

PDQ Owners Association (POA)

NEWSLETTER

Fall 1998



COMMODORES CORNER

FROM THE OLD COMMODORE

Dottie and I met with Don Backe, president of Chesapeake Region Accessible Boating (CRAB). CRAB is an organization that makes sailing available for people with physical and mental disabilities. Checks totaling \$370 were presented in memory of Rudi Seybold. (See the article on the annual meeting for details). If anyone would like to send other contributions in memory of Rudi, make checks payable to CRAB and mail them to:

CRAB
P.O. Box 6564
Annapolis, MD 21401-0564

As you know from the last newsletter Dottie and I are making a major change in our life. I will retire on 1 February and we will move to Marco Island, Florida. We are building a new house which includes a lift for our



PDQ-36 Hull #70

The latest PDQ-36 was launched at the PDQ Factory in Whitby, Ontario on November 9, 1998. The proud owners are Richard and Cindy Herman of Bailey, Colorado. Captain John Johnson is delivering her to Ft Laurerdale for the Miami Boat Show. She is the first PDQ-36 with the new hardtop design. The traveler and solar panels are now incorporated in the hardtop bimini.

Editors note: Notice the typical weather in Whitby this time of year. They are dusting the snow off the dog sleds for winter. I'll be thinking of them while I am sitting under my palm tree in February in Marco Island, Florida

PDQ-36. I will have two slips so all passing PDQ cruisers in the area are welcome to tie up, plug in and drop in. We will be located at 686 Thrush Court, Marco Island, Florida.

In addition, Dottie and I are in the process of making significant upgrades to *Brigadoon II* and are planning to do some serious cruising ourselves.

I have been your commodore since the inception of POA in October 1992 and feel it is time to pass the wand. My

time will be limited and new leadership bringing in fresh ideas from time to time is healthy for an organization like ours.

Elections were held at the annual POA meeting in October and Collin Swithenbank was elected your new commodore. In addition, Len Scharf was elected vice commodore. I will continue as newsletter editor. Please keep the articles and photos coming.

It has been a real pleasure for me to

be commodore for these past years and I thank all of you for your strong support. Dottie and I are still around so keep in touch. We are just changing things a little. I will be in touch on newsletter issues.

Lee Henderson

BRIGADOON II

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FROM THE NEW COMMODORE

Hi POA ers,

Lee Henderson has served for 6 years as our founding commodore and has set up our present organization. The key activities are the annual meeting, the newsletter and most importantly, a cohesive force for PDQ owners.

Lee would now like to relinquish some of these activities but is willing to continue to produce the newsletter (actually the most work of the job!) and has asked that a new commodore be appointed. At the annual meeting in Annapolis I have been asked to take over the position with the help of Len and Blanche Scharf (see their address, e-mail info, and phone number under POA Burgees). We would like your help and support to continue the fine traditions which Lee has so ably set for us.

Do members of POA want any new activities or functions? Please contact Len and let him have your ideas. (Ruth and I will be in Bahamas for the winter). We have already contracted with the Fleet Reserve Club to hold our next annual meeting in downtown Annapolis but we would like suggestions for (less expensive) alternatives, preferably with easy travel from the downtown area.

One new activity we would like to propose is the assembly of reference manuals for the PDQ 32 and 36 whose scope is still under discussion, but which should contain information of interest to all PDQ owners who would like to know for example:

- How have other owners customized their boats?

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POA BURGEES

POA burgees are available to owners at the cost of \$20.00 each. It's a great way to be able to identify other POA owners in your travels. If you would like to purchase one contact the Scharfs.

Len and Blanche Scharf
HCR01, Box 700
Deltaville, VA 23043
804 776-9023

blscharf@oasionline.com

Colin Swithenbank

COMMODORE

POA ANNUAL MEETING

The annual meeting of the PDQ Owner's Association took place at the Fleet Reserve Club in Annapolis, Maryland, on October 10, 1998. Twenty-two boats were represented by their owners.

The meeting began with a moment of silence as a tribute to Rudi Seybold, owner of *VENUS*. A memorial fund to honor Rudi had been suggested. Dottie Henderson gave a report on two possible recipients, The St. Brendon corporation, a sailing program for learning disable youth, and Chesapeake Region Accessible Boating (CRAB), a sailing program for physically and mentally disabled people. The group voted for the CRAB program. Harvey Griggs announced that PDQ Yachts would contribute \$100.00 to the fund. POA voted to give \$100.00 from the treasury and it was suggested that a collection be taken up at the meeting for individuals wishing to contribute. (\$170.00 was collected).

Thanks was given to PDQ Yachts for their contribution of \$400.00 which paid for the cost of the room for the party at the Fleet Reserve Club. Thanks was also given to Chesapeake Catamarans in Annapolis for contributing \$100.00 towards the party's expenses. The members agreed that the annual meeting and party should be held at the same time and

- How have they designed the various systems, e.g.
- Have you changed your rig?
- How do you generate electricity? What sort of monitoring system do you have? How well do these systems work?
- What ground tackle works best for you?
- Have you had any problems with your PDQ whose solution would be of interest to other owners?
- Have you had any experience with your engines that would be of interest to other owners.
- Refrigeration: what works, what doesn't? Re-insulation? Re-fitting?

Any and all comments and suggestions would be welcome. Please send them to Len. If there is support for a project of this sort I will make up a questionnaire and assemble the results into a computer document on an ongoing basis that can be searched by all members. Possible places for this file (with Simon's support) would be www.PDQyachts.com.

Please let us have your thoughts.

WELCOME ABOARD

A very special welcome for:

Steve Schneider & Mary Campbell -
Telluride, Colorado
WALKABOUT (formerly *TROPICAT*)

Harvy & Sue Griggs - Toronto, Canada
KALEIDOSCOPE

Larry and Sharon Duhaimie - Harrison
Township, Michigan
LEAD FREE

Larry & Betty Hanna - Whitmore,
Michigan
WINDMASTER II

Mike and Margaret Houghton
Abacos, Bahamas
EASY STREET (formerly *DUOGLIDE*)

Larry & Jeanne Krzywanos - Palatine,
Illinois
KRAZY CAT

Dorothy Merner - Toronto Ontario
HONORARY MEMBER

place next year during the Annapolis Sail Boat Show.

The commodore then gave the financial report. There was \$302.05 carried over at the end of the Fiscal Year on 1 October.

Blanche Scharf had the POA burgees at the meeting and they are available for \$20.00 each.

The meeting was opened for general discussion:

- Chet White commented on a problem he had with corrosion of the steering mechanism on his PDQ-36. After 8 years of service the pulley bearings for the cables in the stern compartments failed completely. He suggests you check these and replace if necessary. You do not want to have this problem on an extensive cruise.
- It was also brought up that on the early PDQ-36's (Hull #26 and older) you should check for settling of the mast step. If you have this problem it is most likely caused by crushing of the oak wedges under the deck. Contact Simon Slater at PDQ for the solution.

A report on the membership status of POA was given by the commodore. 80% of PDQ owners are members. Dues will remain the same for the coming year.

Lee Henderson has been commodore since the establishment of POA in 1992. Election of a new commodore was in order, and a description of the commodore's responsibilities was given.

Election of the new commodore was held. Colin Swithenbank was elected to commodore and Len Scharf to vice commodore. Bill Bartholet thanked Lee for his dedication and efforts as commodore for the past six years. The Hendersons will continue to publish the newsletter. In appreciation of his contributions to the organization and PDQ Yachts, Simon Slater presented Lee with a gift of the hard top bimini that Lee had just ordered from PDQ.

Carolyn Bartholet and
Dottie Henderson

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BULLWINKLE'S ADVENTURE

August 31, 1998

Bullwinkle is in the Annapolis area, having completed a whirlwind trip north from Hope Town, Bahamas, to Ocean City, Maryland, in ten days followed by five weeks of more leisurely cruising around Cape Cod and Long Island Sound.

We departed the Bahamas, July 1 via Allen's-Pensacola Cay although we were advised by Mike Houghton at Sail Abaco to go to Walker's Cay and refuel before going out. Our plan was to ride the Gulfstream to Beaufort. Turns out, Mike was right. But, I wanted to keep sailing and the wind direction was such I would have had to motor or tack to get to Walkers. As a result, we had the same kind of experience as the Proctors, light winds caused the fuel to run low and we had to put into Charleston. This decision was helped by the fact that a line squall off Jacksonville hit us, and the main was ripped due to flogging as I didn't get it down before the wind came up. Furthermore, I learned that you really have to get into the center of the Gulfstream before the current really takes hold. If you go out Allen's-Pensacola you get a slight back eddy. Walkers gets you much closer.

Arriving in Charleston we had a very cooperative customs agent who came down to Toler Cove Marina on the morning of July 4th and we were able to head back out for a jump direct to Beaufort by 10 AM of the same day. By the way, a tip of the hat to the Beaufort City Marina. They helped us locate a sailmaker to repair the main, supplied a loaner car to get the sail to him and get groceries. Because of them we were able to arrive at Beaufort on a Sunday evening and be on our way with a repaired sail and replenished galley by 2 PM the next day.

The trip up the ICW to Norfolk was routine but tiring and then we headed off along the shore to Ocean City, Maryland, where we stayed the weekend with friends. This seems to me to be a pretty good route if you are

primarily interested in getting quickly to the Cape Cod area.

From Norfolk we stopped for the night in Wachapreague Inlet. It's very deserted and getting in was no problem, although there can be a lot of current. The only real problem is that the bugs are THICK. Also, you have to get quite a way back behind and past the abandoned Coast Guard Station to anchor out of the current. However, if you want solitude that's the place.

Ocean City is NOT the place for solitude and not a sailing destination, but it was convenient for us. You have to fight some very strong currents coming in the inlet and going under the Route 50 drawbridge to get back into Assawoman Bay. However, the chance to get a weekend of R&R with friends was well worth it, and we cut two days off the time required to get to Block Island.

After that we had some fun cruising from July 15 to Aug 10. We bumped into a guy named Mike Taylor in an old Prout (about 28 feet) anchored in Edgartown. The beauty of cats is anchoring in shallow water. Seeing his boat, I knew we could go in by him safely, and there was plenty of swinging room, while the monohulls fought for the few available moorings.

Mike has taken his cat all over the East Coast over the last 25 years, mostly single handed. We spent a couple of happy days comparing notes and wandering around Edgartown before moving on.

Speaking of finding new places, we also went into Lake Tashmoo on Marthas Vineyard. It's a great little spot if you draw 3 feet, and not crowded with tourists or boats. Now if someone can just give me some more advice on getting into Menemsha Pond----. Once again this year, we didn't have the time to explore first by dinghy and those we talked to locally kept warning that it was tough to get up there. Another lesson learned.

Ken & Gale Jenkins
BULLWINKLE

CRUISING IN THE NORTHEAST

Gannet is a PDQ 32 Altair Classic Mark II (in the PDQ vernacular), hull number 30. We took delivery in Whitby on the first of June this year and left that day to sail across Lake Ontario and then down to NYC and on around to Marblehead, arriving 700 miles later on the twenty first. A week of that was spent sitting out the rains, floods, and storms that plagued New England in early June. Since then we have put another 700 miles on *Gannet* cruising along the Maine coast and back.

Along the way we have enjoyed the many creature comforts in what we call our geriatric cruiser, along with the many other relative speeds and strengths of catamaran sailing compared to the conditions on our previous monohull. We miss, sort of, the "wind in the whiskers" sensations from sitting exposed to the elements on those previous boats. But here in *Gannet's* cockpit or cabin we are well insulated from the elements (sun, fog, rain, wind, cold, etc.), almost unaware of how fast we are usually going compared to other boats.

There is a downside in the short season up here, but we hope to receive our new spinnaker in time to try it out before we haul for the winter. Maybe next year we will take that trip down the ICW to southern waters. We will be further customizing *Gannet* this winter and will correspond about some of these projects later. Meanwhile we hope to locate some of the few other PDQ owners in this area.

John & Emily Frankovich

GANNET

TRIALS AND TRIBULATIONS OF CRUISING

THE SAGA OF *CREDENZA*

We retired in 1996, planning to spend each winter sailing in warm

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waters and the summers relaxing at our home on the Chesapeake Bay. Our sailing experience was limited to monohulls in the north end of the Bay, however, all the magazines repeat that if one waits until one has enough

realized that it's the bottom not the anchor that is the problem.

An unexpected problem met us when we returned to Miami and checked in with U.S. Customs. Our boat has American registration, but we were

green card holders so they classified her as "foreign" requiring us to check in with U.S. Customs if we stayed more than 24 hours in any port. The fines are \$5,000.00 per day with the possibility of boat confiscation. We aimed for Wilmington, Delaware, and checked in with Customs there who were unaware of this facet of the law, but ultimately confirmed it with Washington.

To avoid this problem in the future we applied for naturalization which has taken over a year

but which is now accomplished. In the meantime we elected last winter to cruise the West Coast of Florida and the Keys (avoiding the necessity for any confrontation with Customs), which turned out to be an excellent choice. The Okeechobee Canal and Lake followed by the Caloosahatchee River are a beautiful three-day trip with lots of wildlife and with an old railway bridge which at 49 feet bars the way to many sailboats (but not a PDQ-36). The West Coast provides an inside route from Fort Myers to Tarpon Springs with large bodies of water (Tampa Bay, Charlotte Harbor, etc.) available for exploration. The water is thin but again no real problem for a PDQ. South of Marco Island one sails off-shore along almost 100 miles of the pristine mangrove Everglades National Park with no landing allowed but outstanding world class fishing. Due south to the Keys brings more thin water but outstanding cruising, fishing and diving all the way out to the Dry Tortugas. We met several other PDQs, including *Miss Sis III*, *Thom-Cat*, *Reverie* and an unnamed vessel docked

SOS SOS SOS

Where are the photos??? We need photos and articles from the members to make this the newsletter you want. We are just not getting any photos. For articles any format will do, we will edit it (even though we aren't English majors) and type it too if you would like. Send by mail, e-mail or call it in by phone. Send ideas for things you would like to have included. Send cruising encounters. Send anything, especially photos. This newsletter is only as good as the material you send. Thanks to those who have contributed.

Lee and Dottie Henderson
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equipment and experience one will never set off. So --- we bought PDQ #3651, and, having brought her down from Whitby with little trouble, set off for the Bahamas, eventually getting as far as Georgetown. Crossing the Gulf Stream was a bit bouncy when the forecast southerly wind actually came from the east. In spite of starting before dawn from Gun Cay we found Mama Rhoda rock off Chubb Cay--- tough to see in late dusk after a thirteen-hour day. The first time we crossed from Nassau to Allen's Cay we plotted our GPS location carefully every fifteen minutes, but after multiple trips with guests who had flown into Nassau we eventually simply aimed at roughly 130° and adjusted course when the radio mast on Highbourne became visible.

With all new systems the boat was close to trouble-free with the exception of all three water pumps quitting. After dragging anchor in Bimini and Allen's Cay (both on scoured rock bottoms) Colin became a bit paranoid. Initially he thought having the right anchor was the key but after getting the opinions of many other cruisers - including all the PDQ's he could find - he finally

at Naples. Some incidents from this winter's log are noted below:

October 24, 1997: ICW southbound. On our way south we anchored overnight in a wide portion of the ICW, the only anchorage for several miles. Tucked up against the shore in four feet of water, we felt very secure, even when seven other boats joined us and the wind piped up. However, the wind went around 150° and at 1:00 a.m. we were woken by a hail – a motor yacht had dragged its 50 lb. Bruce anchor and was wedged broadside against our bows, held there firmly by the wind. It took an hour of fending and kedging and winching to get her free and safely re-anchored (well away from us).

October 29, 1997: ICW southbound. Today we had to negotiate three bridges that opened only on the hour. We reached Figure Eight Island Bridge in time for the 4:00 p.m. opening (one more bridge to go) and were circling with three other boats when the outboard engine stopped. I turned the key but nothing happened. Colin tried with the same result, then opened the engine hatch to investigate. "It's on fire!" Sure enough the cockpit enclosure was filling with black acrid smoke. At that moment, the bridge siren signaled an imminent opening. Fortunately Colin is a good man to have around in an emergency. While I clutched the wheel, trying by force of will to avoid either a collision or grounding, he grabbed the fire extinguisher, put out the fire, lowered the other outboard engine, started it and off we went through the bridge. Colin went below to wash the soot off his hands, but soon reappeared.

"There's no water."

"There's got to be water, we just filled up yesterday. Perhaps the fire damaged the electric." He went back below to investigate further.

"There's good news and bad news. The good news is we have plenty of water. The bad news is, it's all in the starboard bilge!"

It turned out that both of our problems were caused by vibration. The insulation on the wires leading from the outboard had chafed through, causing a short and eventually the fire. Vibration also caused one of the hoses supplying

the bathroom sink to work its way off and the water pump then obligingly emptied the full tank into the bilge.

Postscript: At nearby Wrightsville Beach we called on Atlantic Marine, who determined that the engine problem was confined to the wiring. They ordered a new wiring harness, installed it for us and we were on our way again within 48 hours.

November 26, 1997: Jupiter, Florida. Safely tied up at a marina while spending Thanksgiving with relatives, we decide to investigate the shower. Every other PDQ owner raves about the hot showers, but ours has never produced anything but cold water in the 18 months we've owned the boat. (No, we didn't skip showering, we used our sun shower or took a sponge bath.) We assumed that there was some other electrical switch (apart from the LPG switch) that is necessary to get hot water, but we had never before had the unlimited water and electricity to experiment. Step 1: turn on ALL the switches (there are about 40) and see what happens. Eureka – hot water! Now it's a process of elimination. We determined that a switch marked "Spare" controls the water heater and marked it for future reference. This turned out to be a very worthwhile exercise, as the weather in Florida last winter was really too cool for successful use of the sun shower.

February 19, 1998: Florida Keys. On one of the rare calm days, we took *Cadenza* to Looe Key to go diving. We had devised a system for attaching a dinghy to our two well-set anchors, so we could take the big boat away and return to our anchorage without the hassle of re-setting the anchors. We set off back in late afternoon after an enjoyable day, despite poor underwater visibility, when George, our autopilot, stopped responding to commands. He refused to relinquish control of *Cadenza* no matter what we did, even when turned off! We had to maneuver back up the channel and pick up the dinghy all under autopilot. Colin spent the evening dismantling George and we had to steer manually for the rest of the trip.

May 8, 1998: ICW northbound. Our return trip north had been blessed with southerly or westerly winds, allowing us

to make great time sailing or motor sailing. But tomorrow's forecast was for north winds, so we planned to press on and cross the Albemarle Sound before stopping for the night. We had never had trouble with this body of water, but given its reputation, we didn't want to attempt it in a norther. It was a lovely bright warm day with west winds at 15 knots, just perfect for the crossing and we had all sails set and romped across on a broad reach. Once well out in the sound however, an ominous darkness appeared in the west. The storm moved north and we hoped it would pass by, but no such luck. It turned south again and approached us head on. Suddenly the sea became a vicious mustard color and was covered in whitecaps with indicated wind about 45 knots. We got the sails down just in time and motored into it with both engines going full blast, but brown water was coming over the cockpit enclosure, we were making only 2-3 knots and having trouble holding the course. We were still about 2 miles from shore and it was decision time. Should we run off before the storm, ending up who knows where who knows when, or stick it out and hope it would soon pass over. We chose the second alternative, which turned out to be the right one, as about 15 minutes later, conditions started to improve. By the time we reached Elizabeth City in late evening, the sun was out again and the sea calm. That's sailing for you! (In retrospect, we were in only 15 feet of water when the wind piped up and dropping an anchor and waiting it out would have been a fine alternative.)

Colin & Ruth Swithenbank
CADENZA

QUESTIONS AND INFO EXCHANGE

Evinrude Engines

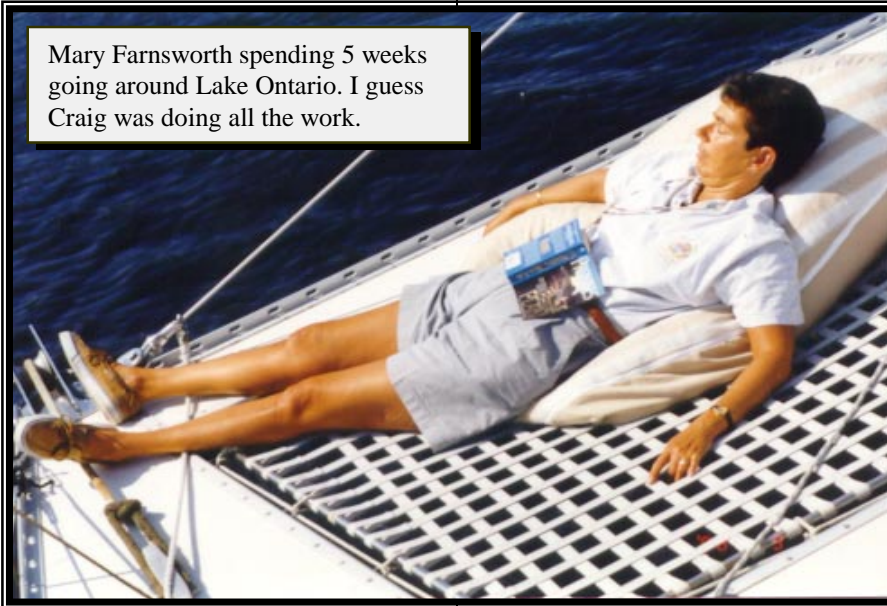
Lets see, where to begin?

As you know from the last newsletter *Rum Tum Tiger* is sporting a couple of new Evinrude engines.

There are a couple of things to take note on. Both the Yamaha and the Evinrude are the same dimensions. Even the bolt on holes are in the same position. The Evinrude sports a 4 bladed prop and a 12 amp generator. The rpms required for high output does not seem to be as high as the Yamaha.

We just spent 5 weeks going around Lake Ontario and this gave us a chance to break them in. The average fuel consumption came to .70 gal per hour for each engine. As for speed they are identical with the Yamaha. There does seem to be quite a bit more braking and starting power from the 4 bladed prop.

Mary Farnsworth spending 5 weeks going around Lake Ontario. I guess Craig was doing all the work.



The motor does have a flushing port on the side of the engine that is a plus. There is a handle on the side that locks the motor in the down position. I tied a line to this handle to make it easier to lock and unlock for lifting. The Evinrude does not have those plastic cavitation rings that were always busting when getting wrapped with lobster pots on the Yamaha.

The price is \$2500.00 each excluding new control handles. The biggest plus is that there are a lot more OMC dealers up and down the coast than Yamaha. I think that was my biggest concern.

The only negative is that there is more vibration. The question is whether it is the prop out of balance or is it a resonance problem. I plan to

check the props when the boat is out of water this next month. Winter is coming fast.

We had a interesting problem since fixed. The factory had installed tie wraps like all the factories do and when they had tightened the one on a hose coming from the head to the carburetor it caused too much pressure to build in the case. This caused the dipstick to blow out of the engine with a mess to follow. Once the tie wrap was released, no more problems. One little thing can make for a big problem.

Craig Farnsworth
RUM TUM TIGER

FROM NOVA SCOTIA TO THE BAHAMAS

November 20, 1998

Al & I are in Miami. The trip is going great. Have been meeting a lot of really interesting people. We were in Hollywood for a couple of days (Hollywood, Florida that is!) Well, guess who's bar we were drinking at - Capone's! I don't think Ralph is a direct descendent of Al Capone but he certainly does party like him.

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Fort Lauderdale is still a great place, but they a 24 hour anchoring restriction. Not good!

On Sunday, a couple of guys tried to steal an 80 foot sport fishing yacht. They did not get very far, as they crashed into a pier, sunk the stern of the boat, and caused damage to six other boats. The culprits have not been caught yet, but we heard on the VHF from the Coast Guard that they should have started with a Bayliner first and worked their way up. They might have succeeded. I hope the owners of the damaged yacht had insurance!

We are anchored not far from where Eddie Fisher and Sharon Stone live. Their houses are gorgeous - if only!

You should see our boat - it is filled to the gills with stuff - food & booze, too many clothes, too many blankets and towels. The spare cabin you can't get into it. Definitely our next trip the boat will not carry as much linen and clothes. Al has about 50 dozen beers because beer is @ \$30.00 US per case in the Bahamas.. As for me, I made sure that I'm not without my wine and vodka. We finished off our Clamato juice 2 weeks ago, so no more Caesar's - too bad!

You would not believe the prices on groceries, especially produce. About \$3.00 US/lb for tomatoes and they are not even imported! I can't wait until we go to the islands and pick our own fruit.

I'm getting anxious to get going. I want to see the various colors of the Bahamian waters, swim in clear, warm waters and anchor off in a secluded cove and dive for supper. Sounds great doesn't it?

Let us know when you are expecting to visit and we'll make arrangements. Our phone is not going to be set up for use in the Bahamas, but you can still leave messages, we will receive them from a land phone.

Our other known destination is Georgetown, Exuma, for the last week in February. It's supposed to be a great cruisers' party week.

Al and I are leaving for the Bahamas this week, weather permitting. The Gulf Stream is pretty strong here, so we will have to plot our course well. Sailors and literature state that an

average crossing of 45 nautical miles is about 10 - 12 hours, because of the strong force of the Gulf Stream.

We have to get going. Thinking of you with a drink in hand, sun in our faces, Ha! Ha!!

Keep the email coming.

Al and Michele

1 COOL CAT

THE PROCTORS CONTINUING CRUISE

November, 1998

We are currently in Melbourne, Florida, for the Seven Seas Cruisers Association meeting. We will be leaving here on about the 16 of November and head south in Florida to wait for a weather window to cross over to the Bahamas. Hope to be in George Town by the first of December.

Address to write to us is: 88005 Overseas Highway, Suite 9-444, Islamorada, FL 33036

While we are in George Town Bahamas (Dec 1 to Jan 15) write to: Our names and... S/V Footloose, Exuma Market, P.O. Box 29031, George Town, Exuma, Bahamas

Also, you can fax or call and leave message for us at Exuma Market. Fax (242) 336-2033 Phone (242) 336-2645.

Emergencies only: Call Nick or Caroline Wardle in Nassau at (242) 362-1574, They can contact us via long

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range radio.

Also in emergencies only, call John at Voyagers' Service (800) 860-9256 They handle our mail and also have long range radio to call us.

Mike and Nancy

FOOTLOOSE

FOR SALE

1. Yamaha 9.9 4 stroke 2000 hrs. New Elect last year. Long shaft for PDQ. Runs good with 2000 hrs. One engine died and changed over to Evinrudes. Need to move this out. Been in salt water. Make an offer. Craig Farnsworth: 325-587-9876
2. Two 3 blade power props for Yamaha 9.9. One is brand new still in wrapping and other reconditioned and never went in water. \$65.00 for the new one and \$ 25.00 for the other. Also a Maxima FM, AM Marine Cassette Stereo system, still in box. Brand new. \$ 75.00. Craig Farnsworth: 315-587-9876
3. Hope you had a great summer sailing on your PDQ, I know I did. I too own a PDQ 36 and just returned from a super sailing trip. I am planning on stepping up to a larger catamaran, and need to sell my PDQ, reluctantly (1993 PDQ 36 Classic Catamaran: Hull #36024, *AuNaturel*). It is presently in a charter fleet in the BVI. She is in immaculate shape. I just put new sails, new bimini, and new sail cover on her. I feel so confident of her condition that if a potential buyer wants to go down to the BVI and charter her, I will reimburse the buyer for the week charter at closing. THIS IS TRUELY A TRY BEFORE YOU BUY opportunity on a quality used catamaran. Contact: Gordon W. Troise, 735 Bellemeade Ave #11, Atlanta, Georgia 30318, home (404) 351-4534 ph/fx, e-mail: GTroise@AOL.com
4. The reason for this note is to inform other PDQ owners that we are selling our PDQ32. We have decided that it is time to move on to other leisure activities. I'm sending this letter to all PDQ owners in the hopes someone may know of a potential buyer. Our own introduction to PDQ came from existing satisfied owners. We have enjoyed four terrific years of cruising on our PDQ on Georgian Bay in the Great Lakes. This fresh water cat is in absolutely immaculate condition and is completely loaded. It now needs a home with a keen PDQ fan who will receive a better than new boat. *Phenix* is lying at Port Credit Yacht Club in Toronto Canada. Contact Jack Dertinger, #50 - 1200 Walden Circle, Mississauga, Ontario Canada L5J 4J9, Phone: Res: 905-855-3101, Bus: 905-276-2311, or Fax: 905-276-9888.

Edditors Notes:

- Thanks to all who contributed to this newsletter!
- The next newsletter will contain a complete Owners List.
- Keep the articles and photos coming!
- Note that my e-mail address has changed. Please record in your address book: LeeHHenderson@msn.com