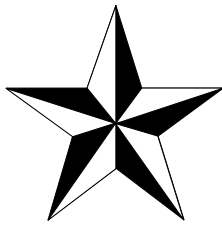


# PDQ Owners Association (POA)

NEWSLETTER

Winter 1999

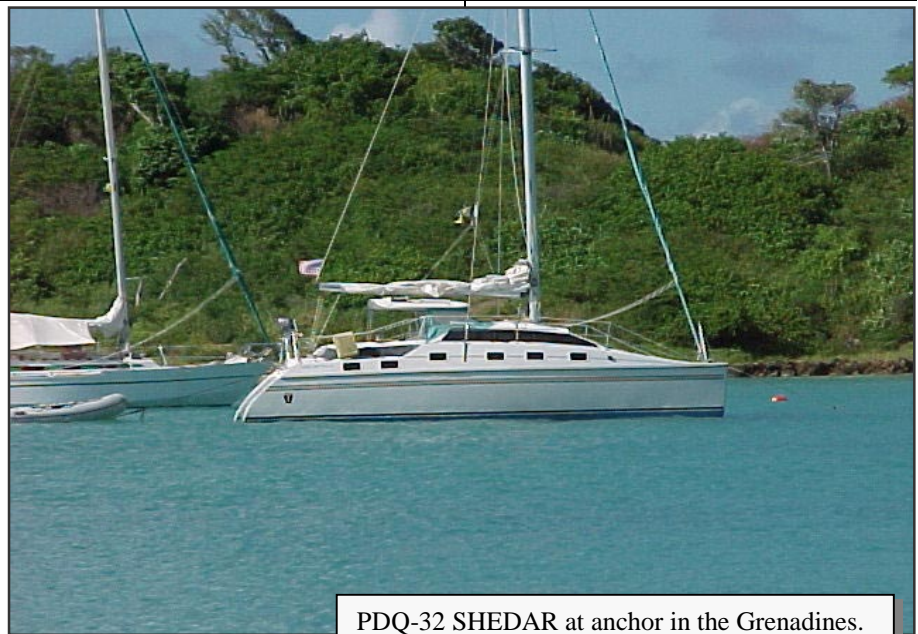


## COMMODORES CORNER

As I sit here trying to put pen to paper, or rather key stroke to computer, the rain is beating against the window. The temperature is hovering in the low 40's, our Rear Commodore is in Florida planning his move to his new home, and Commodore Colin is luxuriating in the Bahamas complaining (?) about the heat. Something ain't right. Oh well, next year it's our turn.

From some reports I've received, a few other PDQ's are enjoying the warm weather also. *Duet, Someday Soon, Dementia, Footloose, Haubart* and *1 Cool Cat*, among others, are in such exotic places as the Bahamas, Cuba, Belize and Florida. Hope we get some reports about their adventures.

Talking about next year, we expect to be in South Florida toward the end of December and have been talking about a rendezvous of PDQ's on the West Coast to welcome in the year 2000. If anyone is interested, let me know. Perhaps we can get our Rear Commodore to give us a tour of his new



PDQ-32 SHEDAR at anchor in the Grenadines.  
See: "PDO - Steady as a Rock" on page #2.

digs. For a few years now, we have also been talking about a get together here in the Chesapeake Bay for those folks who live in the area or those who may be cruising through. If you have any interest, let me know.

As this newsletter goes to press, the Miami Boat Show will probably just be concluding and PDQ will have had an opportunity to show off the "Capella" 36. She is the Mark III with some nice enhancements, new hard top, main sheet traveler, new aft rail and davits, the new refrigerator and improved interior halogen lighting. Reports from the PDQ factory are all very exciting. Production is in full swing with deliveries scheduled through the

summer and plans for construction till next fall. There is talk of expanding construction facilities by either adding to the present building or taking over additional space.

For our new owners and for those of you who will be doing some cruising this next year, and who want to "fly the flag", we do have burgees available. They are \$20 each including S&H. Canadian owners please send cash or US checks as we get nailed a \$5 service charge by our little local bank for processing Canadian checks. Contact Blanche Scharf, HCR 01 Box 700, Deltaville, VA. 23043.

Shown here is a letter the Chesapeake Region Accessible Boating

(CRAB) Association thanking POA for our significant contribution in memory of Rudy Seybold, Owner PDQ-36 Hull #26001, VENUS (the first PDQ). Rudy

in Savannah and took a crewed charter aboard an Alden designed 64' Ketch named *Metani* in the Grenadines. (Highly recommended for anyone

they asked me about raising the engines. They had never raised them! They were concerned that they might have difficulty getting them down. I told them that we always raise the engines and explained how easy it is to do. We shared our last anchorage together at Union Island. We were both anchored up behind the reef at 5:30pm when the wind started to really blow. The sky looked ugly, but the radio net knew nothing of bad weather and everyone said that it would blow out in an hour or two. At midnight, we were still getting gusts over forty and of the 20-25 boats in the anchorage, almost everyone was on anchor watch and no one went ashore for the evening. Our beautiful schooner was sailing a bit to her anchor and sleep was difficult for those down below. That PDQ sat there like a rock! Our captain commented that every other boat in the anchorage was sailing to her anchor (including the other cats) but the balance on the PDQ was truly remarkable. Even I was amazed as we sail and anchor *Light Flight* pretty often.

The next day I met the PDQ couple ashore and asked about the night. They said that they were quite comfortable and had decided about 11:00pm if the anchor hadn't dragged by then, it wasn't going to drag. They went to bed.

We parted company the following day when the beautiful weather returned. We headed to Grenada with the Christmas trades, while *Schedar* beat back to St. Vincent. You know I don't think they ever raised those engines. Attached is a picture of *Schedar* at anchor in Salt Whistle Bay.

**Chesapeake Region Accessible Boating  
PO Box 6564  
Annapolis, Maryland 21401**

November 29, 1998

Dorothy & Lee Henderson  
332 Woodview Court  
Annapolis MD 21401

Dear Mr. & Mrs. Henderson:

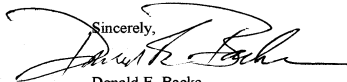
This is to acknowledge your generous gift of \$ 220 in memory of Rudy Seybold given to our sailing program on behalf of the PDQ Owner's Association, along with a check for \$100 from Simon Slater of PDQ Yachts, as well as a check for \$50 from Dorothy Memer. It is a welcome surprise to benefit from the upwelling of spirit from a group of sailors and friends who choose to honor a respected friend in such a way. Gifts such as yours enable us to provide sailing opportunities to persons with disabilities and their families through the summer months

You were very kind to drop off a newsletter telling of Mr. Seybold's life and revealing at the same time the group's enthusiasm for the PDQ catamarans. The catamaran has much to suggest it for sailors with disabilities because of its lack of heeling and fantastic spaciousness. Some day, we dream, that is the kind of craft we might graduate to from our return-to-the-wheelchair-at-the-dock present day mode with our daysailing (only) monohulls.

Chesapeake Region Accessible Boating, Inc. is a 501 c 3 chapter of Disabled Sports/USA, under whose mantle we fall and your cash gift is tax-deductible to the full extent of the law.

Thank you for stopping by personally at our home. Meeting you both was a special pleasure even though much was going on, and I do hope to take you up on your offer to get me aboard a PDQ!

Further, I affirm that you have received nothing of value in return for your gift. The Board of Directors of CRAB join me in our expression of deepest thanks.

Sincerely,  
  
Donald E. Backe,  
President

passed away last summer on the PDQ he loved.

*Len Scharf*  
VICE COMMODORE

**CRUISING  
ENCOUNTERS**

**PDQ—STEADY AS A ROCK**

Over the Christmas holidays, we left *Light Flight* our PDQ 32 Altair #29,

wanting a fantastic husband/wife crewed charter)

We sailed from St. Vincent to Grenada exploring islands and the beautiful Tobago Cays. During this ten days of pure fun, we encountered the PDQ 32 *Schedar* as she sailed into Salt Whistle Bay. A young couple had chartered her out of St. Vincent. Over the next four days we were in similar anchorages part of the time together. As some days the seas were rough, I asked how they liked her. They were very enthusiastic! They thought she sailed very well and were delighted with her speed and easy handling. Then

*Ron Wolff*  
LIGHT FLIGHT

**LOOKS LIKE NEW**

I thought I would bring everyone up to date on what's happening in the other paradise, Hope Town. I am sending a series of snapshots, Lee asked for more photographs, so here they are. The first set are of the upgrades we

### 3

recently completed on a now five year old PDQ 36 Hull # 35 Classic, *Easy Street*, formerly Pat Merrill's *Duo Glide*. Here's what we did to make this beautiful boat look like a new PDQ.

1. We took the boat to Florida last July, hauled it at Cracker Boy Marina, scraped and sanded the bottom, and re-applied a blue SeaHawk TBTF paint which though unavailable in the USA is still legal in Bahamas. It lasts from three to four years and keeps the bottom spotlessly clean when properly applied.

2. We then stripped all the existing graphics and ordered new 1998



style deluxe graphics from Trim-Line in Whitby and applied them in the new PDQ blue and gold colors. We washed and polished the hulls and added a protector over the wax.

3. We discarded the CQR as we also needed new chain, the CQR had started to rust (yes--RUST!). Our charterers' anchor in relatively shallow waters, a significant benefit of sailing in the Bahamas. We have found from four years experience with this, the Delta Fast Set anchors are far superior in our part of the world. We added 50 feet of new 5/16" BBB chain and 150 feet of good nylon rode. As a second anchor we kept the huge Danforth and its similar running gear.

4. Next, we replaced all six of the Perko Flush Lock and Flush Latches, which as we all know, tend to fill with salt so quickly. Some owners I know do wash them regularly and spray them with lubricant, but ours were already gone when we first got the boat into charter with us. We only replaced one of the latches with a lock on the port aft propane locker, as we don't really have a problem with theft around this part of

the Bahamas, and it is easier to service the other non-lockable style.

5. When in Toronto in September for a short holiday, we ordered new sails, cover and UV stripes for the boat. Joe Fernandes suggested we shorten the foot slightly on the genoa, and it was an excellent decision as the boat is much more close-winded, and as the boat is so light anyway, seemingly a lot faster even than before. As we are still the current club champions here in Abaco, (mother-tub racing by the way - no spinnakers allowed) we are able to walk past J 80's, J 32's and even a new 105 whenever the breeze exceeds 15 knots. The new sails are doing wonders though.

6. We finally were able to replace the old Nova Kool fridge with a new Adler-Barbour Cold Machine. We thought about the Super-Cold but felt it was not that necessary for the extra cost, even though we are in the tropics. We have added an additional one inch of high density rigid insulation foam in the interior of the fridge itself. It now works very well and will make ice within two hours of being turned on.

7. The highlight though, was being able to work with Joe to redesign the old net to accept the new style trampolines. I am enclosing detailed photos for your interest. To do this, measure all the critical distances, including where the pad eyes are around the



## PDQ Owners Association (POA)

circumference of the L - shaped stainless rim covers on the fibreglass edges. We chose to have the net split in the middle because as you will see, the boat has a centre pull anchor, which although it doesn't preclude having to bridle it, is a very expedient way of anchoring. The anchor can be washed off very simply. Everything is double-laced in a blue and white 1/8" line. The ends are burnt, and whipped where the ends are tied together under the nets. The bars are s/s 1/2" 60" each, and the ends should be tied together in the corners with Monel wiring (drill little 1/16" holes) so they don't walk around like some of the older designs do.

8. To top everything off, we are having a new soft top Bimini in the matching blue installed when it arrives. New dark blue and gold upholstery is also in the offing.

After we finished making the boat over and it looks so good, I put it up for sale and within two months found a buyer. Mr. Ed Lunsford, a retired commercial pilot, has now purchased the boat and has graciously agreed to retain her in charter with Sail Abaco. I will provide details for an owners list update later. The really good news is that Margaret and I have just given



PDQ our deposit to buy a brand new PDQ 36 Classic of our own. We are planning on taking delivery of her in late July or early August right after the other new 36 we sold to the Martins is completed and we plan to use her as the Sail Abaco Show Boat at the 1999 Annapolis Sailboat Show.

At our marina here in Hope Town is the Yamaha Distributors for the whole of the Bahamas. We are fortunate to have three factory-trained mechanics with us and I can say that I believe they know more about 9.9's than anyone I've ever found anywhere in North America! If you have insurmountable problems with your engines, call, fax or email us, I'm sure we can help.

Finally, I see from previous newsletters that owners are asking questions about customizing, neat tricks etc., to make your boat better. As you know, I have had the pleasure of delivering quite a few PDQ's in the past, have worked with eleven different 32's and 36's in charter in the nearly five years since I have been associated with PDQ. This has given us ideas and solutions which some owners may find useful. Information above may give our readers some insight as to how they might do customizing. If I can help in any way, please let me know. Sail Abaco is of course available on our new free-call direct telephone number, 1-888-430-5314, by phone or Fax in Hope Town, 242-366-0172, and of course by email [charters@sailabaco.com](mailto:charters@sailabaco.com) Incidentally, our 85 page website, [www.sailabaco.com](http://www.sailabaco.com) generates an extraordinary amount of business and has been praised by many as a great informational tool.

*Mike Houghton*

EASY STREET

## KEEPING IN TOUCH

New e-mail address:  
Robert and Kathy Hurliman  
[krhurliman@home.com](mailto:krhurliman@home.com)  
ANTHEM

Address update:  
Donald and Marcia Martin  
P.O. Box 3186  
Ft. Pierce, FL 34948-3186  
No Phone.  
E-Mail: [damolp@juno.com](mailto:damolp@juno.com)  
LEO'S PISCES

New Address:

## PDQ Owners Association (POA)

Gordon Troise  
735 Bellemeade Ave #11  
Atlanta GA 30318  
Phone/Fax: 404 351-4534  
e-mail: [GTROISE@aol.com](mailto:GTROISE@aol.com)  
*AuNATURAL*

Cruising in the Bahamas are:  
Bill and Carolyn Bartholet  
[wbartholet@coastalnet.com](mailto:wbartholet@coastalnet.com)  
*SOMEDAY SOON*

From: Frank and Nancy Proctor  
November 28, 1998

We're off. Hope to leave for the Bahamas this coming week. Tomorrow we will move the boat to a place called No Name Harbor at the south end of Key Biscayne south of Miami. Then on Monday or Tuesday if the weather is

OK we will head out to Bimini, Bahamas. We hope to arrive in Nassau by Wednesday or Thursday. We will spend only one or two days there and then on to the Exumas and George Town. We should be there by the 15 of December. Replying to email will be much slower in the Bahamas. If you wish to send us email that we will get nearly right away send it to [exumamarket@mail.batelnet.bs](mailto:exumamarket@mail.batelnet.bs) Make sure you address it to S/V Footloose. Also they have a fax number for the Exuma Market which is 1-(242) 362-2645.

Address to send mail to us while we are in George Town is:

S/V Footloose  
Exuma Market  
Queen's Highway  
P.O. Box EX-29031  
George Town, Bahamas

Phone Number for Exuma Market is  
(242) 336-2033

*Frank Proctor*  
FOOTLOOSE

## FOR SALE

Unfortunately, I must pass on our decision to end the cruising life style we have enjoyed for the past three plus years. We spent eight months of 1998

in Florida and the Bahamas. We "did" the West Coast of Florida and the Keys, then on to the Bahamas where we did The Exumas and The Abacos and points in between. The last six months included my son and daughter-in-law and their twin daughters (aged 9). Then *Thom Cat* sailed us back home to Lake Ontario, landing in Outer Harbour Marina in Toronto at 2:00 AM on June 22, 1998.

*Thom Cat* has been for sale since September without offer. The boat is in excellent condition with the help of two months labor repairing this and that. New canvas, new upholstery and new Yamahas last December. She's fully equipped - water maker, 3000 KW Onan, Wind generator, 12V fridge & freezer, VHF, stereo, cabin heater, and phone. PDQ# 36028 Classic, launched April 1993. Listed at US \$159,000. I'd be happy to bring her south for delivery if required.

*Dennis Thomson*

THOM CAT

54394 Woodsworth Rd  
Toronto, On M2L 2T9  
(416) 449-7935

## QUESTIONS & INFO EXCHANGE

## REFERENCE LIST OF MARINAS

At the Owner's Meeting last fall we were asked for suggestions of items of interest to owners. It occurred to me that it might be useful to gather up experiences of the owner's with different marinas, particularly those doing service work on PDQ's. I was surprised that in the Annapolis area there are not many marinas that can haul the 36 due to the beam. For example, Hartge's in Galesville, who I have a high opinion of and who do work on very large boats, do not have a wide enough travel lift, although they did offer their marine railway.

Such a list would be helpful to those cruising who are in need of repairs. I'd be glad to help get such a

list up and running. It seems like we could publish it by state and then city and marina name.

*Ken Jenkins*  
 BULLWINKLE  
 (831) 458-0476  
[KJENK2@aol.com](mailto:KJENK2@aol.com)

**Editor's Note:** How about it members? Send Ken your contributions and we will put the list in a future newsletter. I know one in Marco Island, FL. The only lift in the Marco area that will fit a PDQ-36 is at **Goodland Bay Marina.**

**ELECTRIC ANCHOR WINDLASS**

Does anyone know what the best way of getting information regarding installing an electric anchor windlass? Also on wire routing, units that other owners have used etc. I would like to add one to my PDQ32. Or is that information possible from the factory?

*Bob Moline*  
 DAUNTLESS  
 617) 843-6597  
[rram1@ix.netcom.com](mailto:rram1@ix.netcom.com)

**SELLING VIA THE INTERNET**

When selling my PDQ 36 I found a great way to get on the internet with my own website showcasing my boat. The cost is only \$50.00 for two months, or \$100.00 for a year, including production costs. It provides four pictures plus text. Now I can refer people interested in the boat to "my" website. Just thought I'd pass this on to all PDQ owners to file for future reference if they should need it. Contact me if you need more information.

*Gordon Troise*  
 AuNATUREL  
 (404) 351-4534  
[gtroise@aol.com](mailto:gtroise@aol.com)

**PDQ Owners Association (POA)**

**PDQ DELIVERY**

As of February, 1999 I am retired for the second time and Dottie and I will be residing in Marco Island, Florida. I retired the first time as a Commander (Aviator) in the US Navy. I have owned my PDQ 36 since 1992, and have over 30 years experience navigating, flying, and sailing in many parts of the world. Now that I have the time, I would be interested in delivering PDQ's. Give me a call if your interested.

*Lee Henderson*  
 BRIGADOON II, and your editor  
 (941) 389-5515  
[LeeHHenderson@msn.com](mailto:LeeHHenderson@msn.com)

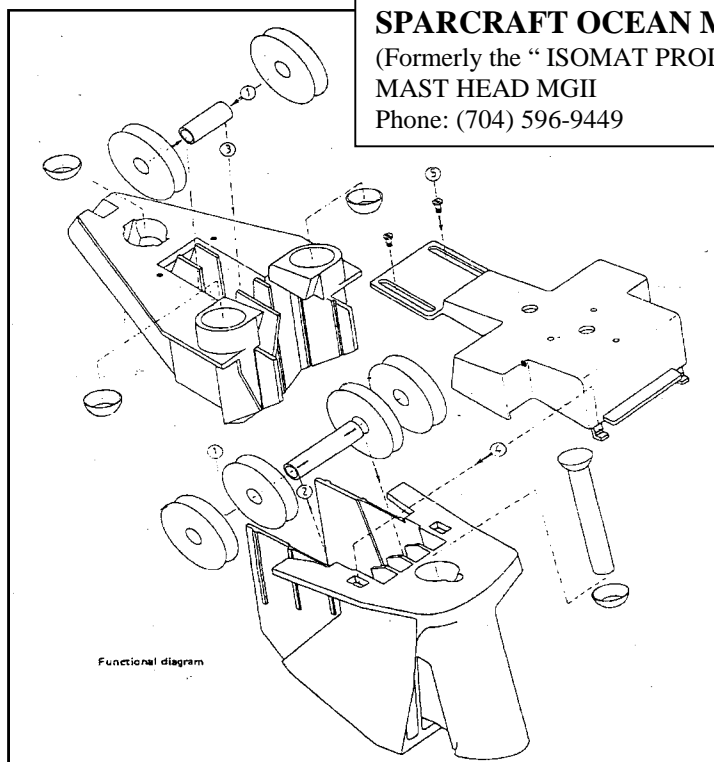
**MAST HEAD INFO**

YOUR MAST HEAD – Shown here is a diagram of most PDQ masthead mechanisms. Only the early boats, Hull's earlier than 36012 with the C&C Mast, are different than this. Notice the outer forward rollers are for your spinnaker. There is a bracket (not shown here) available from the manufacture for a forward spinnaker halyard pulley. It is included from the

factory on some PDQ's. Contact SPARCRAFT at (704) 596-9449 if you need this bracket.

**A few notes from the editor:**

- 1) Keep the newsletter material flowing . We need all the articles and pictures you can send to make it the best . how about your cruise this winter???
- 2) Thanks to all that contributed to this newsletter.
- 3) The next newsletter will be produced in Marco Island, Florida. Dottie and I move in our new house there the first week in March. You are all welcome. We have plenty of extra dock space. (Address: 686 Thrush Court, Phone: (941) 389-5515.)
- 4) The full owners list is published with every other newsletter . It is recommended you keep a current copy on file. In addition, PDQ Yachts has asked that it not be distributed to non owners. Thanks for your help.



**SPARCRAFT OCEAN MAST**  
 (Formerly the "ISOMAT PRODUCT LINE")  
 MAST HEAD MGII  
 Phone: (704) 596-9449

Functional diagram