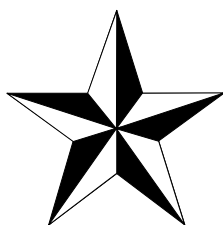


# PDQ Owners Association (POA)

NEWSLETTER

Spring 2003



## COMMODORE'S CORNER

Like many PDQ owners and sailors all over the U.S., Ruth and I are busy preparing our boat, Cadenza, for voyaging. Since we are planning on doing the "Great Circle Route" round the Great Lakes and out into the Gulf of Mexico, the list is fairly comprehensive, although we had remarkably few problems last year during our "Trip Around the Block". The list is mostly routine maintenance. Key items are:

- a. removal and complete maintenance of the engines,
- b. hauling and bottom painting
- c. assembling a complete set of charts and cruising guides
- d. replacing batteries
- e. galvanizing anchor and chain
- f. installing Strong mainsail track-we have had problems with balky sail slides
- g. draining gas tank/replacing lines, filters and valves
- h. rebuilding head/replacing all septic lines and vent filter
- i. fixing wobble in table
- j. fixing multi-LED anchor light
- k. replacing belt in Autohelm 4000



Peter Schmieder, taking a side trip cycling around Dominican Republic while cruising on *KOPYKAT*. It's tough, but someone has to do it.

- l. Checking mainsail/ modifying Dutchman flaking line
- m. Replacing metal gas tank in tender with plastic

We hope to be ready for an early June departure.

### From Whitby

The Miami Boat Show was a resounding success for PDQ. Three of the Antares (42') were sold, as well as two Altairs (32') and six MV 34's!

A flotilla of six MV 34's will be leaving Whitby shortly for Annapolis. Three will join the Sunsail Charter fleet and three for private owners. This will

give the publicity hounds an outstanding photo-op!

The ultra-light, ultra-fast PDQ36 described in last quarters newsletter, and provisionally named the "Slater Express" will be going in the water next month.

Harvey Griggs' new boat (on show in Annapolis) will sail for Bermuda with Harvey, Rory and John Johnson aboard, then carry on to the Bahamas. This will combine offshore experience while avoiding the considerable time required to transit the ICW.

Collin Swithenbank  
Commodore (Acting)

## PDQ Owners Association (POA)



*NESHAMAH* in the Winter of 2002



*NESHAMAH* in the Winter of 2003. There's a message here!!!

*Neshamah* belongs to Cindy Wallach & Doug Vibbert. They are live aboards in Annapolis Harbour. Cindy is our new POA Vice Commodore.

### PASSAGE SOUTH ON A DREAM

Hi, Hallo, Hola. We are not lost at sea. We are just enjoying ourselves in the Caribbean.

We left Charleston, SC sometime in October of 2001, to go cruising on our PDQ 36031, *KopyKat*, built in 1993. We wanted to sail away from our "real" lives, maybe forever, to live our dream.

Our plan was to head south. We decided to go the thorny path for our passage south. Our nervousness soon became excitement when we cut our lines and headed for the ICW. Broad seas of waving marsh grass surround the Channel of the ICW all the way to Georgia. This area is known as "Low Country" and dry land rarely extends more than 10 or 20 ft above sea level. Many charming old cities are on the way and a must-see stop. The ICW can be run all year, but it can be very cold,

going southbound this time of the year.

We averaged about 50 - 60 miles per day under power with our 9.9 Hp outboards. There are many slow-speed and "No Wake" zones and approximately 90 opening bridges, so take your time.

The middle of November we dropped our anchor at Lake Worth Inlet and waited for a weather window to cross the Gulf Stream to West End, Bahamas. We waited until the forecast was good and made the 55 mile crossing. After spending \$100 for Customs & Immigration we were officially in the Bahamas.

For the next several weeks we enjoyed sailing in the Abacos. We always had wind and never saw any waves worth mentioning. We left the Abacos with "Little

Harbor" behind us and sailed the 50 miles south to Eleuthra Island. After crossing the Exuma Sound we sailed along the Exuma Cays to George Town, which for a lot of the cruisers is the turnaround point of their cruise. Continuing south you are committed to blue water passages with Atlantic swells and waves. Riding out one of the cold fronts we made good headway to Rum Cay and finally anchored at Sapodilla Bay, Turks and Caicos Islands. Providenciales appears to be a big construction site and for the incoming sailor it is very difficult to get around without wheels. The distances are too great to walk.

After exploring the area we crossed the Caicos Bank in dead calm water and anchored the same night at Big Ambergris. Crossing the bank with 6-12 ft in depth and peppered with reefs and coral heads gave us a strange feeling. We were happy to leave this area without having any problems.

We laid our course for Luperon, D.R. a 90-mile passage. After one night of motor sailing we made our landfall at midday. The mountainous coast and the green of Hispaniola were fascinating after the low islands of the Bahamas. The mountains are quite high and range almost up to 3000 ft. We entered the protected anchorage of Luperon with reefs on both sides coming in. Do not trust the stakes coming into the main anchorage. Shoals are shifting constantly. You can anchor in 12-16 ft. of sandy mud in a fairly large bay surrounded by mangroves. The anchorage was full with about 60 - 80 boats.

After checking in with Custom and Immigration we needed to get used to a different world. Luperon is a small town and you will be restricted in what you can find here. Life here is inexpensive and the people are very friendly. It was easy to tour the rest of the country from Luperon. We loved it here and spent an unscheduled eight weeks in the Dominican Republic.

When it was time for us to leave, we hugged the shore coasting windward at night to drop our anchor in Samana. Sailing the north coast of the D.R. was not one of our favorite trips, despite what Bruce van Sant says in his book *Passages South*.

Based on February 2003 here is some updated information about fees entering the D.R. In Luperon you have to pay \$43 US for the boat, \$10 US for each passport, \$10 US for a harbor fee and \$20 US for an agriculture inspection fee. Samana does not have an agriculture inspection fee or a fixed \$10 US harbor fee, but they try to hit you with a \$0.60 US per foot. per day fee. If you refuse to pay this daily fee they will charge you only for one day.

Waiting for the "right" weather, we left Samana and headed out for the Mona Passage, another motor sail at nighttime. Late afternoon, passing the Canadajqua Bank, we watched the whales playing and jumping. This was an unforgettable experience we will always treasure.

After dark and having a delicious dinner, we motor sailed with around seven knots, when we suddenly almost came to a stop. What happened--something was holding us back? I got the flash light out and checked the stern of the boat. We had several lines around our props with heavy fish pots

at the end of it. I jumped in the water and tried to cut off the fish pots. There was still something holding us back which I was not able to see in the dark. We motor sailed for the rest of the night with two knots and something in tow, until next morning when I was able to cut the rest of the fish trap loose. By the following evening we were anchored safely in the bay of Boqueron, Puerto Rico. We enjoyed Boqueron, a lovely small town, where I saw a friend that I met 12 years ago when I sailed to P.R. for the first time.

Sailing the south coast of P.R., we took advantage of the night conditions and sailed close to the shore line in calm waters to Ponce and Salinas. Salinas has also an excellent anchorage and hurricane hole. We spent four weeks in Salinas, where we installed a new SSB-Radio and a Pactor controller to allow us to receive and send e-mails on board *KopyKat*. We canceled our account with Pocket Mail--- too many expensive long distance calls and public phones that did not work. Arlene spent time swimming and playing with the manatees that came by every day, looking for a playmate.

We left Puerto Rico, knowing we will be back one of these days, and sailed straight to St. Thomas, U.S. Virgin Islands.

This is only Part I. More to come  
Email: WBY3094@sailmail.com

Peter Schmieder  
*KOPYKAT*

## MOTORCYCLING IN THE DOMINICAN REPUBLIC

Here in the Dominican Republic, when you need to go from one place to another in town, you hire a motoconcho to take you across town. The sight of these motorcycles are a story in themselves. The drivers carry people (We have seen 5 people on a 100cc motorcycle), propane cylinders, televisions.....you name it, they will find a way to carry it. Since our intended travel destination was outside their delivery area, we decided to rent one of their bikes for three days. At home when you want to rent transportation you sit in an office and exchange credit cards and other necessary information. Here we walk

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to the main intersection in town and barter for a price to take a bike for a few days, no contracts, no signatures, a handshake and you are off. We found a motorcycle in good condition for \$ 7.25 US per day and the motorcycle owner was grinning from ear to ear as he has just gotten three days paid vacation. Our plan was to head west to Monte Christi, then south to Dajabon at the border of Haiti and then the back roads thru the mountains back to Luperon.

Our first destination was Monte Christi with its table-like mountain at the Northwest Coast of the Dominican Republic. Monte Christi is a sizable town and the anchorage is beautiful. It is in a sandy bay which is open from the northwest. Also, Monte Christi has a Club Nautico at the Yaque Del Norte River. You have to go under a bridge, which is not high enough for sailboats.

We followed the coast line to Manzanillo Bay to the little town of Pepillo Salcedo which is an official port of entry with a good size commercial dock. 3/4 of a mile east of the large pier is Estero Balza, a nice and calm anchorage and fine hurricane hole. The entrance has a bar with 5 ft at low tide and 7 ft at high tide. For shopping you need to go into Dajabon, 20 minutes away in the foothills by the Haitian border, which is another interesting trip.

Next time when we leave the Turks and Caicos for the Dominican Republic, we will not sail directly to Luperon with wind on the nose. Manzanillo Bay is a great alternative, which can be reached under sail coming from the Turks. Based on Bruce van Sant's book "Passages South" there are several nice anchorages along the coastline between Estero Balza and Luperon.

Following the coast along a hillcrest which offered beautiful views of the ocean, we turned inland to Dajabon, in the foothills by the Haitian border. The border between the two countries has only two crossing points, which tells enough about their relationship and history, which was one of bitter rivalry: Haiti invading the D.R., the D.R. slaughtering Haitian immigrants.

Dajabon is a town busy with hard working, and very friendly people. We were very lucky to have found a hotel just one block from the Haiti border. The hotel room was also a dentist's office and home for the dentist and his

family. Unfortunately there was no hot water for the shower. After securing our motorcycle in the fenced back yard we walked to the Haitian border via the Dajabon Bridge. As we strolled on the bridge we watched many of the Haitians washing their clothes and bathing in the river below. The border on the Haitian side was littered with paper and plastic as far as the eye could see. Every morning hundreds of Haitians get a day pass to cross over the border with all the wares that they will sell or trade for things that they need. When they come across they carry their goods on their heads, or piled in wheel barrels. You really need to be careful because you could get run over with the wheel barrels as they are piled so high with goods that the person can't see in front of them. You need to be aware of the beggars. They can be very pestering and can exasperate you. We had to go back to our hotel room for awhile just to get rid of some of them. We found a little place to eat dinner called pic a pollo (chicken place). As usual I ordered more than I could eat. After we ate as much as we could we put the leftovers in the trash, no sooner had we walked away when someone came and retrieved our leftovers from the trash. The person was so happy with his find that he took it out to the street to show everyone. Although he was very pleased with what he had, it saddened us to watch this. Upon leaving Dajabon in the morning, we decided to have breakfast at a little place around the corner from where we were staying. It was a nice place with just four tables in it. You could see pots of soup in the back yard cooking on the stove. In fact that is what they served there for breakfast. We were not up for soup in the morning and asked for eggs and juice. This was not on the menu so one of the ladies went out to purchase these items, so they could make us our breakfast. The people here go out of their way to make you feel comfortable and happy. Just like when we were ready to leave town the dentist got on his bike and showed us the right road to take to continue our journey.

We were riding on roads that followed mountain crests and passed through small pueblos where people were surprised to see two gringos on a motorcycle in the country. Stopping, we found people eager to talk to us and most everyone we passed offered a

smile and friendly wave.

We decided to stop in Mao, a farming center, west of Santiago. Early afternoon we located a hotel, negotiated the price (\$7.50/ night) and moved into our room, which was very nice with a TV. We were eager to wash off the road grime and head for the shower, but our dream of hot water dashed, again---

The following morning we headed north for La Isabela. Passing along the streets we found field after field full of onions, potatoes, cabbage, carrots, eggplant, rice and a multitude of flowering houseplants. The volcanic soils supply an enormous variety and volume of agriculture produce for domestic use as well as export.

After passing through La Isabela the road passes over two rivers beds. Since we had rain several days ago, the river was only 5" deep, so no problem for our motorcycle. We arrived at the second river with 5 ft of water. Two young guys were waiting for us on their wooden fishing boat, serving as ferry to cross the river. We paid \$1 US, they picked up the motorcycle and a few moments later we were on the other side of the river.

After three days our trip was over and we returned to Luperon. While public transportation is widely used and inexpensive in the D.R., traveling off the main roads by motorcycle offers a glimpse of the country's interior and an adventure not to be missed.

Arlene McCluskey & Peter Schmieder  
*KOPYKAT*

## SHAKY

Sleeping was tough last night. Rain squalls kept sweeping in off Drake Channel. The wind would howl through the rigging, the bimini would start flapping, nearby masts would rattle. Next a patter of rain on the hatches would announce the arrival of calmer conditions, but necessitate closing the hatches. Doze off and the whole process would repeat: rising wind rattling the halyards, random bangs, patter of rain.

*TechnoCat* (Hull #360015) is in Nanny Cay Marina in Tortola, BVI undergoing major repairs and refit. The job has gone on long enough that living elevated on blocks and jack stands has become routine. But ordinary got suspended at 3:00 AM. Suddenly, in

between the sequence of squalls, *TechnoCat* started vibrating heavily. I had an electrifying thought: if this is a squall there must be a tornado nearby. I roll out of the bunk and rush up on deck to find a clear sky full of stars. The boats which are my yard neighbors are still upright on their jack stands. Puzzled and doubting my senses I climb back into bed and resume my twitchy night.

Early the next morning one of the yard employees comes by the boat. He's testing all the jack stands. I wish him good morning. He tells me Tortola experienced a tremor the night before. My first earthquake! I'll bet none of the boats at anchor noticed it.

The newspaper reported an earthquake of 4.6 magnitude occurred at 2:57 AM. It was centered 15 Km west of Anegada, 43.6 Km below the sea floor. Local boaters tell me Tortola and indeed the entire Leeward Island chain is located over a major fault zone. Just like California they are waiting for the "Big One". When a boat is sitting on blocks the tremor is amplified up the keel, sort of like a tuning fork. A few of the boaters noticed the tremor, but most everyone afloat slept through it.

Rick Gordon  
*TECHNOCAT*

## A GALVANIZING EXPERIENCE

For anchor rode on *Cadenza* we favor 60 ft of lightweight high test ¼" chain (weight 45lb WLL 2,600lb) attached to a 3/8" nylon bridle for elasticity. We quickly found that each link in the chain left rust marks on the deck, a problem which we solved by inserting a short piece of stainless chain. Nevertheless, after three years the chain on the working anchor chain was so rusty that I replaced it with a new length. Now after six years I faced the same problem again. The choices were:

- A replacement chain \$170 (BoatUS)
- Do what I should have done originally and get stainless chain (Bosunsupplies.com, S0604-0007, \$580: WLL 1700lb. weight 30 – 35lb.)
- Re-galvanize the old chain.

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Re-galvanizing seemed to make great sense. Preliminary enquiries suggested a price of \$0.50/lb, or <\$30 for the chain. The problem was a minimum requirement for 700 lb chain/\$350. Nevertheless, I thought the experience would be useful and of interest to POA members. I managed to scrape together about 150lb of old chain plus the 33lb Bruce and 44lb MAX and took them to the American Galvanizing Company, PO Box 408, Folsom NJ. They were supposed to pickle the old chain in muriatic acid to remove the old rust then galvanize.

The galvanized pieces were ready in about 10 days for about \$370. The anchors came out rather nicely and look much prettier than when I took them in. The chain was not so good. The cleaning process was incomplete and the galvanizing, although fairly thick, was mostly on top of rust.

If I were to repeat this process I would fasten the chain to the truck and drag it up and down the road a few times to remove the loose rust then treat with diluted muriatic acid until clean. Even then, a number of sailors need to get together to raise enough chain to make the process economical.

As I said, a galvanizing experience!  
Colin Swithenbank  
*CADENZA*

## PDQ-36 CUSTOM REFRIGERATOR

After ten years of fighting excessive battery stress, condensation under the seat cushions, condensation on the port cabin wall, and improper refrigerator temperatures on *BRIGADOON II* (Hull #360014), I finally decided to scrap the factory installed refrigerator and install a new one, which I custom built myself. In the past ten years I have tried to improve the performance of the old refrigerator by installing more insulation where possible, and replacing the compressor with a cold plate system. Neither improvement worked over time because the insulation was just not proper for the tropics. As most of you know I live in Florida and usually cruise in tropical waters.

If anyone is considering this task I strongly recommend first obtaining a book called *Do-it-Yourself Boat*

*Refrigeration* by R. L. Kollmann. You can obtain a copy for \$35 through the web site <http://www.kollmann-marine.com/>. This site also provides means for contacting the author directly.

I decided that the back of the quarter berth was the best location for the refrigerator. The disadvantage is that it eats up one berth, but we rarely used it on *Brigadoon*. It had become a storage locker.

First I built a marine plywood box, 48 inches long from the back wall of the compartment and as wide as possible to the side bulkheads, and 30 inches deep to the floor. I used the back bulkhead and the floor for two sides of the outside box. I lined the inside of the plywood with a thin layer of fiberglass as an outside vapor barrier. Then I lined



Figure #1



Figure #2

the inside of the box with aluminum flashing as a UV barrier (figure #1) and outside that I lined it with 6 mil Polyethylene Plastic Sheeting (plastic painter's drop cloth) as a vapor barrier. Inside that was installed two layers of 2½ inch thick Polyisocyanurate Insulation (figure #2). Polyisocyanurate has an R rating of 7.2 per inch, is used as roofing insulation and can be obtained from any roofing contractor. This gives me 5 inches or a total R rating of 36. On the bottom of the box I used three layers or 7½ inches. Kollmann's book recommends 4 to 6 inches of this type insulation for a boat freezer and 3 to 4 inches for a

refrigerator. Inside this I installed the inside plastic vapor barrier. All these layers of materials were glued together using contact cement to minimize air pockets. I might add that the original refrigerator only had 2 inches or insulation with no vapor barrier and no UV barrier. The inside lining is three layers of fiberglass mat over marine plywood.

A good boat refrigerator must be a top loader. Simple physics says cold air is heavier than warm air so when you open the lid of a top loader the cold air inside stays in the refrigerator. With a side loader you dump the cold air every time you open the door. This produces two problems, 1) the refrigerator must turn on to replace the cold air you dumped by opening the door, and 2) the warm air that replaced the air you dumped is humid which causes excessive condensation freezing on the cold plate (the result is more frequent defrosting).

The top and lid of my refrigerator is a top loader with 5 inches of insulation and all the barriers, the same as the sides. To make the door or lid I first made the female part that the door fits into. This I made out of plywood lined with fiberglass (figure #3). Then I used this female as the mold to make



Figure #3

the door. To do this you line the mold with plastic packing tape and then lay up the fiberglass door using a plywood bottom. Fiberglass does not stick to



Figure #4

## PDQ Owners Association (POA)

mastic tape so the parts separate nicely. This way the two parts fit together perfectly (figure #4). On top of all this I joined the vapor barriers using duct tape to seal the insulation and on top of this laid more flashing for the UV barrier. On top of this is plywood covered with Formica for the lid and counter top.

The heart of this water cooled refrigerator is an **EK-12CPAW Deluxe Water & Air Cooled 12 Volt Cold Plate System from E-Z Kold Manufacturing, Inc** in Picton, Ontario Canada. You can contact Marvin Nye (Owner) at his web sight <http://www.e-zkold.com> or you can call Marvin at 313-476-9881 (figure #5). I mounted the compressor, evaporator and



Figure #5

seawater pump above the water line in front of the refrigerator under a separate removable cover with top of Formica material. The cold plate is located in the box on the port side to the rear. I also included a volt meter so I could monitor the voltage at the compressor and two control switches. One to select compressor speeds of 2,000 or 3,000 RMP and the other to select the water cooling option. These can be seen in figure #6 on the bulkhead to the right of the cupboards. Then I replaced the cupboards in the back and finished the job with a little teak trim and some varnish. You can see the finished product in figure #6.

This setup gives me an **eight cubic foot refrigerator** that works like a charm. In 85 degree tropical weather, the refrigerator uses about 40 Amp/Hours of battery power a day in normal use conditions, keeping the box at about 40 degrees Fahrenheit. My solar cells normally put out about 50 amp/hours a day in this climate plus my Air Marine Wind Generator output which is variable depending on wind conditions.

I also custom installed a new Arctic Marine A/C. I will report on this next time.



Figure #6

Contact me if you have questions. Email [LeeHenderson@att.net](mailto:LeeHenderson@att.net), or [LHHenderson@pocketmail.com](mailto:LHHenderson@pocketmail.com), or call my cell phone at 239-398-6481. Dottie and I will be away from our home in Florida this summer cruising the Great Lakes and Canada.

Lee Henderson  
*BRIGADOON II*

## STORM WINDOWS

One of the prices we pay for sailing the East Coast in the spring or fall is rain inside the boat -- cool overnight temperatures bring condensation on the hatches raining down on the berths, salon table, etc. The colder the weather, the heavier the "rain." One answer is storm windows.

Buy clear, thin plastic sheeting like the inexpensive paint tarps that they sell at Home Depot, Sears, etc. Cut rectangles slightly larger than the hatch screens. Place each sheet on its screen, and put the screen back under the hatch, closing the latches.

Presto! Instant storm windows. It's cheap, reasonably effective at reducing the condensation, easily stored/replaced, and still lets the light through so you don't feel like you're living in a cave. An emergency set of storm windows can be fashioned from plastic grocery bags -- not as attractive, but it still works. (Note: Be careful using one on the hatch above the stove; you need the ventilation of an open window when the stove is in use.)

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## PDQ Owners Association (POA)

### COCOA, FLORIDA

If you're in the ICW in Florida and are looking for a place to overnight on the hook, try Cocoa (mile marker 897). At the west end of the high bridge, on the south side, there's a free public dock (posted "no overnight mooring") and a lot of anchorage space. The west end of the bridge has Cocoa Village (as opposed to Cocoa Beach which is 5 miles east). The Village sports a bank, a number of interesting and funky antique stores, several fun shops, an ice cream parlor, a couple of restaurants, and (most important) the S.F. Travis Hardware Store.

The Hardware Store is reminiscent of the kind your dad used to take you to --- 15-ft high aisles packed with a little bit of everything, and knowledgeable staff who are anxious to help and know where everything is! It's like stepping back 40 or 50 years. (Yeah, I know; it's a guy thing.) Their inventory includes everything from SS metric bolts (like you have in your SL windlass) to pipe wrenches that can double as anchors, and band saw blades to hunting knives.

If you walk east across the bridge, there's an Eckerd Drug and a Publix about 4 blocks beyond the end of the causeway. There are several restaurants (Denny's, Olive Garden, Red Lobster, etc.) just beyond the Publix, and a large mall in another 4-5 blocks.

A fun and interesting stop, especially if you want to wait out some inclement weather.

Mike & Marya Martin  
*DISTANT MUSIC*

### MV-32 SKATES

"I have MV-32 Hull #4 and I purchased it in March of 2002 from its owner with only 130 hours on the engines. Seems as if his girlfriend didn't think it was fast enough or she didn't like the smell of new fiberglass. It was purchased in Delaware and taken to Norfolk, VA on its first leg south. It was kept there for a few months and then we took it 800 miles to St. Augustine, FL. We averaged 10.5 mph which included a couple of slow days due to bad fuel and no replacement filters until day 3 of the trip.

Although I live in Texas, I prefer to do my boating in Florida so will be

keeping it somewhere on the East Coast of FL until I take it to the Bahamas this summer. After that I'm not sure where home port will be.

I just sold my Marine Trader 36 which I had for 5 years. The PDQ was quite a step up and I love it. The PDQ rides so much better than a displacement hull. We were taking 6-8 foot seas that would have made us turn around if we were in the Marine Trader.

As I said earlier, I plan on taking *SKATES* (will probably be renaming her) to the Bahamas for 1-2 months this summer. I have outfitted her with extra water bladders, 12 volt freezer, SCUBA air refill compressor, high powered cell phone/internet dish along with a Follow Me Dishnet tracking system for TV. Don't see the need as yet for the water maker as I can buy a lot of water there for the cost of a water maker.

My wife probably won't go as she isn't into boating so one of my high school buddies has "volunteered" to go. It should be a lot of fun. We intend to go deep south into the Bahamas chain.

I will write more later regarding any likes or dislikes (few) about the MV32.

You can contact me at [Bahama\\_explorer@hotmail.com](mailto:Bahama_explorer@hotmail.com), or (817) 798-6907 cell

Carl Roberts  
*SKATES*

### HONDA 20HP ENGINES

I don't know if you are aware that Honda makes a high thrust 20HP 4 stroke. The only drawback is it's a 20" shaft. Now these PDQ's will work with a 20". I ordered an engine a few years back (a long shaft) and didn't find out until a year or so later that long was 20". I've been operating with one 25" and one 20" and I don't notice any difference. It also can be equipped with electric tilt. A toggle switch can be attached to the console to a 12-volt supply and, voila, no more lines catching on the props, no more raising and lowering hatches, etc. The engine weighs 114 pounds.

This jewel is not cheap. The High Thrust with electric, remote, and electric tilt is \$3700. That's a quote from a dealer in South Texas. They have 12-amp alternators.

We plan on attending the Annapolis Boat Show in October and have made reservations at Mainstay Suites, and will be there most of the week. If you are going to be there we will be having Open House.

Dan & Doris Connelly  
*LYNX*

## MOOD LIGHTING

Our PDQ came with halogen reading lamps on the forward bulkhead of the saloon area and in each cabin. We often wanted to use these to add just a bit of mood light; however, they cast a rather harsh light. The answer was rather simple! The caps off of my shaving gel were the perfect size to serve as a filter. They snap right on,



PDQ Mood Light Covers



PDQ Mood Light

they don't melt, and a trip to Wal-Mart found them in a variety of colors depending on the type of gel. We're using a yellow gold now but, I've got red/purple to use for night sailing which should maintain our night vision.

Roger Ford  
*KOKOMO*

## PDQ Owners Association (POA)

### HAVE YOU READ ALL YOUR MANUALS?

While PDQ is good about supplying a packet with all the installation, operating & maintenance manuals when they deliver the boat, it's the owner's responsibility to READ all that stuff. Carefully!

A case in point: Anchored in a quiet Bahamian cove, I was lounging in the salon waiting for the admiral to awaken when it occurred to me that I hadn't heard the fridge run in quite a while. (Living aboard, one gets used to the routine noises on a boat; the absence of those sounds is LOUD.) I cycled the circuit breaker -- the Adler Barber started to kick in, and then promptly stopped! The circuit breaker wasn't tripped, but the fridge wouldn't run.

What a way to start your day! Thoughts of thawed meat, spoiled food, where to borrow coolers, find ice, and how to get replacement parts out here filled my mind --- and before my first cup of coffee, too! I pulled the teak grill off (no screws -- used a sharp knife to cut the adhesive & gently pry it off the settee bulkhead). Lying on the salon floor, you're looking at the cooling-fan end of the refrigerant unit. The cooling fan is held in place by four screws, one in each corner. By removing the fan (careful with the wires), you have access to the face of the condenser. After almost four years, mine was covered with a thick blanket of previously airborne bits.

A single paragraph under Maintenance in the 22-page AB manual says, "Regular or seasonal maintenance is normally not required..." But read on: "...the condenser ... can become clogged with dirt and should be carefully vacuumed seasonally with a soft brush attachment. Be careful not to bend the cooling fins."

While a vacuum would be better, we don't have one; I carefully swept the fins with an old toothbrush, removing globs of lint, dust, dirt, hair, etc. (Take care, the fins can be bent with a fingernail.)

Viola! After switching the circuit breaker back on, the unit started right up and now runs just fine! You can not imagine the relief! The lesson has been learned, and without damaging the unit, flying in replacement parts, or losing

our refrigerated goods. Life is good! I think I'll go to church this morning -- I've a lot to be thankful for.

Mike & Marya Martin  
*DISTANT MUSIC*

### GUATEMALA: UNDERSTANDING THE LANGUAGE

Answers to questions in Guatemala. Lets see...

- Q. Does the bus have A/C?  
A. Se Senior  
Q. Does it work?  
A. Se Senior, Very well.

Note: What they mean is the windows and the overhead escape hatch are open.

- Q. Do you have electric in the rooms where we will stay?  
A. Se Senior  
Q. Do the lights work?  
A. Se Senior

Note: What they mean is the electric works when the generator runs, and/or the power is on and of course the lights work because they give you a little battery operated lantern at night.

- Q. How many people will the bus hold?  
A. 5 more.  
And so on.....

Craig & Mary Farnsworth  
*Rum Tum Tiger*

### NEWLY ENFORCED RE-ENTRY POLICIES

There is now more to the U.S. re-entry process than phoning customs, giving them your Customs ID number and advising them of your safe return. In addition to clearing customs, there is also a requirement to clear with the INS. An article in the April 2003 issue of *Southern Boating* relates a story of a resident of the Keys who returned from a four day boating trip in the Bahamas. When he cleared with Customs, he was advised that he had to call INS. When he did so, he was advised that he and all on board had to present themselves --- in person, to the Immigration and Naturalization Service Entry Office at either the Port of Miami or Key West. He would have been faced with a fine or worse, so he and his entire party drove to Miami and cleared INS.

## PDQ Owners Association (POA)

The author heard from others with similar scenarios and he called INS in Miami. He was told that the policy has, in fact, been on the books for a number of years, but until recently had not been enforced. That has changed so be advised that when you come back from a trip out of the U.S., plan a drive to the nearest INS office as soon as you dock.

The policy is being enforced to secure our borders. The INS feels that one way to do this is to take a close look at everyone coming into the country, whether or not they are a U.S. citizen. Inconvenient, yes, but a small price to pay in this concentrated effort to ensure our security.

In brief the policy for the Immigration and Naturalization Procedures for Private Vessels says: All vessels entering U.S. Waters must be cleared by the Immigration and Naturalization Service (INS) as well as Customs. Regardless of how long the boat has been out of U.S. waters. All aboard must report -in person- to the nearest INS Port of entry.

No one can leave the boat except for the trip to the INS office. This applies to U. S. citizens as well as non U. S. citizens. The master/operator of the boat is subject to penalties under Section 271 and Section 273 of the Immigration and Naturalization Act for failure to comply.

If the boat arrives after working hours of the nearest Port of Entry office, all must remain on board until clearance has occurred, which must take place within 24 hours of arrival. U.S. citizens are expected to have in their possession a valid passport, driver's license and/or birth certificate. For further clarification contact your nearest INS Port of Entry office prior to leaving U.S. waters.

INS Ports of Entry for the East Coast and Gulf States, Puerto Rico and the U.S. Virgin Islands:

**Alabama:** Mobile

**Georgia:** Brunswick, Savannah

**Florida:** Alligator Bay. Apalachicola, Boca Grande, Boynton, Carabello, Fernandina, Ft Pierce, Hobe Sound,

Key West, Lake Worth, Mayport, Miami, Milville, Panama City, Pensacola, Port Everglades, Port Inglis, Port St Joe, St Andrews, St Marks. Stuart, Tampa, West Palm Beach

**Louisiana:** Baton Rouge, Lake Charles, New Orleans

**Mississippi:** Gulfport, Pascagoula

**North Carolina:** Morehead City, Wilmington,

**South Carolina:** Charleston, Georgetown

**Texas:** Baytown, Beaumont, Brownsville, Corpus Christi, Del Rio

**Virginia:** Alexandria, Newport News, Norfolk

**Puerto Rico:** Aquadilla, Arecibo, Arroyo, Ensenada, Fajardo, Hurnacao, Jabos, Mayaguez, Ponce, San Juan

**U. S. Virgin Islands:** Charlotte, Amalie, Christiansted, Fredricksted

**Note: The INS has become the Bureau of Citizenship and Immigration under the Department of Homeland Security.**

Thanks to Dick Beberman, *Catch 22* for sending the *Southern Boating* article.

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