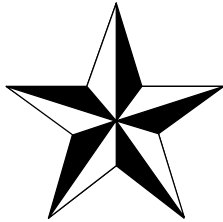


# PDQ Owners Association (POA)

NEWSLETTER

Winter 2001



## COMMODORE'S CORNER

### THE COMMODORE

We have now reached Staniel Cay. Weather has significantly improved - we still have about 2 fronts through each week, but winds are 20 knots rather than 35. There was a cold spell with temps in the 50's and 60's, but it is warming up again now. We have been doing a lot of snorkeling and even found one great spot to dive, about 50 ft deep. We've seen numerous sharks and rays and a couple of turtles. This is what we came here for! Best wishes to all. Ruth & Colin.

### THE VICE COMMODORE

As you can see, Colin and Ruth are enjoying their dream. Bonnie and I can only sit here in Baltimore and count the days until July 2004; and take care of the POA in Colin's absence.

We continue to marvel at the technology that becomes available and we have an opportunity to put some of it to good use. You can now pay your POA dues via the Internet using your Credit Card. Log-on to a service called "PayPal" at [www.Paypal.com](http://www.Paypal.com) and send your POA payment to me using your credit card. They will want an E-mail address and it is very important that you use [Rford@sha.state.md.us](mailto:Rford@sha.state.md.us) . Please be sure to



PDQ Owners at the 2<sup>nd</sup> Annual POA New Years Party in Marco Island, Florida. Front row, from left, are: Rick Gorden, Sharon White, Mike Martin, Dottie Henderson and Harriet Eisen. Seated are Don Fitzgerald, Amy Lockley, Michele O'Neill, Carolyn and Bill Bartholet. Back Row are Chet White, Al Short, Don Wilson, Joe Lockley, and Lee Henderson. PDQ owners represented but not shown are: Diane Fitzgerald, Jill Wilson, Rich Tanner, and John and Mary Knight.

give me your name, boat name, and Hull # in the remarks area. Feel free to add your complete mailing info to be certain we have it up to date. The POA year runs from October 1<sup>st</sup> through September 30<sup>th</sup> and the dues remain a modest \$10.00 per year. The dues primarily cover the printing and mailing of this Newsletter. If you aren't sure whether you are current, E-mail me at [Rford@sha.state.md.us](mailto:Rford@sha.state.md.us). Checks are still accepted and can be made out to the "POA" and sent to:

Roger Ford  
500 Harborview Drive  
Baltimore, Maryland 21230

Welcome Aboard - We want to welcome several new members:

Diane and Don Fitzgerald of Paw Paw, Michigan are cruising South and were able to make Lee's New Years Eve bash - nice timing!!! They are aboard PDQ 36084 - *Fitzcat*. Also, Bill & Donna Cook from St. James City, Florida are on 36085 - *Whiskers*; Don Krizan from Minneapolis, Minnesota is on 36086 - *Cat's Meow*; and Ron & Susan McDaniel from Flemington, New Jersey are on 36090 - *Tanah Keta*. Also, we're happy to welcome a former member back to the Association - Harvey and Sue Griggs of

# PDQ Owners Association (POA)

Toronto are awaiting the launch of their new PDQ32 – *Mice Will Play*.

**State Of The Union** - PDQ is doing very well and the new facilities are almost complete. The offices have already been relocated and the balance of the building will be ready in the near future. To put this in perspective, the existing facility was 15,000-sq. ft., the new one is 43,000-sq. ft. - for a total of 58,000 sq. ft. Currently there are two 36's (36090 and 91) almost complete and two 32's (32047 and 48) at 90%.

There was a glowing article in the Jan./Feb/ issue of *Passagemaker* magazine that has prompted a great deal of interest in the M/V 32. Two are going on the assembly line as soon as possible and, due to the interest created by the *Passagemaker* article, PDQ scheduled a special demo event in Ft. Lauderdale in January.

Regarding the 42 *Antares*, there are currently five 42's on order. The "deck plug" that is used to create the 42 deck mold, is under construction, the hull molds are complete and they should be produced within a few weeks. The Miami Boat Show is **February 15-20, 2001** and PDQ will be showing the PDQ 36 *Capella* and the MV/32 *Passagemaker* along with a model of the 42 *Antares*.

In Whitby, the PDQ Winter Open House is scheduled for **March 24, 2001**. This normally coincided with the Toronto International Boat Show in January, but was rescheduled due to the move.

Roger Ford  
Vice Commodore

## POA NEW YEAR IN MARCO ISLAND

As the gang of ten PDQs welcomed 2001, it was blustery and cold outside, but warm in our hearts. What a marvelous time we had greeting old friends, and making new ones. And who was there? Probably the biggest collection of PDQs ever! Of course there was *Brigadoon II*, and the Hendersons welcomed everyone with open arms. *Distant Music* (Mike and Marya Martin) arrived next, followed by *Algoma* (John and Mary Knight). On December 30<sup>th</sup>, *Allez Cat* (Chet and Sharon White with crew, Rick Gordon) arrived, soon to be joined by *Perseverance* (Harriet and Richard Eisen), *Feral Cat* (Rich Tanner), *I Cool Cat* (Al Shortt and Michele O'Neill), *Next Exit*

(Don Wilson), *Fitzcat* (Don and Diane Fitzgerald, and *Attack Cat* (Joe and Amy Lockley). *Someday Soon* was represented by Bill and Carolyn Bartholet who drove to the party. Sharon White commented on the gathering of the boats, "I remember it this way...we ate, a boat came in. We ate, another boat came in. We drank, another

boat came in. And so on until ten 10 boats arrived. A GOOD party"

The first day's festivities started with Lotsa Lasagna, made by Dottie, who was assisted by lotsa willing hands, then eager mouths. Somehow, snacks and sweets kept appearing too. We started with nametags, but it didn't take long for strangers to become

At the Henderson's for the PQA New Years Party. 10 PDQ's and 12 past and present owners representing over 10% of all PDQ-36's made!



Don Wilson and Mike Martin sharing sea stories.

friends, and the room reverberated with talk of the ICW, anchorages, routes planned and taken, crossings, CDIs and the Bahamas. Lee even tried to chase people off by showing his Georgetown Regatta video, but to no avail. Finally, with some discussion about the next day's plans the group dwindled off to bed. Early New Year's Eve morning some folks gathered for the captains' meeting, where it was sadly decided to "raft up" at "Henderson Marina" rather than make the trip to Coconut Island. It was just too cold and windy. Were we really in Florida?

12-31 at 3pm, Algoma hosted the 2<sup>nd</sup> annual Tea Party, with dainty sandwiches, scones with jam and cream, cookies, rum cake, candy, nuts, sherry, and of course, lots of tea. Was there too much food? Yes! Did it get eaten? Well, mostly. The rest of the afternoon passed with naps, more guy talk, boat jobs, visiting back and forth, food fixing, and spruce ups, and finally the partying started. We ate many elegant appetizers, steak and potatoes, salad, and more yummy stuff. Some time between the eating, drinking and midnight, there was the Funny Hat Contest with lotsa winners. Next came the Conch

Blowing. In this contest, Joe Lockley was the hands down favorite – in all categories. And at last, the midnight traditional dropping of the New Year's lighted ball (2<sup>nd</sup> annual event), Lee's bagpipe music, champagne toasts, kisses and hugs. Weren't the hugs from Al and Michele the best? And of course we gathered in a circle to sing "Auld Lang Syne".

When asked for an opinion of the party, Lee Henderson exclaimed, "I think it was wonderful. I particularly liked the bagpipes. I'm Scottish, you know." Rich Tanner said, "I'm sorry I missed last year, and I won't miss next time." And Bill and Carolyn Bartholet added, "We wish we were here on our boat!"

This New Year's Party went on and on. Bill played his guitar and Carolyn sang, slowly enticing many of us to sing too. And slowly the crowd dwindled and once again Lee and Dottie had their house to themselves, if only for a short time.

New Year's Day started with a delicious brunch hosted by Allez Cat and Distant Music. Ham, eggs, muffins, fresh fruit, and coffee seemed to satisfy the crowd for a while.

The *pièce de résistance* came at noon, January 1, 2001 when all the boats paraded through Marco Island. Up and down the canals and bays, looking so spectacular many people came out of their homes to watch and wave. There was even a bagpiper on shore who played as we passed by. The weather had warmed up so we stopped and rafted off of Coconut Island beach for lunch and relaxation for an hour or so before heading back to the Hendersons. All of us really enjoyed strutting our stuff!

This fine First Day 2001 ended with Bill Bartholet doing his very special salmon dinner, and he sent everyone home to their boats happy and sated.

This 2<sup>nd</sup> Annual POA New Years Rendezvous even made a full page splash in the Marco Island EAGLE, the local newspaper. (Photos shown are by the EAGLE)

And then we were gone -- on to the Keys, Bahamas, new anchorages, new adventures, leaving behind new friendships, good memories, and the Hendersons. Our words here cannot adequately express our appreciation for Lee and Dottie's kindness and hospitality, and suffice it to say that none of this could have happened without them.

Mary Knight  
ALGOMA

## PDQ Owners Association (POA)

### THE RACE TO CUBA

It took three tries, but SMAY finally made it to Cuba. Given the change in ownership I was part of a three man crew, and tried mightily to keep the decks mopped and the lines shipshape. We sailed as part of a race organized by the Key West Sail Club, and were hosted by the Cuban Sailing Federation.

The Night Race - After the usual last minute frenzy preceding the race, we arrived at the start line an hour and a half early: plenty of time to remember everything we had forgotten. We drifted around on a flat calm sea in light air. Finally the flags flew and the various classes started. Together with our competition, a Newick racing trimaran, we crossed the line 10 minutes after the rest of the 24-boat fleet. The strong northeasterly winds of the preceding week had dropped to a northerly zephyr. We departed from the start line at the wreck buoy off Key West under double headsails. We reached the turn at Sand Key after dusk, and reset the sails for a port run. The wind slowly increased during the early evening and we gradually overhauled the earlier classes. I was steering about midnight when I heard a faint pop and asked for a flashlight sail check. Despite a report "that everything looks fine", the drifter collapsed from the masthead and fluttered over the side 5 minutes later. It turned out to be good timing since the wind promptly accelerated to 15-20 knots. As we entered the axis of the Gulf Stream, about 30 miles out, we sailed under a cloud line and it really began to blow: gusts to 24 knots apparent (30 or more true) with SMAY going downwind 8-10 knots. Still on a port run, with the big Gulf Stream seas rolling in on the starboard beam, we had to hand steer. All the masthead lights visible were being reeled in. We took turns of about two hours each, and each watch overtook another set of sailboat running lights. As dawn approached we eased out of the main current of the Gulf Stream and the wind dropped back to 15 knots apparent. With daylight we could just make out the Cuban shore, and learned that the boats we had been struggling to catch through the night had only a headsail up and were motoring! The large boat cruising class! Three miles from the coast our breeze dropped away and we spent the last miles tacking straight into a light land breeze. It took us an hour and a half to sail those last miles, making three knots of boat speed on one tack and four on the other, to the finish at the Varadero jetties. And who should be swinging at anchor waiting to greet us? The Newick trimaran. They had beaten us by three and half-hours and were now serving as the check-in boat. Arriving before dawn allowed them to sail straight to the jetty

with no land breeze and no tacking. I calculate SMAY averaged 5.8 knots for the 90-mile run.

Varadero - Cuban officialdom stood waiting for us on the pier. Each functionary had a briefcase full of rubber stamps, and was accompanied by two or more assistants. We had worked out a prior arrangement: the crew worked on the boat and only the captain talked with the officials. Two spaniel dogs sniffed out our limes, (which were confiscated) and played with the captain's dirty socks. Bill, the other crew member, and I hosed down the boat, put on sail covers, retied the dock lines, and by the time we had finished we were officially checked in. The clump of immigration, customs, and agriculture officials departed to inspect another arriving racer. The marina sent out a pretty girl with a Welcome to Cuba! round of rum and cokes. Lots of smiles everywhere. We were ready for showers and naps.

After recovering we went sight seeing in Varadero. My first revelation occurred outside in the marina parking lot. The marina threw a party for our benefit: local bands played and most of the town seemed to be taking advantage of the good times to dance and party. There were tents that sold beer, soft drinks, and snacks. The vendors accepted US dollars only, and the dollar bills were flying across the counter. Our whole time in Cuba I never saw a peso: cash drawers where loaded with US dollars.

My second surprise is how bland the food tastes. I can only assume the planned economy doesn't waste scarce resources on spices. The "Cuban" food in Key West is far tastier than any we sampled in Cuba itself.

The Cuban Sailing Association arranged a regatta between their local boats and the racing fleet. The course was triangular and arranged for maximum beach and media exposure. The lovely beach is lined with new high rise resort hotels, which seemed to be filled with Germans. Our nemesis, the Newick trimaran, looked great with a perfect spinnaker set. They later joked that its easy to set a spinnaker when working from a 27 foot beam. The local Cuban boat won the monohull division. Several of the more experienced Key West fleet completed the race by anchoring off the beach, then swimming in to the open-air bars.

Varadero To Marina Hemingway (Past Havana) - Round three of the planned race festivities consisted of the run to Marina Hemingway. Since we had read the guidebooks about the difficult entrance to

Marina Hemingway we didn't fool around. We got up early and motor sailed the 70 miles to ensure a pre-dusk arrival. We traveled past Cuba's oil refineries, which smelled like you can imagine. Many construction cranes highlighted the old city of Havana's skyline. It turns out the United Nations has declared Havana a world heritage site and provided grants to repair the forts and old buildings (since the US is the UN's largest taxpayer I'm sure you are happy with the use of your tax dollars). We spotted a blip on the radar where the GPS indicated the entrance buoy should be. As we got closer the radar target resolved itself into a huge crane barge. Initially we figured they were dredging the inlet, but when we got closer we discovered the crane had a 70 foot Canadian ketch in its slings: they had struck the reef. Harbor control gave us very explicit instructions on how to enter the channel. Once again the crew busied themselves about the boat while the captain greeted waves of officials. The race fleet arrived long after dark and were brought through the reef by the pilot boat.

Marina Hemingway predates the revolution. It consists of long canals with hotels on the isthmuses between waterways. Slip assignments are along portions of the seawall, that haven't collapsed. Power is wired by electricians directly to your boat (SMAY elected to live on her solar panels). The showers are in the old servants' changing rooms. When we arrived there was lots of hot water but no nozzles on the showers: just the pipes jutting out of the wall. American ingenuity soon surfaced: within a day, a clever sailor had taken a plastic drink bottle, punched holes in the perimeter of it's bottom, then duck taped the neck to the exposed pipe: a serviceable shower head! Most of the boats along the canals were foreign, but there were a few intrepid Americans voyaging to the forbidden island.

While in Marina Hemingway we took a trip to Pinas del Sol, the westernmost Cuban province. The countryside is obviously much poorer than the Havana tourist district. We drove through an inland ocean of sugar cane. The road was filled with people hitchhiking from town to town. There were very few cars and not that many trucks or buses. The tobacco fields were being tilled for the new year's crop. The tour included a trip to both cigar and rum factories. Our tour guide was born in the Ukraine and speaks 5 languages. His parents moved to Cuba when he was four and stayed on. His dad was a Russian military officer sent to train the Cuban army. Our guide had been back to the Ukraine to obtain a law degree, now had a Cuban wife and new baby girl, and made a very good living as a guide.

## PDQ Owners Association (POA)

. As we rode along the virtually new four-lane highway in a new and comfortable Mitsubishi bus, the excursion left me with what has become my indelible mental image of Cuba. (Castro may rant and complain about the US embargo, but it is clear when seeing all the Japanese TVs, new Korean cars, Canadian Hotels, Volvo buses, and the large supermarkets full of New Zealand foodstuffs, that the rest of the world is delighted by the market opportunity) Riding along and looking out the window at the groups of bicycles parked along the shoulder, we saw the work crew owners stooped over cutting the roadside grass with their machetes. We passed a group of 20 or so teenagers, who were swinging machetes flashing in the sunlight: college students who spend 45 days a year in the fields. Our tour guide had done it and didn't think anything remarkable about it. It seemed like everyone we talked to in Havana had a relative in Miami: a brother, two sisters and so on. We were there during the US election and spent the evening on the boat trying to tune in the BBC on HF radio. Finally we went to a reception at the Cuban Yacht Club where the bartender noticed us trying to interpret the local television news. To my total surprise he reached up and switched the TV to CNN! The election report proved to be just as confusing even in English. Old Havana is being repaired and rebuilt. Sailors from the prior race two years earlier remarked on the presence of new paint where there hadn't been any, and the now functional mufflers on the old American cars.

I slept badly our last night in Cuba. The hatch windows were wide open and puffs of horrible air would gust in and wake me up. We got up before dawn for the trip back to discover a foggy, smoky day: a terrible breezeless third world temperature inversion. The air didn't become breathable until we were 12 miles off shore. Before leaving we had to spend an hour and a half checking out: more teams of officials with briefcases full of stamps. The Cuban Coast Guard took the captain up into the boat and asked for a gratuity, since they had already signed our departure form he declined.

Welcome Home - The trip back was all motors into a very slight head wind, dodging the freighters when we reached the shipping lanes. The Coast Guard had a picket line of cutters on duty about 20 miles from the US coast. We were approached and could hear other cutters contacting the other race boats that were on a different course for Marathon. We got back to the marina about midnight, and spent another hour trying to contact US officialdom, finally getting the local Customs officer out of bed. Next morning we were visited by Immigration, then Agriculture, then

all the crews traipsed down to the Customs office in Key West and signed an "affidavit" stating that we hadn't brought anything back from Cuba, nor spent any money there. That's my story and I'm sticking to it.

Rick Gordon

## MAINTENANCE TIPS

### CLEVER ADJUSTMENTS

We have owned our 32' PDQ since summer, 1998. Since then we have made both big and little adjustments. We are on our way to the Bahamas so even more changes have been made since we will live aboard for the year of travel. Here are some of the more significant ones that we would like to share with you. I would hope that others would share their changes so that all of us can benefit.

The Cabinet - Neither Larry nor I used the nav area. We had PDQ make up the cabinet front and the company sent all the hardware needed. Larry installed it with two shelves inside. This has made this area much more useful. Check with PDQ for cost.

Watermaker - Larry cut the nav table off as we weren't using it anyway. He replaced the top edge as it is handy for catching small items. He found that the space where the table had been was the perfect size for the main unit of our new watermaker (which I understand will be needed in the Bahamas). He cut the hole and trimmed it with edging he purchased at the local marine store for minimal cost. (The watermaker was NOT of minimal cost!)

Bookcase - He then made a pattern of the walls on each side behind the cabin doors and used the nav table to cut ends for bookcases. The shelving was of lumber he had around the house. The one in the galley has become extra storage for "galley stuff".

Hook - We always seem to have coats around that need a place of their own. We installed extra hooks on the back side of the door and replaced the latch with longer necks so we wouldn't tear the latch from the trim. These were purchased from our local marine store for several dollars each. The doors are much more useful now and we don't have coats "handing around".

Shoebag - This was one of our first modifications to the boat. The see thru pockets of a shoebag are wonderful for holding all sorts of items one needs quickly or many times throughout the day. Ours is just

inside the main cabin door and holds sailing gloves, sun glasses, sun screen, etc. You get the picture.

**Laundry Shute** - This one was my idea. We had traveled several weeks at a time on the boat and even then, dirty laundry was always a problem. The thought of dirty laundry when you are living on the boat gave way to creative thinking. We found spring piano hinges at our local Home Depot for minimal cost. Larry cut the hole and attached the hinges plus 4 hooks



that just catch the corners of the laundry bag so it can hang under the bed. No more dirty laundry!

**Seat Back** - The platform in this picture was something Larry had added so he could scoot across and work the winches. He then realized that he needed a back for his seat. He used starboard and some hinges plus lots of experimentation to determine where the seat should be situated. He glued a small foam rectangle we had purchased from C Cushions of Texas for \$15. This gives the back a real comfortable feeling.



**Jib Traveler** - We needed a way to be able to control any part of the sails from the cockpit. Larry devised this nifty way of making the clew of the jib go where he wants depending on the wind. The line goes back to his seat where he can let the line out or pull it in and cleat it off on a little cleat he attached to the upright support for the hardtop.

If anyone has any questions about any of these changes, please feel free to contact us at our email address as we are traveling right now

Sharon and Larry Duhaime  
LEADFREE  
LEADFREE01@AOL.com

**RUDDER CORROSION**

The area where the rudder assembly is located is sometimes almost submerged when sailing, making it a wet area. I had problems last year with the starboard side quadrant with corrosion. The Julian Whitlock company who made the quadrant, said this type of corrosion will occur between stainless and aluminum components when they are exposed to water. I had to replace the quadrant because of galvanic corrosion. I recently inspected the rudder area on my PDQ 36. I noticed

a lot of aluminum oxide, (which is a white powdery substance) near the stainless bolts on the port side. Because of the problems that I had on the quadrant I decided to take the port assembly apart. Stainless steel bolts used on aluminum assemblies causes galvanic corrosion. I found that area of corrosion had nearly eaten all the aluminum around the boltholes. I had to take the aluminum assemblies to a welding shop for repairs. Upon completion of repairs I used an aluminum etch kit from West System to prepare the assembly. Then I primed it with an epoxy primer and painted it with a two part polyurethane paint. I applied a coat of Tef-Gel, a corrosion eliminator, to all areas where

aluminum and stainless come together. Hopefully this will take care of the corrosion problem for a while. One other thing, if you decide to take your aluminum steering system apart there is a pin in the back of the assembly that lines up the rudders. It too is made of stainless and was a bugger to get out. Also don't forget to tie off the rudder because once you remove the aluminum assembly there is nothing to prevent the rudder from falling out.

Mike Proctor  
FOOTLOOSE  
email [wch8487@sailmail.com](mailto:wch8487@sailmail.com)

**LOWER UNIT CORROSION**

A few months after delivery of our new PDQ 36, I noticed signs of corrosion on the lower units of the Yamahas -- "orange peel" blistering of the paint. My initial thought (stray currents in the marina) was wrong; by the time we'd arrived in the Bahamas, the problem was getting noticeably worse. By April, the corrosion had eaten through the nose of the port engine's lower unit, making it inoperative, and was working on the starboard one. When we returned to the States, we pulled the boat; I spent a couple of days chasing electrons with a high-quality digital VOM and talking to the folks at PDQ. The only candidate was a galvanic couple between the engines and the Dynaplates.

We'd had a large Dynaplate installed at the factory as a ground plane, along with a SSB (Icom), matching antenna tuner, and an isolated-backstay antenna. The combination works quite well. However, all electrical systems on the boat share a common grounding system; that means the large Dynaplate (effectively, 40 sq. ft of copper), the small Dynaplate (the standard ground), and the engines (aluminum) are electrically coupled and immersed in an electrolyte (seawater). Check the galvanic series -- the aluminum didn't stand a chance!

The Fix: I installed a standard SPST battery-selector switch in the line between the antenna tuner and the large Dynaplate. Voila! Problem solved! I keep the ground-plane Dynaplate isolated except when I need to transmit on the SSB. The boat has been back in the water for 4 months with no corrosion problems on the shiny new lower units. (For whatever reason, the small Dynaplate doesn't seem to bother the engines, implying that there may be more to the story, but since the problem is gone, I don't care much.)

Mike Martin  
DISTANT MUSIC

# 6

## INFORMATION EXCHANGE

### COLD PLATE CORROSION

I am on my 3rd refrigerator on my PDQ 32. The salt water keeps eroding away the cold plates by corrosion. Does anyone have any good ideas on how to repair this once and for all with a permanent fix? I would really appreciate it if you have any good ideas.

Dennis Gill  
*SCHEGAR*

Response #1 - I have PDQ 32, hull #1 and the original refrigerator still works fine. I have owned the boat for the last 3 years and it was in Florida until 1997 and has been in New England since. The one thing I think Jan Garry (original owner) added that might have helped the situation, was a solar fan in the forward hull compartment that the refrigerator vents into. I do not know how much it helps but it does help.

Ron Crump  
*ADVENTURE*

Response #2 - Actually, the solar fan was factory installed. We had similar problems starting on *EOS* (hull #6) and I did two things that seemed to correct the problem. (Later a third, as I found out that the hatches leaked - they were installed without allowing for the deck camber). First: I placed a short length of chain in the "drain board" over the gas escape outlet in the out board hull to baffle water coming in while allowing any propane to exit. Second: I installed a length of dryer hose over the inboard vent with a drip loop (small hole punched in the dependant portion of the hose), leading to an inline fan, thence to the drain board under the inlet vent of the fridge. This served to keep seawater out of the area and allowed a positive cooling effect on the fridge, which significantly increased efficiency.

Donovan Vezin  
*EOS*

Response #3 - I had our PDQ-32 hull #9 almost 4 years before it was wrecked, and managed to keep the refrigerator going. I did tap out the rust over the burner every few months. I think the main problem was poor ventilation. When I rebuilt the boat after it was totaled in a hurricane (see article in this newsletter), I enlarged the vent, and pulled air in through the forward port locker past the refrigerator with a large fan. This both reduces corrosion and removes heat.

# PDQ Owners Association (POA)

David Gloeckner  
*TOP CAT*

### THREE QUESTIONS

I have three questions for fellow PDQ 32 owners:

1. The water heater: Mine works great once lit, but what a chore turning it on! I must remove the outer casing, and hold a flame right on that little nipple, whatever it is, while clicking the igniter about a hundred times before the thing turns red, and holds a flame. I have this exact same problem whether or not the propane tank is completely full (line pressure is apparently not the issue). I have also found that turning on the propane stove first helps for some reason. But all this seems an extremely time consuming and somewhat hazardous to light the darned thing. Any ideas, anybody?

2. The speed meter that sticks out as a through-hull fitting at the bottom of the forward starboard locker: Mine is constantly barnacled over because I hate crawling into that small space through that very small hatch and trading it out with the plug after each use. The net result is that I just ignore the "speed" on the tridata reporter and rely on my "SOG" reading on my Raytheon Radar. But I would rather the thing work, so here is the question: Does anyone have any clever ideas for getting in and out of that darned locker, or perhaps a clever way to trade out the units without climbing in (my only solution is to order my teenagers to do it, but that only works when they are aboard!)

3. A-Symmetrical Spinnaker: I have a strong suspicion that I am not rigging mine properly. Currently I jerry-rig the tack to the sturdy center bow stay, and run the clew to block and tackle at the port or starboard bow, depending on wind, with the sheets then running outside the lifelines to the rear-most winch on each side. Usually the whole thing is a miserable failure in the light air off San Diego. Any ideas? Does anybody have a diagram perhaps?

Thanks for whatever input you can share.

Keith DeGreen  
*LAURA LYNN*

Response #1 - All the items you note were just options on the earlier 32s. We had all three on our original Top Cat. We left off the water heater when we rebuilt since we didn't use it that much. (We comment on all PDQ32 components in some detail in our book (see David's article). Our water heater had an electric ignition system that worked well. We

had an Autohelm speed sensor that we updated to the latest Raytheon system. The paddle wheel sensor has not changed. It does tend to get some bottom growth just as does the rest of the boat's bottom. But it is easily extracted and cleaned in our boat that does not have the newer top loading refrigerator unit. Does that make it hard to get to? I like our asymmetric spinnaker, but it does sometimes collapse in light air. Its operation is covered in many books on sailing.

David Gloeckner  
*TOP CAT*

Response #2 - You need to bridle the tack of your asymmetric spinnaker between the two bows. Check the article I wrote on rigging the spinnaker on my PDQ-36 in the POA Newsletter - Summer 2000 issue. It works great and this arrangement should be transferable to the PDQ-32.

Lee Henderson  
*BRIGADOON II*

### MY PDQ-32 - WRECKED AND RESTORED

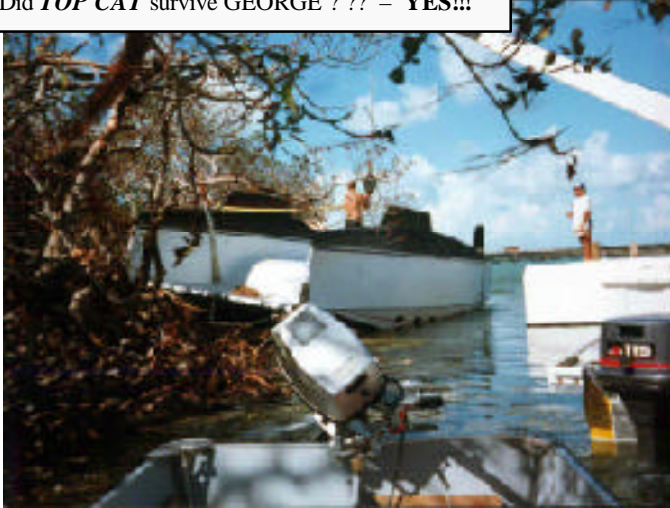
Hurricane Georges moved steadily toward us, but other hurricanes had threatened the Florida Keys and then veered off, missing us entirely and I wasn't particularly worried about Georges. When evacuation was ordered, I had made no storm preparations for the boat. I drove my PDQ-32 Classic *Top Cat* out to sea and anchored it in what I thought was a protected area, among a cluster of islands, using 500 feet of rode, four anchors, and eleven concrete blocks. I felt fairly confident as I headed home in the dinghy. My wife, son, and I closed up the house and drove to the Florida mainland.

News reports offered a grim picture as Georges roared through on September 25, 1998. Our small area of the Keys had been hard-hit, with 110-mile-per-hour winds and an eight-foot storm surge. When we returned home three days later, the house had sustained some damage, but it was habitable. The boat, when I went out to look for it that first day back, was---gone. I kept looking until dark, and came back the next day to resume my search. I finally found it, miles from my storm anchorage, on shore, upside down, its hull broken and punctured, its superstructure squashed. The two shells of the hull had split apart at the rub rail. There were holes big enough to climb through. I used one to enter the boat and found the interior a stew of soggy seat cushions and bedding and cabinets that had been wrenched loose during the

storm. I could tell from the grimy waterline that the tide regularly rose and fell in my boat.

Reconstructing events from what I found at the wreck site, I think the chain rode connecting the concrete blocks had sawed through them one after another, allowing the boat to drag anchor and move off across the water. Eventually, a wave lifted one hull, the wind caught it underneath, and it turned over. It continued to travel, dragging its broken mast and other standing rigging, until it

Did *TOP CAT* survive GEORGE ??? – YES!!!



reached land.

The first order of business was salvage. I looked for somebody to flip the boat upright and tow it away, an operation that would require a large sea going crane. The first bid was \$10,000, well over the \$2-3,000 the insurance adjuster thought it should cost, so I kept looking. I accepted a bid from our local towing service. They would do the job for \$5,000 and would charge nothing for failure. The salvage operation was fast and scary. The salvage crew used the foam product Great Stuff, plywood boards, and screws to patch the holes below and near the waterline. They attached the landward hull to the crane and pulled the boat up on one hull. One more tug and over it went, upright again. They pumped out the water and towed the boat away while I hurried to pile on large pieces of wreckage -- the hardtop and some of the back railing.

At the boatyard, with *Top Cat* propped on jacks, I inspected the wreck. The top and bottom shells had separated all along the outside of the port hull; also on that side, the ports had popped off and a large portion of the hull had broken out and hung loose. The fiberglass hardtop was punctured and broken. Two top hatches, the Plexiglas door, and the three deadlights on the port side were shattered. The bulkhead between the cockpit and the interior was broken out along the tabs. Holes, big and small, dappled the hull. The boat's storage cabinets had been wrenched

out and were scratched and battered. The headliner, cushions, and mattresses were soaked and stained. The fans, lights, oven, microwave, water pump, pressure tank, shower pump, and refrigerator were ruined and rusted and beyond repair. The electrical wiring had shorted out. All the electronics had been destroyed. The boat's two Yamaha outboards were worthless, full of mud and seawater. A davit and both rudder shafts were bent. Though I had rescued the boom and some small blocks, the mast was back at the wreck site, bent double under the water.

Over the next few weeks, I brought home all the portable pieces of the wreck, making a pile of debris on the back porch that became central to the success of the boat's eventual repair. I rinsed the foam rubber pieces from the mattresses and cushions until the water ran clear. I cleaned, dried, and stored the cabinets and other pieces of woodwork and the thin

plywood backings of the headliners.

Months passed before the insurance company settled. They called the boat a total loss and made me a gift of the wrecked hull. I looked for a replacement boat, but I could find nothing I liked as much as *Top Cat* at a price I could cover with the insurance settlement. My options for repair were limited. Few shops in the Keys can take on such a big repair job. I considered sending the boat to Whitby, but I gave that up when I found it would cost \$148,000 for the repair and at least \$8,000 for transportation. A local boat builder offered a repair estimate of \$60,000 – this for the basic structural fiberglass repair only.

My family urged me to repair the boat myself. I agreed to try. It seemed an ambitious project at the time; I had some do-it-yourself experience as a homeowner, but no experience at all with fiberglass repairs. I began by consulting PDQ, talking to local fiberglass experts, and reading repair books. I watched a how-to video repeatedly until I understood the basics of fiberglass repair. Rigged out in a respirator and coveralls, my garage work area enclosed with plastic sheeting, I made some trial runs at repairing the rudders and hardtop. I learned how to repair fiberglass.

In April 1999 I began work on the boat at the boatyard. Much of *Top Cat's* hull, I learned from PDQ's experts, is a fiberglass

sandwich. One layer of resin-coated fiberglass cloth on the outside and one on the inside, and a thin sheet of strong, foam-like material (equivalent to a product called "divinacell" available in the Keys) as the filling in most places. In some places, the filling is plywood; in others, there is no filling, but more layers of fiberglass cloth. I had to replicate the hull's construction exactly for each repair from epoxy resin and fiberglass cloth and fillers. If a patch was too thick or too thin, the hull wouldn't flex properly under pressure, and the repaired section might crack apart.

Often I didn't know until a repair was underway how it would proceed or how long it would take. I shaped curving sections of the boat by hand from epoxy-soaked fiberglass. I replaced missing sections on the upper sections with a wood framework, fiberglassing the framework. I patched a long row of holes down one hull and up into the deck in a single marathon session, from one morning to the next with hardly a break. A month after I began, I had finished the big structural repairs that would make the boat seaworthy. I was ready to head home.

I painted the bottom, stuck the repaired rudders back into their sleeves, and attached the steering cables. I installed new Yamaha engines and a portable gas tank and had the boat put back in the water. Boatyard workers, aware of my amateur repair project, clustered at the dock to watch. "Does it leak?" they asked. I ducked down to investigate. No, it didn't leak. The repairs were rock-solid and bone-dry. Three hours later, I arrived home. To my family, I was a hero, but I saw the truth. Repairs had only just begun.

With the boat parked in the canal behind my house, I started installing the parts I had been purchasing right along, tracking down what was needed from PDQ, using the phonebook, sending faxes, and searching the Internet. Frequently I consulted the debris pile on the porch. Nearly everything I had brought home proved useful. In some cases (the salvaged ports fished from the water at the wreck site), I cleaned parts off and put them back into service. In others (the custom-made dinghy outboard motor holder, the bent davit, the stanchions and lifelines) I repaired parts or had them repaired, and reinstalled them. Often, a search of the debris pile provided the brand name, size, type, or model number needed.

After completing the exterior fiberglass repairs, I installed new hatches and a door fabricated at a Miami Plexiglas shop. With the **boat** closed up and protected from the weather, I tackled the interior, beginning with the electrical system. With the aid of a book on boat electrical systems as a guide, I rewired *Top Cat*, testing the wiring and replacing bad wiring as I came to it.

Repair had an unexpected benefit: I acquired the confidence needed to make changes I could only dream about before the wreck. I lengthened the hardtop so it would hold more solar panels, increasing the boat's energy-production capability. I built a fiberglass wall in each of the motor wells so I could put two batteries in each, as I had seen in newer versions of the boat at the Miami Boat Show. I improved the boat's ventilation, adding three new exhaust fans. I replaced the old armless, backless seat at the helm with a comfortable, swiveling captain's chair. I put one large, bright light over the galley to improve the lighting there. I added a fan in the head.

One big change in the boat was a taller mast. I discovered early in the repair that PDQ had decided the 32 could carry more sail, and was putting a taller mast on new models. I ordered a new mast, boom, and support cables, delivered to my house by truck. I hired a rigger and a crane service to help erect the mast. It was another scary procedure, but a success. *Top Cat* was a sailboat again.

Repairs were finally complete. Of the \$112,500 insurance settlement, more than \$60,000 remained unspent. I had "earned" the money by doing most of the repair work myself. A marine surveyor inspected *Top Cat* for insurance purposes and valued it at more than \$105,000 with a replacement cost of \$148,000. It took more than a year, all told, to get the insurance payoff and complete repairs. But (except for cosmetics), *Top Cat* is every bit the boat it was before the storm, and in some ways it is even better. And I have a lot of spare parts. During a two-month cruise through the Bahamas in May and June 2000, a bracket on the autopilot wheel broke in rough seas on the Great Bahamas Bank. I pulled the old wheel, salvaged from the wreck, out of storage, replaced the bracket, and we were back in business.

The story of *Top Cat's* wreck and repair is chronicled in *Wreck and Resurrection: How I Made \$60,000 Repairing My Sailboat*. Paperback, 192 pages. Available at your favorite bookstore, the Internet bookstores (amazon.com and barnesandnoble.com), or Pathway Book Service at 1-800-345-6665.

David Gloeckner  
*TOP CAT*

## PDQ OWNERS GEAR SURVEY

The SSCA just released their latest gear survey. While this is helpful, many times a catamaran requires different equipment and

## PDQ Owners Association (POA)

different methods. I would like to use the Bulletin Board and the POA Newsletter to highlight a piece of equipment, survey the owners, and report the results. The first two items I would like to survey are anchors and watermakers. If you would take a few minutes to answer the following questions, and e-mail your response to me at [Rford@sha.state.md.us](mailto:Rford@sha.state.md.us), I'll compile the results for the next Newsletter and post it to the Bulletin Board. Thanks in advance.

### ANCHORS

1. Do you own a PDQ 32 or PDQ 36?
2. What do you consider your primary cruising region? (e.g.; Bahamas, Florida, Chesapeake Bay, etc.)
3. What type and size is your primary anchor?
4. What length, and what size, chain and rode is on your primary anchor?
5. Comments on its effectiveness?
6. What type and size is your secondary anchor?
7. What length, and what size, chain and rode is on your secondary anchor?
8. Comments on its effectiveness?
9. Anchoring comments, other comments, pertinent information or recommendations?

### WATERMAKERS

1. Do you own a PDQ 32 or PDQ 36?
2. What do you consider your primary cruising region? (e.g., Bahamas, Florida, Chesapeake Bay, etc.)
3. Do you have a watermaker on your boat?
4. If so, what make and model?
5. If so, is power drain / usage an issue? Explain?
6. If so, would you recommend this make/model to a friend?
7. If you don't have a watermaker, comment on how you handle getting water.
8. Watermaker comments, pertinent information or recommendations?

Any other comments or items you would like to have surveyed.

Roger Ford  
*KOKOMO*  
[Rford@sha.state.md.us](mailto:Rford@sha.state.md.us)

## POA FAMILY PHOTO ALBUM

As Bonnie and I sorted through the many photo's taken at the POA dinner, it occurred to us that it is often very hard to place a name with a face; especially after a few too many

glasses of beer or wine (thank goodness for auto-focus cameras).

As said at the POA dinner, "PDQ owners are a family" - so we should have a family album! We've started that photo album on the PDQ Web site under the Owners area - check it out!

If you please send me electronic files of your picture(s), I'll see that they are added to our album. The E-mail should identify who is in the photo, give the name and hull #number of the boat, and your home port or current location. I know that photos of the entire crew are often not available, so separate photos of co-owners are welcome. We're trying to see your faces, so let's avoid the scenic photos for now.

Roger Ford  
*KOKOMO*  
[Rford@sha.state.md.us](mailto:Rford@sha.state.md.us)

## PDQ APPAREL

At the PDQ dinner, you may have noticed the dapper Dan Hoffman with his shirt bearing the PDQ Logo and the name of his boat. I asked Dan about the shirt and was surprised to find that it had been done right there in Annapolis.

I contacted the vendor, Atlantic Threadworks, at 1-800-611-7486 and spoke to Steve McClay. Steve was most helpful and sent me a copy of the two logos that they had set up. The first logo simply has PDQ Yachts USA with a profile of a PDQ. The second logo is the same but adds "Racing Team" underneath. Although Steve provided a few pages of clothing selections, I didn't see the denim shirt I was looking for so, another call and Steve sent me their full catalog that contains clothing from Outer Banks, Jerzees, Lee, Hanes, Columbia and much more.

Here's the deal. The cost of the garments, which begin at about \$18.00 for a knit golf shirt, includes the PDQ logo. If you want to add your boat name, there is a one-time charge of \$25.00 for the set up. For an example, after paying the set up fee for the boat name, the final cost of a man's "Lee" long sleeve denim shirt was \$32.95. An "Outer Banks" ladies cotton golf shirt was \$17.95.

Steve was very patient and faxed me some of the catalog pages and prices. A 50% deposit is required to order the garments and the balance is due upon completion. These were Christmas presents and Steve ended up driving to Baltimore and delivering the package in person on the 22<sup>nd</sup> of December.

Atlantic Threadworks has a web site at [www.atlanticthreadworks.com](http://www.atlanticthreadworks.com) and they can be contacted via E-mail at

[info@atlantichthreadworks.com](mailto:info@atlantichthreadworks.com). The store is located at 2014 Industrial Drive in Annapolis.

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## GALLEY SUGGESTION

Frustrated with trying to bake in the propane oven? No thermostat, so you have to sit on the step and stare at the thermometer, trying to manually maintain a more-or-less constant temperature while the muffins/bread/brownies are baking? On *Distant Music*, Mike got to sit on the step and Marya got frustrated with the uneven temperatures. But NO MORE!

Try a "PIZZA STONE." Mike measured the oven & found a pizza stone (they're all round so far as we know) that pretty well fit the width. Marya found a local floor-tile contractor that would cut the stone to fit the stove's depth. (Be sure to measure the rack's depth, not the oven's depth; you want the stone to sit flat.) The result is roughly rectangular, but with rounded ends. Marya places the pizza stone on the rack in a cold oven, then preheats to the desired temperature. She puts the muffins/bread/brownies in and bakes as usual. The temperature is much more even and consistent, and requires a lot less fiddling with

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oven controls to keep it that way. Viola! Problem solved. Now the problem comes down to how much baked goods Mike can afford to eat and still get through the companionway.

Mike & Marya Martin  
*DISTANT MUSIC*

## SOMEDAY SOON ENDS VOYAGE

The Bartholets are living on land again for the first time in two years. It will take some getting used to. *Someday Soon* is presently taking a well deserved rest at its slip on Whittaker Creek; we visit her daily - for our sake as much as hers. And we will be unpacking for a long time. The boat and crew will definitely need serious overhauls before we head off again next year. We have our old phone number back (252) 249-0331 and also can access E-mail and our P.O. Box on a regular basis.

Bill and Carolyn  
*SOMEDAY SOON*

## CRUISING FLORIDA

The East Coast - We entered Central Florida and December with great fanfare. We

wore T-shirts and shorts for the first time, and were treated to a space shuttle launch last night. To celebrate I roasted a chicken to make up for the awful canned ham we had at Thanksgiving.

We've traveled 900 miles since leaving the Chesapeake Bay November 5th. All in all, the weather has been tolerable, if you don't count being cold. And we have been cold!

John's thoughts have turned to how to install a heater for a planned NE trip in the early summer. But, no big storms, and only about 2 days of heavy rain, and probably only about 2 sleepless nights - not from worry, but from the clatter of the rain. We visited and biked all over Oriental and Southport North Carolina, enjoyed Georgetown SC again, toured Savannah, St Augustine, Titusville, and lovely anchorages in between, and are now preparing a visit to Cocoa Beach. But the shuttle launch will go down as one of life's highlights. We anchored out in the Indian River, close enough to see the shuttle on the launch pad using the binoculars. So when it took off at 10pm, we saw the initial smoke, heard the roar, and saw the brightest mass of light I've ever seen. A very big WOW!! And finally it went out of sight as the earth turned. We're headed to Vero Beach tomorrow, and then will ponder a plan to get to the West Coast of FL.

The West Coast - What a treat we had tonight! The Cape Coral Christmas Boat

## RECIPE CORNER - BLACK BEAN AND TORTELLINI CASSEROLE

Note: This is a great recipe for potlucks, and is easy to make on the boat because most ingredients do not need refrigeration, and are probably already on hand. Often I make substitutions, and have noted them in the recipe.

Mary Knight, ALGOMA

### INGREDIENTS (Serves 6):

- **2 T hot sauce** (There is lots of room to adjust this amount, depending on your desire for heat).
- **1 15 oz can black beans** - drained (Because I have lots of dried beans on board, I usually pressure cook 1 cup of dried beans to make the 2 cups of cooked black beans needed for this recipe).
- **8-10 oz fresh spinach tortellini** (or substitute)
- **3/4 cup chopped green onions** (I have also used regular onions).
- **1 1/4 cup lowfat or no fat sour cream**
- **1 4 oz can diced green chiles jalapeno peppers, chopped** (omit, or reduce, depending on your desire for heat. I usually leave them out, because I don't normally have them on hand).
- **2 ripe tomatoes, seeded and diced** (a 15 oz can of diced tomatoes also works well)
- **1/2 cup chopped black olives** (I use the little cans of olives that are just the right amount).
- **1 cup lowfat (or any fat) Monterey jack cheese** (I bet other cheeses would also work well).
- **1/4 cup chopped cilantro for garnish**

### PROCEDURE:

1. Preheat oven to 350.
2. Spray 9 x 9 baking dish with Pam, or lightly oil.
3. Spread beans on bottom of pan. Layer tortellini over beans. Sprinkle with green onion and green chiles.
4. In a bowl, combine sour cream, hot sauce, Jalapenos, tomatoes, and olives. Spread mixture over top and sprinkle with cheese.
5. Cover with foil and bake 30 minutes or until cheese is bubbly. Remove from oven and let stand 10 minutes.
6. Garnish with chopped cilantro.

Parade was on, and I bet it's one of the best around. I would definitely go out of my way to be here again.

*Algoma* left Ft Myers looking for a close by anchorage, and read that Bimini Basin had good holding and protection. So, we headed in, enjoying the view of the pretty houses on the canal. The first night we were the only boat in the anchorage and we had a fine evening in the cockpit looking at the holiday lights come on from the houses and condos in the area. The weatherman forecasted a cold front and the newspaper forecasted the Boat Parade so we decided to stay another day, and we weren't disappointed. There were well over 50 boats, all beautifully decorated, and we sat there in the middle of the Basin watching them all. My only regret was that we weren't decorated too.

If you are in the Cape Coral area it is worth going out of your way to find this treasure of an anchorage. Anyone cruising in South Florida this winter, look us up

John & Mary Knight  
*ALGOMA*

**EDITORS NOTE:**

**Thanks to the contributors for this newsletter. There is so much material, I had to save some for the next issue. Sorry if your material is not in this newsletter. It will be published in the spring. Please keep the articles and pictures coming. We are doing great.**

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