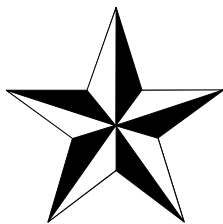


# PDQ Owners Association (POA)

## NEWSLETTER

Winter 2003



### COMMODORE'S CORNER

As often happens when we stay north in the winter, we are treated to unusually cold snowy weather. The weather here on the Chesapeake Bay produced a temperature of 10 degrees last night reminding us of why we are usually in balmier climes this time of year.

#### From Whitby

PDQ Whitby is as busy as ever. Simon and crew are in Miami getting ready for the boat show with three boats – 42005 *Starlight* (Bob and Louise Sasine); 36091 (Raymond Allain), and an MV34. Back at the factory, 32049 (Reed Alpert) has just been completed; 36096 (Dan White) and 42007 are under construction.

An exciting development is underway in Whitby. We are all aware of the “trickle down” effect in which cruisers benefit from the “go fast” modifications explored at some expense by racing sailors. The original PDQ 34/36 was designed as a fast boat



Ron McDaniel lowering the traditional ball at midnight at the 4<sup>th</sup> annual POA New Years Party at the Hendersons on Marco Island, FL. Owners present at the party were Ron & Susan McDaniel *Tanah-Keeta*, Chet & Sharon White, *Allez Cat*, Lee & Dottie Henderson *Brigadoon II*, Craig & Mary Farnsworth *Rum Tum Tiger*. A great time was had by all.

(hence the outboards). Simon and his brother David are building an optimized racing version in which 2500 lbs will be stripped from the weight leaving off everything not absolutely essential to structural integrity. It will have no hardtop, lifelines, shower door etc. It will be fitted with the tall fractional rig and a bowsprit (as on Harvey's new

reservation for next year having decided that they can make more money with less inconvenience with their regular restaurant. We have been looking at alternatives and have two possibilities – the Maryland Inn (at the top of Main St.), and the Marriott. It is unfortunately clear that we will

boat at the Annapolis Show) for a screecher or masthead spinnaker. The most innovative feature, however, will be the incorporation of dagger boards. . We should set a pool for the best prediction of its performance characteristics. Undoubtedly, the improvements can be incorporated into future production boats and some may even be available as retrofits.

#### Annual Meeting

We need to find a new site for our annual meeting. The Fleet Reserve Club has declined to accept our

probably wind up with a higher bill and will not have wine/beer included as in the past. Negotiations continue.

### Dues

If you have not paid your dues for 2003 you need to get a check to Cindy, Vice Commodore as soon as possible. Dues are still \$10 per year. This is the last newsletter for those that are delinquent. Cindy can be reached at:

Cindy Wallach  
s/vNeshamah,  
980Awald Rd.  
Annapolis, MD 21403  
[cindywallach@yahoo.com](mailto:cindywallach@yahoo.com)  
410-295-6548

### Cruising Notes

Dick and Liz Wood on *Kia Orana* were last heard of in St. Lucia, Windward Islands.

*The Reillys* aboard *Highlander* are cruising in the Keys before going out to the Abacos.

Len and Blanche Scharf on *Anygyri* are cruising in Florida and then possibly to Cuba and Mexico

Ron and Susan McDaniel are heading for the Bahamas on *Taneh Keetah*.

Don Krizan aboard *Cats Meow* left Florida in November to spend the winter in Belize.

The Knights on *Algoma* are returning from their trip to Trinidad

Dan & Sally Hoffmann are cruising the West Coast of Florida. They are presently in Marco Island

The Hendersons and Swithenbanks may meet up on their planned cruises to the Great Lakes this summer

Fair winds  
Colin Swithenbank  
Past Commodore



POA's 3 Day New Years Party: Top: from left are Gennell Monaghan (Gennell and Mike were guests aboard *Tanah-Keeta*), Susan McDaniel and Dottie Henderson. Bottom: Craig Farnsworth, Sharon White, Lee and Dottie Henderson, Chet White and Nina Graves, Lee's sister visiting from Michigan. Lee's brother Ron and wife Marlene were also at the party.

## VOYAGING SOUTH WITH RUM TUM TIGER

January 15, 2003

We came out to the Dry Tortugas on Sunday and are waiting for the weather. We thought we had a low wind slot coming on Friday but a big cold front was following. We should have gone last Friday as there were

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three days of light winds, but the other boat with us, *Shamal*, didn't have insurance until the 15<sup>th</sup>. *Shamal* is a single keel, ketch rig, two front sails for storm but a general sloop rig rounded stern type of boat. We are waiting here now and it is cold and windy. We had lobster and yellow tail snappers for supper last night.

January 22, 2003

Wednesday: 9.15 am. I just got up and Mary went back to bed. Yesterday AM we were treated to a beautiful sunrise with the mountains of Cuba just off our left about 12 miles. We ran along the coast and realized that we were too close even though commercial traffic was inside of us---big freighters. We were into 8 miles so a dog leg out to more than 12 made us feel safer. Just a couple weeks ago the Coast Guard was looking for a sailboat that had left the islands south of here on the 21<sup>st</sup> of Dec due in Key West in two weeks. It was overdue by a week. A couple of days later the search was called off. The news carried the story of a sailboat brought in by Cubans either from problems or the search. The boat was full of drugs!

Each night now the moon rises and when it is well overhead it's like a spot light comes on in the east. Unbelievably bright! It's our omen of good days a coming. Venus shines brightly over the entire sea. Stars---well you cannot imagine stars like there is out here. I don't know the names because I'm too lazy to look it up in a book. You will recognize some of them. Orion is always there, The Big Dipper is right above us and the Little Dipper is behind. No pollution or haze out here at all. It is as clear as can be.

We are still motoring and sailing with *Shamal*. We came around the corner of Cuba yesterday late PM and we all agree to shoot the next 300 + miles to the Isla of Guanaja. It's an island that is part of the Bay Islands of Honduras. Bob has been there before and says it's fantastic. Besides from there it's a nice easy down wind run all the way back. The current of the Gulf Stream is behind you and the winds are generally East to NE and SE so are with you also.

Speaking of the Gulf Stream, we started in water at the Dry Tortugas that had temps of 60 degrees according to what the park rangers told us. As we go south the water has gotten warmer and warmer. The temp now is a little over 80. Nice bath water. Bob says that down where we are going it will be mid 80s. Not good for fridge cooling but great for snorkeling.

Well enough for now. Temp is in the low 80s, sunny, and no clouds to speak of. A cold front is coming behind us and we will be caught with some of it by tomorrow afternoon during the final push down to Guanaja and around the corner to safety.

January 23, 2003

Thursday: 7 AM. The sun is almost up. We have flat seas; not much wind of course. We are motor sailing and our dog, Winnie, is asleep at my feet. We are showing 70 miles north of Isla de Guanaja. Bob on *Shamal* says that the veggie market open tomorrow early AM. We need veggies so I guess I have to get up early tomorrow. The mainland folks here peddle there veggies and fruits out in boats from 30 miles away. He says we will see boats loaded to edge with watermelons, bananas, and lots of things we haven't seen in a year. We are waiting for a weather update. I hope we get some wind. We have a heck of a current against us---almost 2 kts. The water temp was near 80, it's back down about 3 degrees. I'll let you all know when we get in. Gee it looks as though it will be another clear hot day. There are a few clouds to the east and south.

We were gladdened to hear "land ho" from Sheri on board *Shamal* around 2:00 PM. I was messing around with the sails and what ever and looked forward and lo and behold a mountain reared itself up out of the ocean. Ah-h-h the place where we are going I hope. The GPS says so, so it must be. By 4:00 PM it was a sure thing that we would make the anchorage before dark. The wind by this time was blowing 15-20 out of the north. Not great for us sailing south, but better than on the nose. I was so surprised to see that this island is so much like Maderia and the Mediterranean islands. There are small villages in the valleys down at the base

of the mountains. I love to see it. High green covered mountain peaks ranged beside us as we came around the eastern edge of the island. There are houses built on stilts over the water and dugouts are running back and forth the way we would drive around in our cars. I doubt that there are any cars here at all. All traffic seems to be by boat. Even the waiting area for the airport is a dinghy dock. Now that is something.

January 24, 2003

We finally dropped the hook last night at 6:30 PM finally after 84 and a half hours with the motor running most of the time. We have a little over 50 hours on each engine and we have 28 gallons of fuel left. Most of our movements are now downwind.

As we rounded North Rock Cay we saw small villages at the bottom of the valleys. Little rock cays stand out from the island as protection from the onslaught of the sea. Half way down came Half Moon Cay our turn point into the anchorage.

The main town, or I should say village, is a small island called Swan Cay. The place is loaded with houses some on stilts. No roadways. There are just alleys through the place and the only way to it is by boat. There is a canal that is dug across the island to the north side which is great for snorkeling along the north wall. Just to our rear is an island called Dunbar Rock. And rock it is. It can't be more than 100 yards around but there is a great beautiful house built on top. Neat.

We were later greeted by a fellow named Jack, from a house called Lighthouse. It is a beautiful place on the steep mountain with turrets on the side of the house. He came out in his runabout to say hello and suggest that we anchor somewhere else as there is too much traffic where we are. So we moved to the bight, as they call it, and *Shamal* upped his anchor and followed us over. We are in a small section on the south side of the island with 1300 foot mountains in front of us. There are several boats in the anchorage, including another Catana beside us called *Chesapeake*.

We have our yellow quarantine flag and Mary's home made Honduras flag

up. Once we clear customs, down comes the yellow flag and just the courtesy flag flies. Tomorrow is veggie day, customs day, and Winnie to town, if they do not put her in quarantine. That is a possible, but hopefully with our papers she should be ok.

January 24, 2003

I was up bright and early this AM to prepare to clear customs and immigrations. The town is a small rock with canals running through it. The houses are mostly wood and/or concrete. The people are very poor. The country is officially Spanish speaking but they all speak English here. We found our way to the port captain and he sent us to immigration. There he wanted to know our schooling and profession. Mary's was easy; teacher. But when it came to funeral director or undertaker, he was stumped. Finally Bob said keeper of the morti. Then the guy put his hands under his head and closed his eyes. Then he lit up. "Oh ya" he says, "Oh Ya". He had a difficult time finding the right word to put on the form though.

We then called the girls to come in on the other dingy as we were officially cleared in. Stopped at the bank and got some lempiras at a 16 to 1 exchange. We bought some cookies from the grocery store and tomatoes from another place. Mary picked up bananas and cabbage from a boat tied beside our dinghy. We didn't see any watermelons. We tried to find whiskey but all they have is scotch. Our dinghy watcher told me he would take me to a place that had good whiskey. Down the back streets we go and finally at this place he takes me into a room. The guy there says he is out of whiskey. The boat left for Cayman Islands today but would not be back for 10 days. When I asked if it was whiskey and not scotch he says No, no, no. We have no call for whiskey only scotch and rum. So-o-o rum it will be. At least until the next island.

The town of Guanaja on the Isle of Guanaja is as I said, very poor. Small shops and all travel is by foot. No vehicles. Concrete paths wander back and forth. The wide ones are the "main roads" and the narrow ones run off into homes. The banks have armed guards

stationed inside although if you robbed one, where you would go is beyond me.

The hillside that we are anchored in front of is beautiful compared to the town. Large homes dot the hillside and all traffic is by boat back and forth. I suppose there are vehicles on the island but do not know that for sure. The water, though, is clear and clean. We were treated to a nice rain shower this PM which is good to wash the salt of the boat. Some folks from another boat came over to tell us about a stream of fresh water just up the creek from where we are. We're going to take Winnie for bath up there this PM.

January 25, 2003

Well, today has got to be a first. We did the wash in two buckets on a dock bent over with our rears pointing up and heads down. Winnie ran away twice in the process. We found her under the dock in the muck, but just couldn't see her. (Winnie is a white dog).

But the sheets are washed, the underwear is wearable and the t shirts are clean again. While awaiting for the finery to soak we hiked up the path towards a summit. It turned out to be the location of some German folks on a boat next to us. They are building their house up there. It's a neat place with a view of all the boats in the harbor below. It looks as though they will have a pool when they are done. We could hear a waterfall crashing in the woods far beyond. Next time we will hike up there when they are there and talk to them. After the washer woman exercise we moved into the lunch mode and then reef explorers. Grabbed our snorkels and fins and off we go. Bob and Sherri went out first on their dinghy and we followed. Found a reef about a mile out from where we are anchored and dropped the hooks for the dinghy's and over the side we go. Mary and Sherri both have their wet suits on. We tough guys don't need that stuff. We go bare back. The reef that we picked was another one of those straight up jobs. Where we jumped in you could see down 50 feet and no bottom but the sides of the reef came up rapidly. We moved in a group first east and then to the west. It was amazing to see fan coral the size of elephant ears

waving in the water. I mean they were huge. Probably 3 plus feet easily. Stag horn coral, Elkhorn coral and a new one for me, finger coral. It's more like cactus coral really. These things were from 3 to 7 feet tall and grew just like cactus. They are brown wavy fingers of feelers moving back and forth with the current. Everything is always moving. We moved along seeing angel fish, parrot fish, and all kinds, blue, yellow and black, red, and green, but the most beautiful is the guy with a black body, yellow head and tail and a black mouth. Just gorgeous. Found out it was a rock fish. The damsel is a fluorescent blue with silver spots all over. The butterfly fish is silver and blue with eyes on both ends. That way the predator never knows which way he is going to move. We saw sea cucumbers, which are huge worms, on the bottom. Generally, they are 1 foot in length. Large formations of coral in all colors you can imagine. Picked up several conch shells with the guys still inside so threw them back. They make a great conch salad, but it's a lot of work. Oops dinner. Got to run.

Anyway, after the reef adventure we came back to the boat and had a glass of wine and folded our laundry that was hanging on the rails.

Tomorrow we take the big boat out to another reef so we can make water, make electricity and then come back and fuel up at the local fuel depot. Diesel is 2 (\$2.00?) per gallon, not too bad. Gas is 3.50 per gallon. Hopefully we will fish all the way out and back catching lunch and dinner and if big enough dinner for tomorrow as well. I would love a nice big dolphin (fish) right now. Cut out the head piece for fish salad. Raw meat cooked in lime juice, mixed with onions, peppers, tomatoes and a light touch of garlic. If you had told me years ago that I would eat raw fish I would have told you no way but this stuff is really good. The piece of meat in front of the eye on the dolphin fish is the tenderest. The rest of the body is great but that up front is best. Mary just yelled down to get the ice cream out of the freezer for dessert. (Just thought I'd tease you a little). The temp is about 75 tonight. This morning at 10 it was already 80 degrees. Love it. We are only 960 miles north of the

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equator. We are at latitude 16 degrees and if you multiply 16 times 60 miles per degree you come up with 960 miles.

In the anchorage there is a couple heading for San Francisco, and another heading for Brazil, who originally came from Switzerland. A fellow came out yesterday and got on board with us. He and his wife came from Nova Scotia, moved to Ottawa and then went cruising. They have been all over Central and South America. They came here, liked it, and bought a lot, built a house and sold the boat. He's in his mid 70s I would say. We have to walk up to see him. We had met his wife downtown our first day here. They have pressure water from a reservoir up in the mountain and electricity from the local generating plant. He says life is on the cheap down here and when we asked if they weren't lonely he said no. There are always boats coming in that he has a chance to go out and talk to.

So folks, too da loo out there. Keep your snow shovels sharpened and if you are smart and able head south, come out and join us. It's just beautiful.

Craig and Mary Farnsworth  
*Rum Tum Tiger II*

## RETURN OF FOOTLOOSE

We have returned to the States in May after nearly four years of sailing in the Caribbean. Since then we have purchased a new home in Alva, Florida on the Caloosahatchee River. We are located near Ft Myers 20 miles up river from the Gulf of Mexico on a 60 foot wide canal 300 yards from the river. We have a three bedrooms, pool, and 160 feet of waterfront on the ICW. Lots of room for you when you come to visit. The yard has all kinds of tropical trees and plants in it including Paw Paw, Pineapple, Vanilla, Banana, Frangipani, Hibiscus, Oranges, Grapefruit, and a few more I can't remember. So I guess we have dropped the hook at least for a while. We plan on selling *Footloose* and buying a small trawler so we can go to the Bahamas. After living on our boat for nearly

seven years we are wondering what we are going to do with all the room. We have many things to do at our new home. We are starting with the landscaping of the yard. We have about 30 overgrown junipers trees that block the view of house that need to be removed. After that we hope to put new tile on the floor. Hope to get new cabinets in the kitchen and bathrooms. I think it will be about 3 year project.

Before the previous owner left she told us about the five foot alligator that likes to sun itself on our pier. Sure hope it doesn't have a taste for small dogs.

Our boat is still in North Carolina and will remain there until we have some repairs done. So at least for this year we will not be going sailing.

Our new address is:  
2210 Gardner Road  
Alva, FL 33920-3800  
Phone number: 239-728-6390  
Email is [footloose@gbronline.com](mailto:footloose@gbronline.com)

Nancy and Mike Proctor  
Roxanne and Skipper, *Footloose*

## NAUTICAL TOES

It's hot here in Tortola: tropical hot. Two-a-day shirt hot: one until the pre-lunch shower, and the second for the pre-dinner shower. Folks from northern climes travel with a water bottle clutched in their hand all the time. I've had my pre-dinner shower and I'm wearing my new clean shirt as I walk the docks prior to adjourning to the shady and many fanned open air bar. I plan to take a while to readjust my fluid level with icy drinks here in summer Tortola.

Two young men are working on the port engine of a Lagoon 57. I'm already sweating freely and they are stripped to greasy shorts while they shout in French above the chattering diesel. If it's this hot on the dock it must be infinitely worse inside an airless engine hatch crouched alongside a hot diesel. What grabs my eye are the two shiny toe rings on one mechanic's left foot, braced among the chromed box wrenches. Obviously this is a

suave and cool dude, as well as a sweaty, greasy mechanic.

I've noticed toe rings in the boating world before. Rudy (owner of Venus, PDQ-34001) and I used to anchor in Joe's Sound in the Exumas. An abandoned house at the water's edge had a functioning cistern. Every winter we'd employ empty tin cans and lots of Yankee ingenuity to repair the rain collection

system. My main function was to provide the shoulders Rudy stood on while repairing the gutters. Another couple aboard a 30 something monohull spent a week or so with us one winter. I recall they served as the HF link with Herb as they continued on to the Caribbean. I first remember noticing the first mate as she adroitly bounced into their large inflatable dinghy, popping expertly from tube to tube, shifting her weight to perfectly balance the RIB as it hopped onto a plane. She wore

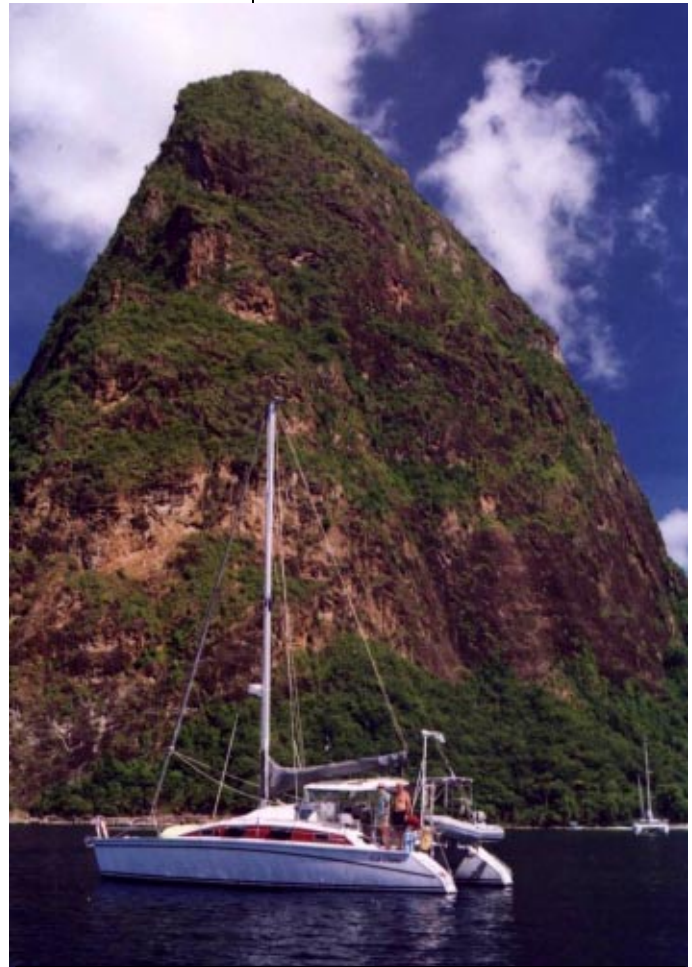
several toe rings, a couple of which were Conch rings, and made an exotic impression in a little known and wild anchorage.

These two young Frenchmen are also attractive members of the boating community. I just couldn't help wondering if glittery silver rings are a good idea for a watery lifestyle. I was present when a pale white and fleshy Dutchman waded back to the beach in Aruba missing a bloody chunk of finger. A small but voracious fish had

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decided to sample a pea sized piece of his flesh in the web of his ring finger. We fellow tourists couldn't stop the bleeding and had to send him to the clinic for stitches. I sure hope Mr. Barracuda doesn't take a similar interest in the Frenchy's silvery toes.

Rick Gordon  
Previous Owner of *SMAY*



Dick and Liz Wood aboard Kia Orana in front of the Grand Piton on St. Lucia in the Windward Islands.

## THE DUHAIME YEAR 2002

This has been a fun yet challenging year. We spent the beginning of the year in the Bahamas with good friends and family. We had a fine time taking them to our favorite snorkeling holes and caves in the Exumas. By spring, we were headed back to the USA. On the way back to Michigan, we decided

to give up sailing for medical reasons (carpal tunnel) and put our name on the list for a new motor vessel made by PDQ Yachts) who had produced our sailboat. As luck would have it, they had one available that would be completed by September. We immediately put our sailboat up for sale in Annapolis. That meant we had to clear out the boat and get our entire belongings home. Larry's sis from the Chesapeake was driving to Michigan for a visit, so she took one load in her truck. The rest we loaded in the van until we couldn't see out the rear view mirror. We were worn out after 4 days of cleaning and packing. Tinker, our cat, was nestled atop boxes at the ceiling of the van. Our plants had to be left behind. The important items made it home, though.

The summer was wonderful, nice and hot. We visited friends and relatives, caught up on the yard work and spent a number of days in Whitby checking on the building of our new boat, making changes that would be necessary for us to be safe and comfortable. This boat is similar to our sailboat but has twin 75 horse Yamahas and more room inside. It moves comfortably at 14k and doesn't have a mast so we can go under many more bridges when going down the Intercoastal Waterway. As summer waned and the boat started to look like something one could live on, we drove two vanloads of belongings to Whitby. The staff couldn't believe we would get everything on the boat and in place. We finally left Whitby, Ontario on September 18, 2002, and entered Lake Ontario with 6-8 ft waves. Luckily, they were on our stern and allowed us to cross to the SE corner of the Lake quickly. We entered the Oswego Canal, which dumped us into the Erie Canal and then the Hudson River and then out to New Jersey. From there, we went up the Delaware Bay, across the C&D Canal and finally into the Chesapeake. We experienced several mornings of snow on the deck and more of frost. We had hoped that by the time we got to the Chesapeake, we would have warmer weather. Wrong! We stopped for a few days to visit with Larry's family but then head south as fast as we could. We didn't wear shorts

until we arrived in Florida, southern Florida.

Along the way, we met up with several of our sailing friends and moved with them until we arrived at Stuart. Larry's folks invited us for Thanksgiving and we decided to stick around for Christmas. After Thanksgiving, most of our friends left for the Bahamas. That was difficult, as we wanted to be with them but wanted to fly home, too. The only consolation is that we will be joining them to enjoy the Bahamas after Christmas.

We had to leave the PDQ plant before they were completely finished with the boat. The Erie Canal was closing for the winter for repairs. That meant that once we got to Stuart, a staff person came down and spent a week with us working on the final touches to make the boat function at top performance. Now we really look forward to trying her out in the Bahamas for the winter.

The process of aging has started to take effect with an increase in aches and pains that can be absolutely frustrating, as they can't be fixed. I had several fainting incidents during the summer and ended up in the hospital but came out with no diagnosis! Recently, a friend on a sailboat had the same thing happen to him. The nice part about the whole experience is one comes out knowing one is healthy. Tinker continues to do well and seems to like the new floating retirement home. She has more room to get around and/or hide when she needs to. We so enjoy her antics and even the occasional standing on my head to see out the hatch that is open to sniff the evening air. We continue to feel blessed that we can enjoy both the north and south, travel and enjoy friends along the way.

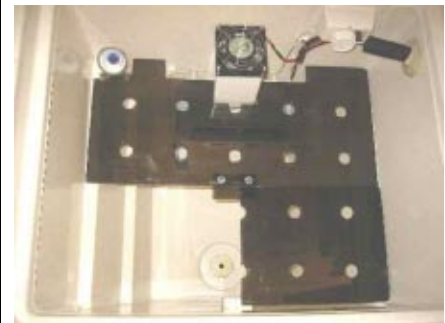
Larry & Sharon  
*Lead Free Too*

## FRIDGE ENHANCEMENTS

We made some modifications to our fridge, which have increased the efficiency and made getting to things easier. We took a 12v fan from an old

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computer we had, added section of PVC fence post to make a duct and created a forced circulation system for the fridge. We had to remove a piece of the shelf (to make room for the duct), which we fastened to the front of the



shelf to form a lip. We also fastened a piece of starboard to the front of the fridge to support the other edge of the front shelf. Then we cut the forward shelf in half, so it would rest on these lips when in position. This enables us to have access to the lower level of the fridge by only having to clear stuff away from 1/4 of the top area.

The fan is set up to run all the time when the fridge breaker is on. However, the power savings we are seeing is that we now only have to run the fridge on setting #2, when we used to run it on setting #7. The compressor also cycles a lot less to keep the temperature down. We still make ice, but also have less spoilage of items on the top shelf as the temperature is now more uniform throughout the icebox.

Christine & Martin McKim  
*Aquila PDQ 32031*

## YAMAHAS FOR SALE

TWO YAMAHA, 4-STROKE, 9.9HP  
OUTBOARDS

Due to an unfortunate situation we need to store our *KopyKat*, PDQ36031 for several years. We do not like to store the outboards for that length of time. We purchased year 2000 models in 6/13/2001 before we left on our trip south. During that time the engines were constantly maintained and are in good condition. They have 450 hours on them. Presently we are in route to Charleston, SC and both engines will be available in February, 2003. Priced at \$1,150 each.

Please contact me by e-mail  
[WBY3094@sailmail.com](mailto:WBY3094@sailmail.com)

Peter Schmieder  
*KopyKat*, PDQ36031

## USED PDQ WANTED

Wanted, PDQ 32 or 36 with diesels. If you have one for sale, contact:

Fletcher and Barbara Reynolds  
780 Cape View Dr.  
Ft. Myers, FL 33919

Phone: 239-489-4188  
Email: Fletcherbarb1@aol.com

## NOTE FROM DOROTHY

I appreciate receiving the newsletter so much. Even though I am not cruising, reading about the adventures brings back so many happy memories. Rudi and I, aboard *Venus*, were regular visitors to many of the places mentioned in the Bahamas, such as Stella Maris Marina on Long Island. Please note my present e-mail address. I would not be averse to considering crewing if someone needed an extra pair of hands. Have been doing some local sailing on monohulls and now with the snow here, have started alpine skiing and helping out on a race crew being only 10 minutes away from the ski hills. If anyone ventures up this

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way, I am living close to Georgian Bay and could provide car transport for supply runs or sightseeing....The best of the season.

Dorothy Merner  
[Merner@kawartha.com](mailto:Merner@kawartha.com)  
705-444-3668

Note: Dorothy used to cruise with with Rudi Seybold on *Venus*, PDQ 36001, the original PDQ-36. They lived in Ontario but cruised in the winters to Bahamas, Cuba and Central America. Rudi passed away on his boat in the Great Lakes. Dorothy is the only complementary member of POA and she is a very experienced PDQ cruiser.

## SERIAL SEA ANCHORS

There is much debate among sailors on dealing with heavy weather offshore but no one who has read the "Drag Device Data Base" (DDDB) assembled by Victor Shane can doubt the efficacy of a properly deployed sea anchor for handling the worst the sea has to offer. The reader may also conclude that the reason they are not more widely carried (in addition to the expense) is the difficulty of deployment and retrieval. Harvey Griggs recently raised the issue of sea anchors in [sailchicago.com](http://sailchicago.com) and I briefly responded with my experiments using serial sea anchors. Marc Gershel requested more detail, hence this article. I emphasize that I have not yet deployed a sea anchor offshore and I apologize in advance that the following may be more detailed than the casual reader wants.

In addition to the DDDB, much of my information is obtained from Daniel Shewmon's gem "The Sea Anchor & Drogue Handbook" and I use Dan's definitions: a "sea anchor" is large, deployed from the bow, and essentially stops the boat dead in the water; a "drogue" is small, and deployed from the stern to slow the boat down. A "bail" is the shroud line attaching the sea anchor to the rode.

Sea anchors are available from three suppliers: Shewmon Inc, Para-anchor, and Fiorentino. Although they work

well when deployed there are some serious problems.

1. They can be difficult to deploy. The bails are long and can tangle and the parachute fail to open. Forces are high and unsymmetrical opening can break the sewing thread. The commercial units are deployed from bags to obviate these problems but I have not seen how they are packed or had any experience with them.



2. The water molecules at the top of a wave are moving with the wind, those in the troughs are moving against the wind. If the anchor is at the top of a wave and the boat is in a trough the rode slackens only to experience dramatic strains as the anchor moves into a trough and the boat rides up on a wave. This problem necessitates a long rode to put the anchor and boat at the same point on the waves and highly elastic rodes of 300' – 600' are recommended. These are both a storage and deployment problem
3. A deployed sea anchor of 15' – 20' in diameter can find its upper edge lifting out of the water and a little weight in the rode is recommended. This can impede retrieval. Also, Shewmon reports a behavior he calls "yawing",

moving from side-to-side under stress. Yawing is obviated by incorporating many small holes in the anchor fabric. These holes have remarkably little effect on efficiency.

4. Retrieval is difficult. Simply motoring up to the anchor and pulling on one of the bails sounds easy, but, in the meantime the anchor has sunk and is impossible to lift. The solution is a light polypropylene line looped from the back of the anchor to the boat. Pulling on this line collapses the anchor.

I was intrigued by the "Series Drogue" ([www.sailrite.com](http://www.sailrite.com): Helpful tips/CoastGuard Series Drogue Report) and wondered if a corresponding "Series Sea Anchor" would address at least some of the above problems. The recommended anchor for a PDQ 36 is 15' – 16' in diameter. Shewmon shows that rode tension is linearly proportional to anchor area and preliminary calculations showed that using 54" wide fabric would conveniently make 4' diameter hemispherical units. About 4 – 6 units (anchors) should be required to equal a single 15' unit.

I bought 1.5 oz. Ripstop nylon from Challenge Sailcloth, cut, basted, and sewed six panels (three larger, three smaller) into a hemispherical shape, cut a 4" diameter hole in the bottom (with a hot knife) and 24 x 1" holes in the sides (with a hot pipe end). The bails were made from 1/2" nylon tape, three lengths sewed right round the unit to produce six 8' long bails. These are spliced into the anchor rode which goes through the 4" hole in the bottom of the unit and on to the next unit.

Ruth and I tested a single unit behind a 17' runabout with a 90HP motor measuring tension with a 300 lb. Chatillon spring scale. Measuring speed with a GPS I measured about 300 lb. tension at about 1.9 knots, and (using a block and tackle) 500 lb. tension at 2.9 knots. (There's a little noise in these figures but they are generally in line with those reported by Shewmon). There was no damage to the unit at 500 lb. tension and little evidence of yawing or twisting. We then tested the series sea anchor with

eight units attached. With about 500 lb. tension on the anchor rode there was no measurable speed on the GPS. On a PDQ 36 this tension corresponds to a wind speed of about 40 knots, a 60 knot wind will produce a tension of about 1100 lb. (see "Anchor Rode Tension", POA Newsletter 2001). I estimate that a series sea anchor with four to six 4' diameter units will allow little leeway in winds of 40 – 60 knots. Half inch anchor rode has a breaking strength of 7000 – 8000 lb. and should give an adequate safety margin, with 5/8" available for a wider margin at 12,000 lb. breaking strength. No weight should be used in the rode and a swivel should not be required. A lightweight polypropylene line for retrieval should be attached to the end of the rode well beyond the last unit. Al Shortt (One Cool Cat) recommends deploying off one bow (i.e. not using a bridle) to reduce the shock of waves hitting both bows simultaneously.

The series sea anchor would appear to address some of the problems with sea anchors referred to above. The small diameter should obviate lifting out of the water and since six (say) units will be spread over at least seventy feet of rode, each will be in a different part of the wave pattern and the very long rode lengths should not be required. However, I emphasize that although we carried about eight units on our trip to the Virgins (they weighed about 15 lb. without rode) I was relieved not to have had an opportunity to use them. I should try them in the Bay under less challenging conditions.

Do I recommend the Series Sea Anchor? I do, but they are quite time consuming and not very easy are to make. The problem is basting the panels together into the hemispherical shape and I finally made a frame to lay the units on. Professionally made units I think would be prohibitively expensive.

Because of this problem I made a single conical unit, again of 4' diameter which was very easy and involved far less sewing. Surprisingly it was significantly less effective than the hemispherical units (I've mislaid the test results). Nevertheless the easier production may make this the way to

go simply using more for the equivalent rode tension.

I would be pleased to loan units to anyone interested or send patterns of the panels.

Colin Swithenbank  
*Cadenza*

## SEA ANCHORS, ANOTHER VIEW

Although I am pretty sure that sea anchors save lives, my personal experience was devastating. In 1985, we were sailing *Le Lavandou*, a 60 ft racing catamaran, from La Rochelle in the Atlantic to Toulon in the Med around Portugal and Spain.

After Gibraltar we encountered a strong east wind building a short and steep sea. After 10 hours on the starboard tack and with the wind strengthening to 45 Knots, we decided to put out the sea anchor. Nobody on board had ever used one. Setting it up in those sea and wind conditions was a chaotic and very wet process. It took 30 minutes with 3 people.

As the boat started to line up and pull on the anchor we experienced a sever spring effect and the shocks were intense. It seemed to beat with the rhythm of every other wave. We were obliged to hold onto something solid in order to avoid being thrown back by the shocks. We added some line, about 300 ft, and tried to set it up to avoid shocks. We never succeeded. After two hours we decided to take it off.

We fought for an hour, used our three speed winch and using the staysail to sail 90 degrees to the parachute, tacking, finally got it back on board. It took a seasoned crew to achieve this. Then suddenly, everything was quiet. The boat was drifting about 75 to 85 degrees to the 30 ft waves, gently going up and down. Once every 15 minutes or so we were hit by a wave on the hull to weather. This caused us to glide laterally. What happened was that the green water was going under the hulls and we were floating mostly in the foam. Having the centerboards up, there was no resistance to drifting. As we drifted, we were producing some

perturbation in the water which stopped the waves from breaking.

From now on, neither on my Maldives in France or my Searunner trimaran in the Caribbean, I do not carry a sea anchor.

A few years ago Ann and I were sailing Sula near Caicos Island in the Turks and Caicos in a storm. We used the backwind technique and it worked so well in 35 knots of wind and about 20 ft waves that we were able to sleep for four hours. When the wind changed, we decided to run with only the staysail and a 200 ft line stretched from one hull to the other. It was comfortable as the line stopped the breaking of the waves. This technique held our course acting like an autopilot. We were able to do 5 knots towards Hogstay reef 40 miles away.

Marc Menahem  
Sula, Searunner Trimarran

Note: Marc is a friend from Paris, France and sometimes buddy boats with Lee Henderson's *Brigadoon II*. Marc and his wife Ann also have a home in Miami.

### 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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Lee and Dottie

Publisher and Editor

## RECIPE CORNER

Susan McDaniels aboard *Tanah Keetah* served this as part of the POA New Years Brunch. It was delicious.

### PINEAPPLE CASSEROLE

Approximately 12 Servings

3 15.5 oz cans unsweetened chunk pineapple

1½ cups sugar

¾ cup flour

2 cups grated cheddar cheese

1 stack Ritz Crackers

2 sticks margarine, melted

Drain pineapple and pour into a 9x13 inch pan.

Combine sugar, flour and cheese and spread over top of pineapple.

Crush Ritz Crackers and spread over sugar mixture.

Pour melted margarine over all.

Bake at 350° for 25 minutes.

This recipe is great as a side dish. It would be good with ham or pork. It can also be used as a topping over ice cream for dessert. Not serving a crowd? Reduce the ingredients by half and place in an 8x8 inch baking pan.

Submitted by Susan McDaniels

*Tanah Keetah*