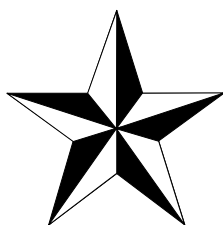


PDQ Owners Association (POA)

NEWSLETTER

Spring 2002



COMMODORE'S CORNER

Commodores Travel Update: 4 March in the Caribbean

Ruth and I are presently on the North Coast of The Dominican Republic working our way north. I thought I would take a moment to update you all on PDQ travels in the Caribbean.

Dick & Liz Wood left for a month in England sometime last week, leaving their boat on a mooring with Mike Fallis of Bearcat Charters in Fat Hogs Bay. It looks as though *Algoma* will be the only one to "do" the Thorny Path, and they are now in Luperon, D.R. We are presently in Samana D.R. and hope to join them within the next week. All the others seem to be wandering around the lower Exumas having a ball. We've heard from *Someday Soon* (in Georgetown) on the SSB. They had engine problems which made them too late to make their appointment in Puerto Rico Now that we're here in the D. R., we can see that the Thorny Path is really a bear, 6 to 700 miles into the wind & current - Bruce Van Sant does the 100 mile south coast of P.R. in 10



Colin & Ruth Switherbank (*Cadenza*), Sharon & Larry (*Lead Free*), Don & Diane (*Fitzcat*) and Ted (*Highlander*) at lunch in Marsh Harbour, Bahamas. You never know where PDQ Owners will rendezvous!

mile (2 hour) hops around dawn, taking 11 days to do it. Westbound it's 2 easy 8-10 hour days downwind. To our surprise, we heard from *Footloose* on the SSB. They are presently in Boca Chica on the South Coast of the D.R. working their way slowly north. All are well.

I would like to express a hearty welcome aboard to:

Jon Schwartz (*Wake Up* - 36067)

Her name is *Wake Up* which is what I do for a living in Nashville as an anesthesiologist. The boat is berthed in Soldier Creek Alabama which is a tributary of Perdido Bay (between

Mobile and Pensacola Bays. My contact with PDQ came about through my friend Rob Hoffman who was trying to buy a PDQ 32 but wound up with a Gemini 105. Rob has a marine development company called Deep Creek Designs (among other things he helped develop the concept of the LED cluster lights for nav and anchor lights.) He did the original negotiating for my boat and I went up to Annapolis for a test sail. It was delightful not to bend over all the time as in my old Tanzer 34 pilothouse. My other favorite feature of the cat is the ability to get up and walk around while under sail. My plans for the boat are in the coastal cruising category. I would like to get back to

North Carolina's Outer Banks and probably would enjoy the trip to Maine.

Bill and Vicki Fisher – *Trekka* (32030)
My wife, Vicki and I have been boating for 30 years. Our last cruising boat was a 32' Pearson that we enjoyed very much. That was sold about 5 years ago and we have been using a 20' center console boat for fishing and diving. Lately the sailing and cruising bug has infected again. *Trekka* PDQ 32030 (previously Page 83) will be the cure. I should be able to retire in a couple of years and we plan to expand our cruising grounds to the islands and up the East Coast. (wgfi@aol.com).

Jack and Brenda Darmon
PDQ 32009

We have sailed in Toronto for several years on a 27" monohull. We started our search for a new boat a few years ago and we were cat curious. We chartered a PDQ 32 in the Bahamas last year and our decision was made. We narrowed our search to either a Gemini or a PDQ. In the end we purchased a 1995 PDQ (320009) from 2Hulls in Ft. Lauderdale. We moved the boat over Christmas to Glades Boatyard near La Belle, which is about 50 miles east of Fort Myers. We plan to do some work on the boat and sail the West coast of Florida for at least the first year. We then would like to sail the Keys for a few years and finally the Bahamas. I am not retired yet, but hope to be semi retired in a couple of years. For now we hope to spend 6 weeks a year on the boat. (Jdarmon@rogers.com)

Don't forget to plan ahead to attend the Annual POA Meeting at the Annapolis Boat Show in October. I will have the details for you in the summer newsletter in August.

Colin Swithenbank
COMMODORE

From the Vice

This time of year seems the slowest for new information; however, there has been a development regarding Chesapeake Catamaran Center. PDQ is now handling the sales of PDQ's. Chesapeake Catamaran Center is still handling used PDQ's. Rory explained that having the sales go directly through their headquarters allows for an improved and direct dialog with the customer regarding their wants and needs.

At PDQ: Things are rolling into high gear! They've hired about 10 new employees to get the summer production schedule under way.

Peter & Amy Brubaker's PDQ-42 Double Vision in Hopetown, Bahamas.



They've created a new powerboat mold that stretches the 32 to a 34 (yes – it's now the MV34). It's more "aerodynamic" for better handling and incorporates a series of 4 "channels" from front to back for strength and wiring.

PDQ launched their 4th PDQ-42 into the water several weeks ago, it's heading up to Georgian Bay, and 5th and 6th will be out the door by the end of May. Improvements are on going in the fiberglass department as they experiment with a resin infusion system of making the panels that will result in a better product, in better time and hopefully at a lesser cost. For any specific questions, you can contact

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Harley Craig, Plant Manager at factory@pdqyachts.com.

Most of those PDQ's cruising the south are feeding those of us in the north bits and pieces of information about the many excellent locations they've visited. This year, several PDQ's have sailed, or are still on their way, to the BVI's. The PDQ-42 is in the Bahamas and creating quite a stir. Several more 42's are due to launch this spring. We had the opportunity to visit with Bob & Louise Sasine who have a new PDQ-42 on the way. They live in California but will keep their new PDQ at our marina – Harborview in Baltimore's Inner Harbor.

Roger Ford
VICE COMMODORE

MAINTENANCE

Melded Fabric

We were having some moisture problems in the hanging locker of our PDQ36 and decided to line the locker with that carpet that is used on the stateroom exterior wall because of its ability to wick away moisture. With help from Lynne at PDQ, we identified it as "melded fabric".

I contacted Jo Ann Jackson" (joannj@fossmfg.com) at Foss Manufacturing Company Inc., 380 Lafayette Rd., Hampton, NH 03843-5000 (603-929-6000) and received the following prices for "Showtime g38 silver" in 63 inch widths: 3-5 yd. \$12.85/yd., 6-11 yd. \$10.92/yd., 12-24 yd. \$9.79/yd., 25-49 yd. \$9.27/yd., and a full 50 yard roll is \$7.99/yd.

The service was excellent and the product performed as expected in the hanging locker.

Roger Ford
Kokomo

Water-makers

In spite of the cost, the Spectra Water-maker is the way to go because it uses only 25 percent of the amp-hours of the PUR. Our PUR 35 makes just over 1 gal/hr on 4 amps, the Spectra makes 8 gal/hr on 8 amps and at that rate hooking it up to a generator is feasible. Our PUR has been reliable

although I have heard reports of problems (leaky seals). I've heard no reports of reliability issues with the Spectra. Larry Duhaime on *Leadfree* has one, and likes it a lot. He can advise you.

Colin Swithenbank
CADENZA

Honda EU2000I Generator

1) Chet & Sharon onboard *Allezcatt*

I just wanted to get back to everyone to let them know how much I like the Honda EU2000i. It has met my every expectation, quiet, perfect sine wave power so my Freedom 1000 loves it. Using a 30A to 15A adapter and standard outdoor extension I set it on the deck and plug it into the 30A shore receptacle. Initial charge is at 50A that tapers off as the batteries fill. I run it about an hour. A nice feature is that it only runs as fast as it needs to produce the required output that really keeps the noise level low. It fits nicely into the rear compartment when not in use. I bought it for \$830 no tax or shipping from Hayes Equip Co, OK. Website is www.hayesequipment.com. They seemed very friendly and efficient. I think it would easily power the bigger Freedoms also (1500, 2000).

We did some testing of generator-charger/inverter compatibility in Georgetown, and let me thank Rich Tanner on "Feral Cat" and Don Wilson on "Next Exit" for their help. With the Freedom 2000 set at max 5amp A/C the charger put out 30A at 13-14V, at max 10amp A/C the dc output was 60A at 13-14V, and at 15amp A/C the dc output was 90A at 13-14V. The generator seemed well within its normal operating range at all these loads but we did not have an A/C ammeter to measure actual generator output. The battery bank consisted of four (4) 6V lead acid batteries with 428AH. With a Heart 1500, charging current was 60A into a battery bank consisting of six (6) T105 lead acid batteries with 630AH. With a Freedom 1000 charging current was 50A into a battery bank of two (2) 4D gel batteries with a total of 360AH.

Chet & Sharon White
Allezcatt (Allezcatt@pocketmail.com)

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2) Mark, Diana, and Morgan Doyle onboard *Semi-Local*

We got the generator at a Honda dealer in Key West before we headed off to the Bahamas, but paid more than the web low ballers (about \$975 total) because we wanted to run it for a week before we left the States. It works great with *Semi-local's* electrical setup (Heart 20, Pathmaker Combiner, 300w solar, and now the Honda). Solar is providing better than 70ah per day, fridge takes about 40-45. Our surplus of 25-ish ah which is plenty for VHF, instruments, lights, pumps, etc. The Honda is actually attacking the hot water problem. It's better to run the generator than the diesels to make hot water. Also, we can run the microwave, toaster oven, etc. off the Honda vs. using the inverter for long cycles. We still use the inverter, but if it looks like a big deal we just spark up the Honda. A typical cycle could look like: run the generator for 25 minutes to heat water tank (NOTE - with charge "off" - no power sharing), then any other high ac demands, then bulk charge (charge back "On" - power share at 30 amps).



Mark, Diana, & Morgan Doyle aboard *SemiLocal* in the Abacos, Bahamas.

This runs the Heart at full bore, seeing charging ah at about 85-90 ah at first, then tailing off with regulation.

We use a Salt monitor to see what's happening on four "plus" channels: house amps and volts; reefer amps and port starting battery volts; alternator(s) combined amps and starboard start battery volts; and solar bank(s) combined amps and volts. So far, so

good ... in fact, great !!! While there is no objective data yet, subjectively speaking, it's a sipper. The eco-throttle function keeps the rpm/fuel consumption low until it senses a load. Let the others interested in the Honda setup know that it has rounded out our electrical system.

Mark, Diana, & Morgan Doyle
Semi-local
semi-local@pocketmail.com

3) Roger Ford onboard *Kokomo*

Based on my research and the great reviews, I decided to order my own Honda EU2000i. I found the best price on the web at Southwest Fastener and placed the order. Several hours later, I received the following E-mail:

"We will be unable to fill your order for the Honda EU2000I unit you ordered. We have experienced too many customer complaints on oil leaks and not enough power as they only put out 1600 watts. I have cancelled your order and would recommend the Yamaha EF2800I to you. It is only 64 lbs and has nearly twice the power. It is the same size but 3.5" wider. Check it out."

I didn't like the tone of this and contacted Hayes Equipment Company for a second opinion. I asked about oil leaks and Hayes immediately knew that I had contacted Southwest Fastener. Hayes sells about 75 of the Honda 2000I's per month and has received no complaints. I placed the order and await its delivery.

Roger Ford
Kokomo

Repair parts for Yamaha 9.9hp, 4-stroke Outboard

We are cruising in the Caribbean on *KopyKat* right now and heading for

Trinidad. A while ago I was reading something about spare parts requirement for our 9.9hp four stroke outboards. I would like to share this info with our members.

When asking outboard dealers what they recommended for spare parts, they were basically clueless, or they recommended the obvious: oil filter, gas filter, spare plugs, and an impeller - but they saw no need for anything else. A while ago I was reading something about spare parts for our 9.9hp, 4 stroke outboards, maybe I can pass on this info to help others.

List of minimum replacement parts: Aluminum propeller, electronic ignition unit, carburetor rebuild kit, exhaust ring thruster, fuel filter, fuel pump assembly, thermostat gasket, impeller, locking bracket, locking bracket mount, oil filter, spark plugs, thermostat, timing belt, water pump, and zinc. For most parts, the quantity stocked is one per engine, except for the obvious, such as spark plugs, when two are required per engine. Beyond the parts, you need a shop manual and a list of part numbers for the items I have listed and others if you can (most repair manuals do not include the part numbers). Keep a supply of oil, cleaner for carburetor, stuck bolt and nut release agent, starting fluid, marine lubricant, rags etc.

Peter Schmieder

KopyKat: kopykat@pocketmail.com

Water in the Keels

Well, I finally got around to fixing my keels. I Drilled holes last fall and let the water out, but now am fixing the keels. I didn't have many cracks around hull joint, but found the trailing edge of each keel was very fragile and had voids just under the paint. I ground off about a 1/4 inch and filled as much as I could with epoxy and micro fiber. I am now covering it with cloth and resin, and I am going to put a little air pressure in keel to see if I can find any other leaks or cracks. I hope to have repairs done by early next week so can launch by April 1st.

Len Scharf
Anagiri

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More on Water in the Keels

Question: Hi Lee, I read your article on keel water in the winter newsletter and I'm going to check mine next week. Does the keel have bulkheads or supports of any kind inside? If so, would you know how many? Do you know if anyone ever tried filling the keel with foam, or is this not a good idea? When you filled the holes did you glass them over? Thanks for any info you could give.

Marc Gershel, *Here's 2 Life*, Hull# 36021

Answer: Marc, There are two bulkheads on the inside of the keel separating the air chamber into three sections. When the boat is out of the water you can tap on the side of the keel and tell where they are. The tone of the sound when you tap gives you a good indication of the bulkhead locations. These bulkheads are closed at the bottom but open at the top, so a leak in one will fill that chamber and when full will spill over into the next and so on.

Simon Slater at the factory is very much against filling the keel with foam. He believes that any foam will eventually fill with water and then you will never get it out. Once they are filled with foam there is no turning back if it does not work. I believe a closed cell syntactic foam would work, but to do it right the keels would have to be off the boat and I believe it would be expensive.

A solution I am thinking about is to drill holes at the bottom of each bulkhead so the water fills all three chambers at the same time. Then drill a hold in the bottom of the bilge inside the boat and install a hose to the bottom of the keel. Then you could pump the water out if it fills. You would need a double hose, or two hoses to let the air in when you pump the water out. I have talked to Simon about this approach and his reaction was positive. Let me know how it goes.

Lee Henderson
Brigadoon II, Hull# 36014

Yamaha Engine Serial Numbers

It seems that there were a few outboard engines that died in the Bahamas this year. In order to assist in identification of the proper model, Lynne at PDQ provided the following explanation:

Typical Serial Number looks like T9.9 EXRY 6G8 0763935 - Model Explanation of EXRY as per Yamaha Specs:

T = Four stroke engine model with high thrust, Horsepower = 9.9; Starting Method (E) = Manual Tilt with electric start; Shaft Length (X) = 25" long; Control Method (R) = Remote; Model Year - (Y equals 2002 so work back alphabetically to get your model year).

PDQ Factoids

According to PDQ, the capacity of the factory dinghy davits on the PDQ36 is 250 lbs.

Bomar Hatches Leak?

The seals on Bomar hatches have a tendency to contract and pull away at the corners resulting in water finding its way onto the bed in heavy seas. The solution is to buy a roll of seal material from Bomar, cut your present seal carefully at the original join with a razor blade, and insert a new section long enough to allow you to snug the seal well into the corners. Glue the new section into the old with Crazy glue but do not glue the new seal into the hatch - a push fit is fine.

While you are at it, remove the handles by unscrewing the screw; clean all the bits, particularly the O-ring and adjacent surfaces. Lubricate the O-ring with silicone grease and reassemble.

Thanks to John Knight on *Algoma* for this suggestion

Colin Swithenbank
Cadenza

ALGOMA'S CARIBBEAN TRAVELS

We are still in Salinas, Puerto Rico and seemingly unable to move. The

PDQ news is that we are anchored next to *KopyKat*, and *Tortilla Flats*, (with a new owner). *Tortilla Flats* came in last week, and we have talked to him a bit.

Life has been uneventful as we slowly do odd jobs, find shade, and think of what to eat each day. We had joined friends for a trip to San Juan 2 weeks ago. Of course we exhausted ourselves trying to do all that we possibly could during that time.

We spent one day in Ponce doing re-provisioning, visited a nice art museum, and walked around the mall, stopping in the food court for afternoon tea. Well, not really, because it is hard to find tea. We settled for coffee and yummy pastry. Sears and Penny's even look good when it has been a few months since you have seen a mall---well, since Dec 24th anyway, when we went to Adventura Mall in Miami with our good friends on *Someday Soon*.

On Day 2 we went to El Yunque, the tropical forest, and hiked 5 trails. In reality we stopped the car and walked to the trail heads, took a few steps and got back in the car. Most seemed to be vertical trails! We did go up a tower and the view was beautiful. We were lucky to have perfectly clear weather. Then on to Fajardo and West Marine, the boaters Mecca, so we had to do the pilgrimage! Luckily, Office Max was next door, so we bought a new printer to replace our broken one. And so on and so forth. Then drive, drive, drive, get back to the boat exhausted and get up the next day and do it all over again. We had been on a **very** windy road on the way home the previous day, which resulted in rethinking about our idea to do the whole Ruta Panoramica through the mountains---so we lowered our sights. We took the good road through the mountains, going this way and that way on whims. We found two little local festivals in two different towns, so each stop gave us a unique experience, just what we were looking for! The first was in Utaudo, where there was some sort of agricultural fair, cows, pigs, and chickens, etc. The next one was in Jayaya, a town known for its artisans, (don't think of a fancy craft fair), and we had fun visiting and trying to talk. I would say we were the only gringos in town! We stopped at a stand to look over the food and tried to

understand what it was. An English speaking man offered to help us. We told him that we would have one of what he was having and joined him and his daughter at the little table nearby. It turned out that his aunt and uncle ran the stand; they also came and joined us during a break from serving customers, and we were treated royally. I still don't know the name of the mashed garlic and plantain dish with sauce of garlic, onions and tomatoes. It was a long word beginning with "M". (Ed's note: it was possibly mofungo). Another lady in line told us it was delicious! Not too bad. A lot of garlic helps anything! We were so pleased to be having this little experience. It was something one could not plan. Then we had a lovely drive back to the boat, exhausted again.

We have places to go, things to see and it is time to move on. Here is a poem I composed as we try to get ourselves moving on from Salinas:

They've seen us in Salinas, so onward
east we go.
Then say our goodbyes to the BVIs,
more rum and yo, ho, ho.

Next, sail en-route to Guadeloupe,
topless beaches for an eye full.
Move on to seek sweet Martinique,
where French goods are delightful.

Let us be seen in the Grenadines, the
summer's fast approaching,
So take our pad to Trinidad. All this
way, let's have a toasting!

Mary and John Knight
Algoma

EMERALD EYES IN GEORGETOWN, EXUMAS

We are aboard *Emerald Ayes* down in Georgetown, Exumas. PDQ is well represented here with 7 or 8 boats anchored in Elizabeth Harbor. All are doing well.

In preparing for this trip, I wanted to make this boat safe and comfortable within a budget and with time and weight limitations. The Fortress FX23

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anchors are light, easy to handle and have never let us drag during our cruise of the entire Bahamas. I use 30 ft of chain on each and 5/8" rope. This keeps our bow light and responsive when in heavy seas. We wanted to build a hard bimini and transom bench seat. We only had time and funds for the bimini, so when we replaced the forward netting, we placed the same netting material across the transom and between the hulls. This makes a strong and convenient storage for wet lines, dive gear, fishing rods or anything you don't want in the cockpit. The two 75w solar panels on the bimini more than keep up with the power needs of the Adler Super Cold Machine. The Adler and the Raytheon 4000+ autopilot have worked flawlessly in demanding conditions.

Steve & Julie Michel
Emerald Ayes (smichel1924@aol.com)

ONCE AROUND THE BLOCK

(See the front page photo)

Ruth and I have spent three winter seasons on *Cadenza* in the Bahamas and one on the West Coast of Florida and the Keys, and we were looking for new cruising grounds. The Virgin Islands called!

The Virgin Islands are not an easy target. The choices are an offshore trip of about 1500 miles from Norfolk VA or Beaufort NC, preferably stopping off in Bermuda, or the "Thorny Path", about 800 miles from Georgetown, Grand Exuma. For *Cadenza*, the former was chosen for the outward bound trip and the latter for the return after study of the Pilot Maps for November and February showed that one could follow the prevailing winds in a huge circle. This is particularly true of the leg from the Virgins to the Bahamas where the following trade winds are consistently strong and accompanied by significant currents. This is illustrated by traveling along the south coast of Puerto Rico, a distance of about 100 miles. Traveling west it can be covered comfortably in two 8 – 10 hour days downwind. Traveling east, Bruce van Sant recommends two

hours of motoring around dawn per day for a total of eleven days.

For the outbound trip we considered joining the Caribbean 1500 but, for a variety of reasons, opted for a PDQ 1500. A number of PDQ's expressed interest in such a trip, but most decided on the "Thorny Path" and we were delighted when Liz and Dick Wood on *Kia Orana* wanted to go the direct route. A key advantage to traveling with a second boat is security in case of fire or catastrophic collision requiring abandoning a vessel. A number of issues were addressed before starting.

1. Communication. We planned to stay together within 20 mile VHF range, but in case of problems, we both had SSB installed and set up a calling schedule.

2. EPIRB. We only carried one between two boats. Next time we will have one each.

3. Life Raft. A key reason for not joining the Caribbean 1500 was their requirement to carry a life raft. We felt that since PDQ's are unsinkable we would prefer to stay on them rather than entrust our lives to a raft, using our sister vessel as life raft if necessary.

4. Experience. We were fortunate to retain the services of John Johnson as professional captain to guide the outgoing leg.

5. Crew. We were also fortunate to have the help of Ernst and Janice Schulte to help with the watch-keeping on Cadenza.

6. We installed radar to assist with identifying and avoiding cargo vessels at night.

7. Fuel. We carried a total of about 105 gallons of gasoline (in the gas tank and in cans) in case of light or head winds. This amount would have been sufficient to complete one complete leg of the journey.

8. Miscellaneous. Although seriously over weighted we tried to keep weight out of the ends of the boat. The anchors were dismantled and stowed and the chain holes sealed with duct tape. The dinghy was stowed, inflated, and high on the davits. Its engine was mounted on the transom rail.

Cadenza and *Kia Orana* met in Norfolk on November 3, but had to wait around for weather (including Hurricane Michelle) for ten days. We

finally left on November 13. The first 100 miles, we motorsailed in shallow water (100 ft.), and the second hundred miles we motorsailed in light southerlies over the Gulf Stream. The wind then kicked up to 25 – 33 knots, the strongest of the trip, and we sailed on a beam reach at 8 – 9 knots with two reefs in the main and a little jib, then winds in the 15 – 25 knot range carried us into Bermuda. This leg took almost four days for 650 nm (750 s.m.). We averaged 160 n.m./day with a fastest noon-noon day of 193 n.m. (225.s.m.).

Bermuda is a beautiful island and we took advantage of the six days waiting for more weather (Hurricane Olga) to see the historic British fortifications which are still in excellent shape.

The southbound leg, as expected, was easier, with mild winds – we motorsailed nearly 100 hours, with only a brief period with the wind on the nose. We completed the 850 n.m. in 5½ days for an average of just short of 160 n.m./day. On *Cadenza*, with four crew members, we took 3-hour watches with our autopilot, George, doing most of the work. *Kia Orana*, with 3 crew members elected 2-hour watches. In spite of our concern about keeping the two boats together this turned out to be a non-issue. It was reassuring each morning after minimal overnight contact to find our sister boat within VHF range.

The next ten weeks were spent exploring both the British and US Virgins. The total area of these islands is actually quite small – about 30 x 30 miles including St. Croix, and 10 x 30 miles excluding it. Winds were remarkably consistent in the range of 15 – 25 knots from the northeast through the southeast and there were no northers! There are a few large areas of open water surrounded by sufficient island mass to protect them from most of the ocean swell but the waters are still quite rough and provide exhilarating sailing. We took a few waves over the bow. The trip to and from St. Croix, which is 30 miles to the south, was a close reach both ways and took us about five hours.

There is no shortage of beautiful anchorages. The BVI's have the bulk of the charter business with many hundreds of boats and many of these

tend to tie up to moorings at \$20-25/night. We were always able to find room to anchor for free. In the US VI's, St. John, the most popular island, provides free moorings, although there is talk of change. The VI's are for the most part very hilly, rising to over 1000 ft., and vegetation ranges from tropical rain forest to cactus covered hills. St. John is mostly national park and has many walking trails but we found good walks also on Virgin Gorda and Jost van Dyke. Supplies (food and boat) are readily available. Underwater, the area has special attraction. The snorkeling is excellent everywhere and there are many great diving spots. We carry a "Supersnorkel" rather than tanks to minimize weight and we found many excellent dive spots usually with free temporary moorings. It is clear why the VI's are such a popular sailing destination.

Eventually the time came for us to say sad farewells to *Kia Orana* and head west. Our first destination was the island of Culebra just west of Puerto Rico where we did some hiking and diving, then on to Puerto Rico itself. We rented cars from Fajardo on the east coast and Salinas on the south coast and spent the time mostly in the rain forest and visiting the impressive caves of Rio Cumuy. The island is a fabulous destination with steep sided mountains up to 3000 ft. and views from narrow twisting roads.

From Puerto Rico we crossed the infamous Mona Passage, motoring in light winds, and we stopped overnight on Mona Island with its large hermit crabs and indigenous lizard. Motoring on, we reached the Port of Punta Cana in the Dominican Republic (D.R.), stopped overnight, and then sailed on to the beautiful port of Samana on the north shore of the bay of Samana. This harbor must be one of the most beautiful this side of the Pacific Islands – Bruce van Sant compares it to Bora Bora. A wide beautiful promenade of patterned concrete interspersed with grass and palm trees runs all the way along the northern shore backed by a crescent of steep hills covered with palm tree. The south shore consists of a series of islands connected by a high walkway which are all parkland. There is no good dinghy dock and security is

a concern but we heard of no problems while we were there. Local transportation consists of buggies holding up to four people drawn by small motorcycles. We took a couple of trips through the countryside on these.

Across the Bay, ten miles southwest of the harbor is the National Park of San Lorenzo, which is only accessible by boat. The shoreline rises vertically out of the sea in a series of vegetation covered rocks reminiscent of pictures of the coast of Southeast Asia, and there are many caves which contain petroglyphs in the form of drawings and sculpture.

We were sorry to leave Samana but time was getting short. We motored out of the Bay and rounded the northeastern end of the island, put the engines off and sailed in mounting seas along the north coast of the D.R. The books say that our destination, Luperon, is only accessible at dawn, so we staged in Sosua, about five hours to the east, finally arriving in Luperon as the sun came up. We were delighted to meet John and Mary Knight on *Algoma* who had been waiting for our arrival, and also found Peter Schmeider and Arlene on KopyKat.

This anchorage is one of the most protected of the whole trip, has no security issues, and is therefore a splendid base for exploring the Dominican Republic. The D.R. was a real discovery for us. The Virgins are beautiful with great sailing, Puerto Rico has rainforest up to 3,000 ft., but the D.R. has four mountain ranges up to 10,000 ft. The people are wonderful and prices are quite cheap if you are careful. We should have liked to spend more time there.

It was by now the middle of March and we had planned to be back in the Chesapeake Bay by May 1 so time was running short. A six-day weather window opened so we checked out of Luperon on Thursday 16 March and set off for West Caicos in early afternoon. The winds were 20-25 knots on the beam and we made excellent progress under full sail arriving off West Caicos at dawn. Although the winds weakened, we decided to continue and arrived at

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Mayaguana as the sun set on Friday. Setting off at midday Saturday, we continued overnight and arrived at Conception in the Bahamas on Sunday afternoon. In this four day period we covered 350 miles, arriving on "home" ground, taking a big chunk out of the trip home.

We made quick work of the trip to Rock Sound where we met Carolyn and Bill on *Someday Soon* and spent a few days with them before setting off for a fast but bouncy trip to the Abacos. In Marsh Harbour we joined up with Larry and Sharon on *Leadfree*, Don and Diane on *Fitzcat*, and Ted on *Highlander*, and had a great PDQ lunch together.

Remarkably, the weather was still holding and in four days we made the crossing from West End to St. Lucie inlet. Less than four weeks later found us home in the Chesapeake Bay.

We can highly recommend this 'trip around the block' as a winter project for PDQ'ers comfortable with a few days off-shore. The four-day trip to Bermuda is potentially the toughest leg since the winds can be strong and variable. The leg to the Virgins, although longer, tends to be easier since conditions tend to moderate as one approaches the trade winds belt. The trip home west from the Virgins is fast

and easy with the prevailing trade winds. We came west through some seas on the north coast of the D.R. that would have been too rough for an eastbound passage. At all times, the key to a comfortable passage is to WAIT FOR WEATHER!

There are some issues with security and check in/out procedures which we would be happy to share with anyone contemplating the trip.

The PDQ 36 is a great boat for the trip and apart from the failure of two batteries (which we replaced in Tortola) and dealing with balky sail slides, we had no problems with the boat.

Colin and Ruth Swithenbank
Cadenza

POA Valentine's Day Party

Valentine's Day Party. Hubert & Karin Wagner from Ft. Lauderdale, FL on their beautiful boat *New Horizons* (Hull #36064) joined Al & Karen Kayser on *Catatude* (Hull #34008) at the Kayser's home in Ft. Myers, Florida.

Although the timing was off due to a conflict with the Miami Boat Show, there were 2 PDQs represented at the Thanks to Bill & Donna Cook for

Valentine's Day Party: Hubert & Karin Wagner from Ft. Lauderdale, FL on their *New Horizons* (Hull #36064) joined Al & Karen Kayser on *Catatude* (Hull #34008) at the Kayser's home in Ft. Myers, Florida for another great PDQ Party!!!



sending the Wagners over and for stopping by on their way home from the boat show. Thanks also to the PDQ office for giving the Wagner's the phone number. We really had a good time getting to know each other. The pool was a bit cool (80ish), but the hot tub/pool combo was super. We got to check out each other's boats. Wow! What nice changes have been made from '90 to '97---impressive. The Kayser's neighbors, who graciously offered use of their docks for the event, and a few other friends joined in for a pot luck on Friday evening. A good time was had by all. We are looking forward to scheduling another event at a non-conflicting time (to be announced.). Hope to see or meet you then.

Al and Karen Kayser
Catatude

ISLA MUJERES MEXICO

Dottie and I were staying in Playa Del Carmen, Mexico on a two week vacation and were visiting Isla Mujeres, an island off the north east tip of the Yucatan Peninsula. We had chartered a small boat to go snorkeling on the coral reefs of the island. On the way back, while motoring through the harbor, we spotted a PDQ-36 at anchor. We proceeded to check it out and found it was *Cat's Meow*, hull #36086 with owner Don Krizan aboard. Don was staging for his passage back to Florida. He has spent the spring cruising the East Coast of Mexico and Belize down to Guatemala. Maybe Don can give us some tips on his Central American cruise in the next newsletter.

You never know when, or where you're going to come across another PDQ.

Lee Henderson
Brigadoon II

PDQ Owners Association (POA)

TRY CRUISING HAITI

On our way back to the U.S. from the Caribbean we decided to sail the less beaten path along the South Coast of Hispaniola and north thru the Windward Passage to the Bahamas. We made one stop in Haiti. Before we came to Caribbean nearly 4 years ago our vision of the islands was what we finally found at Ile à Vache. It is a beautiful island full of coconut palms and countless beaches and bays. Ile à Vache is like something from an old copy of National Geographic. If you ever wanted to see what the Caribbean was like 100 years ago you should visit this island. Located SW of Haiti, 18° 06.2 N - 73° 41.75 W. It's 7 miles long 2 miles wide and about 7 miles from Les Cayes on the Haiti mainland. We visited the bay, well protected anchorage, near the Port Morgan Resort named for the famous buccaneer Henry Morgan. Here you find a beautiful tropic island with very few outboard motors. The people live as they have for centuries. They have no electric, no phones, no cars, and no cooking gas. At night the only lights you see in the Village are a couple of small camp fires. However, you can hear their drums and chanting. Their only transportation on the water is by dugout canoe, called a "bwa fuyè" and sailing smacks which are used for fishing. Ashore the transportation is either by walking or horseback. The island has 1200 inhabitants in several villages who make a living by fishing and trading. If you are going to be there for more than a few days an official will clear you in on the mainland with no hassles. Alternatively, the hotel can process the clearance as well. Mondays and Thursdays is market day at the Village of Madame Bernard. We used a local fellow named Wagner, a young man with good English, French & Creole skills to come with us to the market as guide and interrupter. You can walk to the village or dinghy. Walking could take over an hour; a dinghy ride is about 20 minutes. If you decide to walk Wagner can arrange to sail back on a local smack (sailboat). Villagers in dugouts will visit you hoping to sell or trade you an egg,

limes, a fish or lobster. The people here have nothing. So bring much. The children need everything. (school supplies, clothes, and toys) A used dive face mask could keep you in lobster for a week. However, don't take the small ones.

The Port Morgan hotel owned by Didier & Françoise Boulard welcome cruisers (email: portmorgan@compa.net). They have a beautiful little marina, restaurant and hotel with mooring balls and slips at very reasonable prices. They are also a great help with any needs you may have such as Internet, fuel, water, trash etc. Les Cayes is the second largest city on south coast of Haiti. The resort runs a supply boat to Les Cayes twice a week if you would like go to the Haitian mainland. The resort will change local currency which is the gourde (pronounced goud) it is 25 to \$1 U.S. While at Port Morgan, Didier helped a friend of ours on the vessel Folie à Deux, who had problems getting into Ile à Vache. They had lost their engine, the wind had died and the current was two knots against them. They were 10 miles away. I told Didier of their problems so he used his launch to go out and tow them into the bay. We had all of our stainless polished and the boat polished for \$16 USD. You can hire someone here for \$3USD per day (average Haitian wage) to clean your boat or other chores, but bring your own cleaning material. We checked with the resort to find out what the labor rates are.

I expect that this little island, passed up by progress will not stay this way long. So if you decide to go here do it soon. However, please leave it just as you found it.

Mike & Nancy Proctor
Footloose

FLAGS: DO's AND DON'Ts

I get a little annoyed when I see sailors flying their flags incorrectly. I wish I knew more about flags and how they should be displayed. Here is what little I do know.

Once you have left your own country you should know a little bit about flag etiquette.

What you should do:

1. If you fly the courtesy flag of the country you are visiting it should be flown on the starboard shroud. The starboard shroud, by naval tradition, is the highest honor shroud.
2. The port shroud is a lower honor shroud and your SSCA, yacht club burgee or other flags should be flown from it, but never your national flag.
3. Your nation's country flag should be flown from your flag staff or back stay. Some people fly it 2/3 up the back stay while underway and on the flag staff in port.

What you should NOT do:

1. You should never fly your country flag from the port shroud and a courtesy flag from the starboard shroud.
2. You should never fly your country flag beneath a courtesy flag on the same halyard.
3. The only international recognized American flag outside the US is the traditional stars and stripes, not the American yachting ensign or power squadron flag. Leave them home.

One last thing I would rather see a boat not fly a flag then have one that is tattered and torn. When you flag wears out, replace it.

Mike Proctor
Footloose

Ed's Note: Mike was a master chief in the US Navy.

USED PDQ's FOR SALE

PDQ-36 For Sale

We've been cruising and living aboard our PDQ-36 LRC *Footloose* since 1994. We are currently on our way back to the States ending a 4 year stretch in the Bahamas and Caribbean. When we return to the States it's our plan to build a house in North Carolina. In order to help finance our new home we are going to sell *Footloose*. It will be on the market in May or June. *Footloose* is a seasoned traveler set up to do long range cruising. If you know of someone who

would be interested in this type of boat please give them our email address. We'll send them the particulars about our boat.

Mike & Nancy Proctor
Footloose: PDQ #36034
Email -
wch8487@sailmail.com

PDQ-36 for Sale

We intend to return from our winter in the Bahamas to Charleston SC on or before May 1st and place *Emerald Ayes* (hull #36018) up for sale. We are looking at the PDQ-42 after sailing with Pete and Amy on *Double Vision*.

Details:
1992 PDQ-36 (hull # 360018) in excellent condition. Specifics: All new: Yamaha 9.9's, main, Genoa, spinnaker (north sails), custom hard bimini w/ two 75w solar panels, Prosine 2000 inverter, 4000+ autopilot, super refrigerator, Avon rib dinghy (w/ 8hp), GPS Chart-plotter, 406 EPIRB, Winslow Life-raft and 3 fortress anchors. Also, new netting, two 8D batteries, and halyards & sheets. Many custom features, Jones act waiver. Survey appraisal \$180k; offered at \$159,500.

Contact Steve Michel
(smichel924@aol.com)

PDQ-32 for Sale

Lori and I have decided to keep our PDQ 36 Sirius (hull #36036) and put our PDQ 32 (Hull #32002) up for sale. You have probably all seen her in the ads with the red, white and blue spinnaker, and the slender blond sitting on John's lap. Attached is a recent photo of her taken in January 2002. She is a Classic configured with the two main staterooms aft and the main salon which is convertible into the king-sized berth, but also has a "Captain's Coffin" (small private single berth) in the starboard bow.

We put new Yamaha 9.9 hp outboards on her in January 2002 and new sails & refrigerator in June, 2001.

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She has solar panels, a wind generator, and lots of extras. Including a rigid hull



inflatable dinghy with Mercury outboard. The complete list of equipment is attached. We wish to sell her for only \$110,000 so that hopefully she will sell quickly.

For more details and if you know anyone interested, please have them contact me.

Dennis Gill
Tel: 913-721-3938

PDQ-36 for Sale

We have a PDQ-42 on order and need to sell our PDQ-36 *Catonic* (Hull #36074). If you know anyone who's looking, Bob and Louise Sasine can be contacted at bobandlouise@earthlink.net.

Editors Note:

Thank you to all that contributed to this newsletter. It is your articles and pictures that make the PDQ Newsletter the best possible. Keep the material coming. For the next edition send anything you have, in any format, to:

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