and entertainment systems, fans, etc. are powered with the inverter. I will tell you that I installed a second ProSine inverter (no charger), rated at 1,800 Watts, whose purpose is to allow us to run the refrigeration while we are underway with the main engines.

Each of the Lehman engines has a 125 amp Balmar alternator, and a Balmar external voltage regulator. Both voltage regulators are then connected to the Balmar "Centerfielder" device to insure that the load demand is equally shared by both alternators. If we are traveling somewhere with the engines running, we can get all the charging done in an hour or so, AND run the refrigeration at the same time via the extra, dedicated inverter. This is also a redundant method in case of genset failure. If our genset is not available, the only things we cannot use are the stove and the air conditioning units. Everything else is online, and charging is ample.

How we make enough power to replace it in a reasonable amount of time. This is a key point that goes missing some times. When in cruising mode, we rarely are in a marina - on the hook 95% of the time or more. We virtually always have 120 volt power available, and freely use the microwave, the coffee maker, the George Foreman grill (gotta have one of those, you know), the toaster, the electric skillet, 12volt

lights, Lectra San, anchor lights, etc. We are not camping, after all. Just above I talked about charging while underway, which is a fast way to get the charging done. But when we are hanging on the hook somewhere - we tend to run the generator twice a day - morning and evening - for about 1-1/2 to 2 hours each time. This amount of time restores the house bank to a fully charged condition, while simultaneously pulling down the holding plates in the fridge and freezer. The built-in charger on the ProSine 3kW is rated at 120 amps. I also have an auxiliary (and backup) Tru-Charge 40+ battery charger. If we are down more than usual - meaning we were somewhere in the dinghy all day, then sundowners on a nearby DF boat, and we get back late - I run both chargers until the charge rate demand tapers off, then usually allow the ProSine to finish the job. In about 12 hours we use an average of 150 amp hours. With a 120 amp charger - you do the math - 150 amp hours consumed divided by 120 amps input - means AT LEAST 1.25 hours to charge - or 1 hour, 15 minutes. However, it is not a perfect world, and things are not 100% efficient, so you can figure 1-1/2 to 1-3/4 hours to replace 150 amp hours of usage. YOU MUST MAKE AS MUCH POWER AS YOU CONSUME EACH DAY!!! or you end up with empty batteries. As a comparison, with both engines running, the two Balmars will easily throw a 200 amp charge rate during the early stages. The same math as above says 150 amp hours used, divided by 200 amps of charge = .75 hours - or 45 minutes in a perfect world.

If you have an LP gas stove in the galley, you will use less than we do with the electric. If you have a 12volt DC/120 VAC constant cycling type refrigerator, you will use more. The size of your genset will also have a lot to do with how fast you can charge, and the make and model of inverter/charger will also make a difference - not all inverter/chargers are created equal. Once you have an idea of how much power you consume, you can size the battery bank accordingly. If you have one of the Heart controllers with the multi functions, you can track consumption; a simple volt meter is also an indisputable view to the condition of your batteries. There is also a device called an "E" meter that is excellent for monitoring the power consumption and production.

If you discharge the battery bank to 50% or more twice per day, you will have a shorter battery life than if you discharge it 25%. 25% discharge will also require less time to recharge. Batteries can be fussy. They need to be charged pretty briskly at first. This prevents the internal plates from "sulphating" excessively. Charging helps to reabsorb the sulphates back into the solution. If a layer of it builds up - it will be necessary to "equalize" them. All this means that if it is charged too slowly, or incompletely, the battery loses its ability to respond properly. In the end, new batteries are needed. Please understand that they all die in time. Our batteries are in their 6th year, and have never yet needed to be equalized. Nor has the capacity or time to recharge changed significantly. A good sign, and some good luck. So, a bigger bank requires a bigger charger to get the job done properly. A point worth mentioning - when the house bank is deeply discharged, the inverter/charger will sense the need, and will crank up its output in response -- you can be surprised at how much power this unit will siphon off of your generator output! You may very well need to manage or shed some other loads when the charging process first begins. After 1/2 hour or so, the amperage demand on the genny will drop off, and other loads can be brought back online.

If all this sounds complicated - it can be made so, but does not need to be. Just remember YOU MUST MAKE AS MUCH POWER AS YOU CONSUME EACH DAY - whether from the main engines, the generator, shore power, wind generator, solar panel, a hamster on a wheel, or some combination of all these methods. If you do not have it already, I highly recommend *Boatowner's Mechanical and Electrical Manual* by Nigel Calder. It is a very well done treatise on many of the systems on boats, and it covers this subject very well. It is written in clear, relatively non-technical terms, with good illustration. West Marine, or Bluewater Books in Ft. Lauderdale will have it.

Bill replies to Ron:

Ron thanks much for your input; it is very useful. Where did you

physically install the house bank, and what are you using for a refrigerator/cold plate?

Ron replies to Bill:

ALL the batteries were relocated to the bilge area at the rear of the engine room - a frame was glassed in place to carry the weight, and tie-down strips lagged in place to hold them in position. Then a plywood deck was placed over the top. This means the area at the rear of the engine room is not as high, but you can comfortably sit on a low stool, or kneel with good access to the generator, fuel manifold, etc. This gets a lot of weight down low in the boat, which is a good thing. It gets the man-killing weight of the 8D batteries away from their usual position outboard of the engines - which means you can now place nice plastic storage boxes full of spare parts there - and can EASILY access BOTH sides of BOTH engines. Probably the only negative I can think of, is, that it moves some weight aft, on a boat that tends to be a little butt heavy, anyway - but the pluses outweigh the minuses by a large margin.

The holding plate system was already in place when we purchased the boat. The console on the starboard side that formerly housed a pair of under-counter ref/freezer units, was converted to house the new system. It is quite well done - with lots of insulation, heavy doors (front opening), all stainless lined, with the holding plates inside - plus wire racks, etc. This system typically takes two to three days to completely defrost, when we shut it down. We have gone as long as 48 hours without a recharge, and did not lose frozen stuff. - Of course we were VERY reluctant to open it at that time. This was during a generator burp a few years ago, and was the reason for adding the back-up system with the extra inverter I mentioned. There are a couple companies in Ft. Lauderdale that do this type of work. Rich Beers is one of the better known companies. Ours was done in Lauderdale about 10 or 11 years ago by Nautic Kold. Bruce Antognoni is the owner and is a really good guy to work with. 954-523-6182 or 800-829-7069. It is powered by a Tecumseh 1/2 HP hermetic compressor unit that can be water cooled or air cooled, with the throw of a switch. This unit is located high on the aft engine room bulkhead - above the fuel manifold.

We are very fortunate in that all three of the prior owners kept good records. The original invoices and literature for this and many other changes and upgrades are still on the boat. The original cost for installing the system was roughly \$6,000 at the time, which included the major reconstruction of the boxes and console unit. I could only guess at the cost today, but it surely would not be less. We also inherited a maintenance and repair log from all three of them. It has proven to be useful on more than one occasion.

Received from Ron Owens (Later, on 11/2/05)

Someday I think I will write a book on my view of the realities of boat ownership. In particular, my viewpoint about the relative merits of new vs. used, and the subtleties involved.

You have, of course hit on one of the most persuasive arguments for buying a used boat - namely, you become the beneficiary of all the auxiliary equipment, upgrades, improvements, clever ideas, gadgets, gill-hickies, and WOW! things - hopefully at a price attractively discounted from its cost to the original owner/installer. Of course, one of the good arguments for NOT buying a used boat, is all of the same above points, enhanced by the fact that you might not like the improvement, or it was nice when it was installed, but it is near the end of its life, or whoever actually did the work was not very good at it, etc. etc.

Perhaps the strongest rationale for a new boat is the one that says, "I will start off with all new things, and thereby avoid all the problems of gear failure and gremlins of having used things on board my boat. We will then sell it for a nice price when we are done with it, having had a carefree cruising experience." WRONG!

Modern power cruising boats require many systems to insure the level of comfort AND reliability. In many cases, the systems are installed as disparate parts, with no real effort to think about how all the systems must work together to reach the goal of reliability and function. It is not just an issue with the builder or designer. Boats are highly

personalized possessions, and the "personalization" is not something that factories are really set up to do well. There is also the simple fact that everything that was installed does not work as planned, or as advertised, for that matter.

I have talked with more than a few owners of new boats that wrote a nice, fat, check for a new boat, built by a well known builder, believing that the new boat included a "get out of jail free" card good for eliminating pain in the posterior. WRONG! Things will go wrong just as they will with a used boat. It just seems to take a certain amount of time to chase the bugs out into the open so you can step on them. The only difference seems to be that the owner of the used boat is less angry and disappointed - since they had no rose-colored glasses, thinking everything was fine since it was new. We actually encountered the owner of a brand new \$1.4M 58 footer who finally put the boat in a marina in the Bahamas, called the dealer in Ft. Lauderdale, and told him to have someone pick up the boat and do whatever they wanted with it - he was done, and would be bringing a law suit to recover his money.

Having owned and cruised more boats that I care to admit, I have reached a few conclusions. Buying a new boat does not exempt you from going through the shakedown blues. A past article in *Passage-Maker Magazine* told the story of three Nordhavn owners who were preparing their boats for crossing the Pacific. They all said they would not leave unless they had spent a MINIMUM of 18 months working through all the systems to eliminate the bugs, and get it in shape to cross an ocean --- and all this from the company that prides itself on building the top-of-the-line passagemaking boats! There is truth in that.

On the other side of the coin are used boats. There are late model used boats in top shape, and bringing top dollar. There are older used boats, but separating the really nice ones and "others" can be problematic. The answer is to set a budget for the model of boat that makes your heart beat fonder. If you find that "sweetie" that fits, and it is in top shape - go ahead. BUT MOST used boat buyers need to actually buy the boat for enough LESS than the budget number that they can afford to bring it up to the condition they desire, and then END UP at the budget number. This way you get a boat that has been gone through, upgraded, personalized, and is now in good condition. AND you will KNOW the boat.

To get the best of both worlds - a fairly new vessel, with top equipment, and good condition, at an attractive "value" price - (i.e., at well under the new price), I am convinced that you must find one of the following: Someone who has bought a new boat, fitted it out, cruised for a year or two, and decided "this is not for us, sell it." Someone who has done the same, but loved it, and just wants the next size bigger. Someone who is selling a two year old, well-cruised boat for "unfortunate" reasons - divorce, health, etc. The only other means is to just get lucky and find a well loved "sweetie" that someone wants to sell. ◆◆

Glen Moore, Donna DeLorenzo (#314)

DF40 Passagemaker LAST DANCE

St. Augustine, FL

DFC Cruising Guide to St. Augustine

Seeing the DeFever Newsletter article by Jim and Ann O'Malley (#238), reminded me that I was one of the people who responded to their request for information on places to visit on a short trip north from Merritt Island, FL. My recommendations were for places north of St. Augustine, including Kingsley Plantation, Fernandina Beach, and Cumberland Island. From reading their article, they spent most of the trip in St. Augustine. I had not written much about St. Augustine. I live in St. Augustine, so I don't spend much time thinking about visiting it. When I read their description of "the back river" (the San Sebastian River, rich in history, with many current interesting points for boaters), and the building with a sign "Fuel Oil" (Marine Supply and Oil Company, a huge marine supply house), I felt that members visiting

St. Augustine could benefit from the knowledge I have gained from living, owning a boat, and doing business in St. Augustine. Claiborne Young and others have written cruising guides which include information on St. Augustine, but they were just tourists when they visited, not intimately involved in the community as I have been for many years. So, below is my take on St. Augustine for the visiting cruiser. If you do plan on stopping here, please feel free to send me an email, or call for updated information.

Marinas

St. Augustine City Marina – is located just south of the Bridge of Lions (which will be under construction for the next five years, with the lions housed in a warehouse for their safety). This is the most popular marina for transient boaters, since it is right downtown next to the historic district. They have wide concrete floating docks (rebuilt after Hurricane Floyd visited, and being refurbished after last year's storms), and reserve half of the slips for transients. It is somewhat unprotected, and can get rough, particularly if the winds are out of the north or northeast. Showers, laundry, lounge, 24 hour staffing, fuel, pumpout, cable TV, small ships store, free Wi-Fi – 904/825-1026.



*City Marina, Left
Bridge of the Lions, Right*

Anchorage Inn Motel Marina – the newest marina in the area; has floating concrete docks. It is located directly across Mantanzas Bay from the City Marina, at the eastern end of the Bridge of Lions. Requires a walk across the bridge to get to downtown. It is better protected from north and northeast winds, but is open to southerly winds. Showers, laundry, lounge, cable TV – 904/829-9041.

Conch House Marina – is located on Salt Run, which is a long, skinny bay just south of St. Augustine Inlet. It is a large marina, with a few slips saved for transients. All docks are concrete floaters. A good restaurant and bar are a part of the complex. A cab ride would be required to visit the historic district for all except the most serious hikers or those with bicycles aboard, as the marina is about a mile from town. Reggae Sunday is fun if you are desiring a party atmosphere, but can be annoying if you are desiring a peaceful Sunday afternoon. Showers, laundry, pool, fuel, pumpout, cable TV, Wi-Fi \$5.95/day – 904/824-4347.

Camachee Cove Yacht Harbor – By its name, you can tell that it is the upscale marina in the area. Tom Neale always mentions it in his articles as one of his favorites along the U.S. east coast. It is located on an island a few hundred yards north of the St. Augustine Inlet, with the entrance just north of the Vilano Bridge. The slips are in a basin in the center of the island, well protected from weather by the very skinny channel to the Intracoastal. A restaurant (new owners and untried) is a part of the complex of businesses attached to the marina. First Mate Yacht Service has a small (but well stocked, with parts cruisers need rather than fishing gear and jet ski junk) marine supply store and mechanics, capable of working on a wide variety of problems, who will come to your boat. It is inconvenient to the historic district, being almost three miles from downtown, but they have a courtesy car, just

fill up the tank. Showers, laundry, lounge with computer, full staffing, fuel, pumpout, cable TV, pool, free courtesy car, Wi-Fi \$29.95/3 days – 904/829-5676.

Oyster Creek Marina – is located on the San Sebastian River. It gets its name from a little creek just south of the marina. They have only a few slips for transients, at nice concrete floating docks. A restaurant, Hurricane Patty's, is in the marina, with live music many nights and specials to draw in crowds (e.g. ladies drink free, all-you-can-eat crab legs). It is well protected, as the San Sebastian River is narrow and winding, so that winds do not have much fetch to build up a chop. Fran and Tam's is an interesting "greasy spoon" restaurant less than a block away. They have traditional breakfast items, and some great shrimp at lunch, but are not open for evening meals. Less than ½ mile to the south is a strip shopping center with Winn Dixie and West Marine. Another ½ mile south brings you to the center of the retail district, with every imaginable franchise restaurant, grocery stores, Home Depot, and Target. The historic district is less than ½ mile away in the other direction. Showers, laundry, cable TV, pumpout – 904/827-0520.

Fish Island Marina – is located on the Intracoastal, just north of the SR312 Bridge. The only recommendation I can give it is that it is close to the hospital, and if you are having a medical emergency aboard, it would be a short ambulance ride away.

Anchoring in St. Augustine

Many cruisers anchor in Matanzas Bay when visiting St. Augustine. As in other areas of Florida, the waterfront residents are complaining about boats being anchored within view of their homes. A recent local newspaper editorial related that the Bay was the center of town, and that the view must be preserved for all to enjoy. I take offense to that statement, as I believe the view is improved by beautiful boats being at anchor. I have seen a number of DeFevers anchored here, and, of course, have always found them to improve the view.

The city has held a workshop on anchoring, and the city commission has had a lengthy discussion on this issue. There will be changes in anchoring rules in the future, but it seems that the city of St. Augustine will be much more boater-friendly in the development of rules than many Florida cities have been. The city chief of staff, who is the lead in this effort, has a sailboat and is a friend of mine. In some areas, anchoring will be banned. However, in the major anchorages, the city is considering installing mooring balls. If the charge for the moorings is reasonable, this option will actually be an improvement for us.

The north anchorage, located just north of the Bridge of Lions, between the Intracoastal and the old city seawall, is traditionally the anchorage for cruisers. There are always boats anchored there, and seasonally this anchorage has 20 to 25 boats at anchor. It gets shallow at the north end, near the Castillo de San Marco, but the rest has sufficient depth for most boats. It is open to the northeast, and swells can come in the inlet right through the anchorage, but most times, it is a peaceful spot. The St. Augustine City Marina has a dinghy dock, and charges \$7/day for dockage and use of their facilities.

The south anchorage, just south of the marina and south of the Bridge of Lions, is where the locals anchor or moor their boats. This is the group I believe the City is concerned with, but new rules will affect all of us. It is better protected than the northern anchorage, being further from the inlet and having the City Marina to the north. It can get rough in southerly winds. It remains crowded year round. There is a shoal at the southern end – check your charts.

Many of the boats anchored or moored in Salt Run never move. It is crowded, and is not the best choice for cruisers wanting to visit the town. You can take a run up the narrow channel and get a good photo of the lighthouse. Check charts closely for shoals and rock jetties.

San Sebastian River

This winding river served as the center of the largest industry in St. Augustine for most of the 20th century – shrimping. There were times when more than 50 shrimp boats would be rafted off each other at docks, completely covering the river from bank to bank. St. Augustine has moved from shrimping to tourism, construction, and other indus-

tries, but a small shrimping fleet remains.

The river is tidal, with no source of water flow at its head. It flows north twice a day, and south twice a day. The current can reach three knots in some spots, making it advisable to plan your docking at the marinas and boatyards at slack tide, unless you have a space at a face dock parallel to the current. The San Sebastian River intersects the Mantanzas River and Intracoastal just north of the 312 Bridge, south of the historic district. Coming up the river, the first complex on your right is St. Augustine Marine, a large boatyard with massive travel lifts and a railway. They are currently constructing the Molikai Strait steel expedition boats, in addition to doing repairs. Right next door is Xynides Boatyard, a small yard that only had a railway until recently, when they replaced it with a nice travel lift. Next is Oasis Marine, a mid-sized boatyard. As you round the bend you will see a large manufacturing facility on the other bank. This was once Desco Marine, a major shrimp boat manufacturer. It is now Luhrs/Mainship, manufacturing all of the Luhrs sportfish boats and the Mainship Pilot series and the 34, 39, and 40 Mainship trawlers. As you continue up river you will pass condos, a dry-stack marina, and English Landing Marina, before coming to Oyster Creek Marina. The east bank of the river is marsh from Oasis until you pass Oyster Creek, where a fish house and Marine Supply and Oil Company are located. This is where the last of the shrimping fleet docks. I would believe every boater should schedule some time to walk the Marine Supply warehouse that must cover at least an acre. No Name Marina, so named because it has no name, is next on the east bank, with Hidden Harbor Marina a ways up the river, on the west bank at the King Street Bridge, which ends the navigable waters. The empty land on the east bank across the river from Hidden Harbor is City-owned land that is slated to become a hotel/condo/parking garage/marina complex in the near future.

Marine Supplies

West Marine and Boaters World have both opened stores in St. Augustine in the past few years. West Marine is located on US1 about ½ mile south of King Street, the main east/west route into the historic district. Boaters World is in a shopping center on SR312, just off US1, about 1 ½ miles from the US1/King Street intersection.

Marine Supply and Oil Company has served the commercial and shrimp boat industries since 1946. They have added a few items to also serve the recreational market. They carry many items that you will not find in fancy boat stores. They must have 50 different diesel engine oil filters, and 100+ different repair parts for Jabsco raw water pumps. Just having the availability is great, and their prices are fair. The raw water impeller for LAST DANCE's Perkins engines is \$35 from Perkins in Jacksonville, and \$22 at Marine Supply – the same Jabsco impeller. And since I can walk there from LAST DANCE's berth at No Name Marina, I visit there often. They have a whole isle of red brass fittings, another for yellow brass, and the largest open selection of stainless steel and brass hardware I have ever seen. They have sold me a single screw. I filled the tanks at their fuel dock late July for \$2.1395 + 6% sales tax, when the marinas I checked on the trip were \$2.349 - \$2.429 plus tax. There is a price to pay though. Their docks are fixed, and built for commercial boats – rusty steel cables wrap around the outer pilings securing the deck. It is worth the effort if you need a large load of fuel – arrive at high slack tide (45-50 minutes later than the city dock), and ease up to the dock gently and carefully. If you are arriving by land to visit Marine Supply, it is located at 150 Riberia Street. They are open 8-5 Monday through Friday, and 8-noon on Saturday.

Sailors Exchange has used, surplus, and some new items for sale. I bought my last set of batteries there – new Trojans they ordered for me. It is small compared to some of the south Florida surplus shops, but is jam-packed with stuff to the high ceilings, and in the parking lot. If you have extra or old items, you can drop them off for cash or credit toward purchase. It is located on West King Street, about two blocks west of US1. Closed Sunday and Monday.

First Mate Yacht Service has a store at Comachee Cove, and a small store at the City Marina. They are a Westerbeke dealer, and can also

provide technicians to effect repairs on a wide variety of systems. While their stores are smaller than a West Marine, you will find many more of the items you need on a cruising boat.

Hansen Marine is an AC and refrigeration specialist. Clay Hansen is knowledgeable, a craftsman, honest, and handy for me since his shop is at No Name.

Provisions

If you are docked or anchored downtown, there are no supermarkets within walking distance. However, my favorite market, Stewart's Market, is across the Bridge of Lions and another ¼ mile down Anastasia Blvd. Stewart's began as an outdoor fruit stand, and has grown into a small, interesting little market. For its size, it is amazing how many different items they carry. Fruit and vegetables are fresh and priced lower than supermarkets. Their tomatoes taste like tomatoes, rather than the cardboard flavor of the supermarket variety. They also have a good selection of fresh meats and seafood. They are a cash-only operation, so plan accordingly.

Restaurants

AIA Ale Works is right across from the City Marina. The first floor has a bar and brewery, and on weekends has live music, which makes it a bit tight. They will give you a tray of samples of their beers so you can find a selection to match your taste. The restaurant is on the second floor, with inside seating and outside on a veranda that wraps two sides of the building, offering views of Matanzas Bay. Interesting and different dishes described as Floribbean, moderately priced.

O.C. White's is in a historic building across the street and just south of the City Marina. Seating is inside on two stories, or on the patio. Live music is often on the patio in the evenings. Seafood is their specialty, with combination of quality and moderate prices.

Casa Monica Hotel/95 Cordova – St. Augustine's only five-star hotel, two blocks up King Street from the waterfront, diagonally across from Flagler College. They have a bakery on the corner, where you can enjoy coffee and baked goodies sitting next to the sidewalk, watching the world go by. 95 Cordova is their restaurant with quality food and service; prices to match. The bar often has live jazz.

Café Alcazar is in the bottom of the swimming pool of the old Hotel Alcazar, the second of Henry Flagler's hotels. The building is now City Hall, has shops on the first floor, and houses the Lightner Museum. They serve lunch only, Monday through Saturday, accompanied by soothing live guitar music. Lunch here is always good, pleasant, and enjoyable.

The Bunnery is on the tourist street, St. George. They have wonderful sticky buns covered with pecans. When you order a cinnamon bun, they place it on the counter and begin pouring icing over the bun from a pitcher, until you say: "Stop." The menu includes full traditional breakfast selections, wide variety of baked goods, and a variety of lunch items.

The Raintree Restaurant is a fine restaurant experience. While all of the above restaurants are located within three or four blocks of the City Marina, the Raintree is about a dozen blocks north on San Marco. The Beef Wellington is my favorite.

Borrillo's has the best pizza. It is a block south of Raintree on San Marco. They don't have much of a dining area, and they don't deliver, but the quality makes up for those shortcomings.

Cortese's Bistro, Saltwater Cowboys, Creekside, and Café 11 are other restaurants in St. Augustine that you may want to consider if you have transportation.

Transportation

Taxis are cheap in St. Augustine, but most are worth less than their cheap price. Checker has just begun operation in St. Augustine with new, clean cars, and drivers that you don't mind sharing the ride with – 904/829-1111.

The Sunshine Bus Company – is a small bus service using extended vans, operated by the Council of Aging. They are good folks doing many valuable services for the elderly, and offering their bus services to everyone. For a dollar you can go far in this town – 904/823-4800.

Places to Visit

This section could go on for pages, as St. Augustine is a noted historical tourist designation, so I will leave it to your detective skills. If you want a quick overview of the historic district, you can take either the red or green train from two competing companies. The one tour that I would recommend is of Flagler College, usually offered at 10:00 a.m. and 2:00 p.m. College students from Students in Free Enterprise share many of the highlights of Henry Flagler's Ponce Hotel, which now serves as the main building of the college. Both the architecture and the history are interesting.

Tips – Bifocal Sunglasses

In middle age, the lens of the eye becomes less flexible and less able to thicken, and thus less able to focus on nearby objects, a condition called presbyopia. Reading glasses, or bifocal lenses, can help compensate for this problem.

This phenomenon has occurred to many of us beginning in our 40s. It is important to have good sunglasses to protect our eyes from the brightness of the sun and ultraviolet rays. It is also best to have polarized sunglasses to read the water depths when cruising the Bahamas.

I purchased a quality pair of sunglasses, but because my presbyopia outdistanced my long arms over ten years ago, I could not read charts or instruments with the sunglasses. My first solutions to this problem were constantly changing glasses, or wearing reading glasses and sunglasses at the same time. Neither solution worked well.

Then I found stick-on, bifocal-sized, reading lenses at Walgreen's. These little plastic lenses stick to the sunglass lenses through static cling, creating bifocal sunglasses. The sunglasses I purchased would have cost \$150 more to have bifocal lenses ground into them. I have used these lenses for at least three years, and have enjoyed the convenience. Recently, my presbyopia got worse, requiring stronger lenses. Just had to purchase more powerful lenses - peel the old ones off, and press on the new ones.



Your optometrist may not believe this is the best option, but opinions vary. My doctor in Gainesville, who owned the adjoining glasses shop, said: "I could sell you some glasses, but the reading glasses from Eckerd's will do just as well." ◆◆

Mike & Jane Ross (#641)

DF44 BLESSINGS

Kitty Hawk, NC

Monday, October 31, 2005 On October 29th we left Wilmington, NC, after taking the continuing education and update classes required to keep our real estate licenses active. The instructor was really very interesting, but still very glad to have this behind us, as it interfered with our cruising schedule!!! A lot of beautiful revitalization along the

riverfront of the Cape Fear River. Saw a TV show being filmed along the river, and did laundry at the "Soap Box" - a laundro bar. What a concept! Also looked around the outside of the Bellamy Mansion, as we were on bikes.

Our next stop was Pelican Pointe Marina. Used a loaner car to go to hardware and grocery stores.

We are now at Barefoot Landing in Myrtle Beach, SC. I have been surprised at how chilly it still is, being this far south. What a learning experience...I should have brought more warm clothes. Had to go to West Marine for a regulator for our Magma grill. When someone tells you a store is a few miles away, it needs to be taken with a grain of salt. Mike and I got on our bikes and rode for a LONG time, and finally made it to West Marine, only to find out they were out of the part. The fella on duty took pity on us though, and rigged us up with something. Today we returned to WM to order a new accumulator pump, but this time we took the little shuttle bus. At \$1.00 apiece, it was really a bargain. We are having a once-in-a-lifetime experience!

November 3, 2005 Still waiting for the part to come into West Marine, but we have been told it will arrive on the 6 AM truck tomorrow. Had to go to a Century 21 office today to get wireless internet. Imagine that, Ross Realty at Century 21. Met a couple on a 1983 DeFever 44, and it was a beautiful boat (*That's redundant!* - Ed.). The design of the boat hasn't changed after all these years. We will be meeting the boat designer, Arthur DeFever, in Feb 06, and are looking forward to that. This location at Barefoot Landing is a VERY popular place. Again tonight the boats are rafted three and four abreast. We are all ready to move on down the Intracoastal, and hope we will be able to leave tomorrow.

November 5, 2005 Departed Barefoot Landing today with a still crippled water pump system. Mike worked on it all day long yesterday, but there is still a problem, so we decided to move on. A fellow boater at Barefoot Landing told us about Conway, SC, which is about 18 miles off the Intracoastal, up the Waccamaw River. We decided to make the trip, even though we did not have any charts. An absolutely gorgeous run, with mostly just our boat and nature. Conway has a small marina in a lovely location, right across from the Riverwalk and park area. After filling our water tanks at the fuel dock, and throwing some tennis balls in the water for Godiva, we tied up at a dock with 50 amp service. Bicycled into town to locate the library, United Methodist Church, and the laundromat. Had a great home-cooked meal at a little place in town called JJ's. Walked Godiva tonight, and plan to listen to some country/rock music at a local pub, if we can stay awake that long.



What's a Flybridge For?

Received 11/15 Wow, we have been busy, and the days have flown by. Nov. 6th we attended the First United Methodist Church here in Conway, SC, and were invited by Blake Martin to stay for lunch. Blake and his wife Janet took us under their wing and led us to the Fellowship Hall for a wonderful meal together. Afterwards we enjoyed singing performed by the Sweet Adelines as well as many children's activities. ◆◆