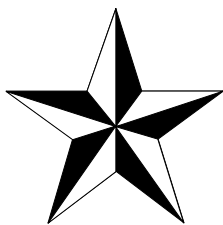


PDQ Owners Association (POA)

NEWSLETTER

Summer 1998



COMMODORES
CORNER

RUDI SEYBOLD -

Many of us were shocked and saddened to hear that Rudi Seybold, owner of *VENUS*, PDQ-34 hull #1 and the first owner of a PDQ, passed away on *VENUS*, the yacht he loved. He will truly be missed by the entire PDQ Community. This is a great loss.

Rudi has covered more miles in his PDQ, *VENUS*, than anyone else. In the beginning he wintered in the Bahamas and summered at home in Ontario, Canada every year. Two years ago he varied this by spending the winter in Cuba and Central America and then back to Canada. Last year's newsletter covered the story of this remarkable cruise in a three newsletter series.

Rudi, a great sailor, PDQ pioneer and POA charter member will be remembered by all of us.



Rudi Seybold on *VENUS*, A true pioneer and teacher of catamaran sailing. Our good friend.

From Dorothy:

Rudi emigrated to Canada in 1959 and one of his first goals was to acquire a catamaran. When he attended a boat show here in Toronto and saw the price, he proceeded to build a 18 footer of his own design. He was a founding member of the multihull club after spending some time at Ashbridges Bay Yacht Club. HE outgrew the boat and built a 26 foot catamaran in the late 60's which is still sailing today. He sailed the breadth of Lake Simcoe as well as Lake Ontario and Georgian Bay winning most races he participated in. When I met him in 1987, his dream of

blue water cruising was just taking shape. We attended boating courses together to find out what the life style would involve. In 1989 he found the boat he wanted --- the PDQ hull # 1, *VENUS*. He was a passionate sailor who was always available to share his vast sailing knowledge and skill. He used the motors only when he had to, saying a true sailor always had his main up.

Rudi and I had a wonderful trip to Germany in June for a month. We drove around visiting his 6 siblings and all his good friends from his school and work period there. Returning home, he was anxious to get *VENUS* in the water and get her ready for the fall trip down

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the waterway to the Bahamas. However, like many of our planned adventures, it was not to be. He had a massive heart attack on the boat in the marina and apparently died within a few minutes. He is sorely missed but his ashes are in our favorite quiet bay in Georgian Bay which he believed to be the most beautiful cruising area we sailed.

He was a good teacher, and a wonderful companion. Hopefully, I will still get to use the sailing skills he left me with.

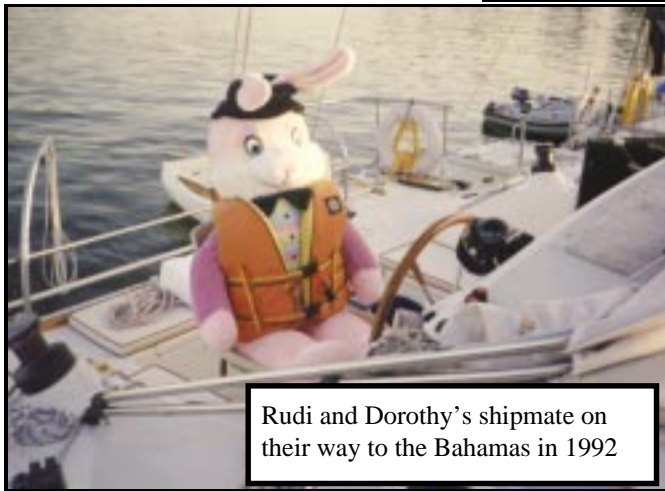
Dorothy Merner

brought Rudi back to a relationship with the Slaters was a marvellous coincidence of life.

a shock to hear of his death. I had flown over to Ontario last October (Craig fly's his own plane) and brought



From the left is Chet White, *ALLEZ CAT*, Rudi Seybold, *VENUS*, a friend, and on the right Dan Connelly, *LYNX*, at the Henderson's, *BRIGADOON II*, with a common interest, **sailing cats.**



Rudi and Dorothy's shipmate on their way to the Bahamas in 1992

From Simon:

Rudi and our family had been bumping into each other throughout the early days of the heady development years of multihulls. The Great Lakes district and, Toronto in particular, were a real hotbed of postbuilding and design. Alan Slater, Arno Henbel, Rudi Seybold, Helmut Feldkamp - one Englishman and three Germans; made for some interesting sailing. These people were out there designing, building, sailing and developing boats. We owe these people a great deal. I know that my livelihood is a direct result of these pioneers.

I'm certain that we would not have been able to sell Rudi PDQ #1 if the relationship had not existed between Rudi and my father and his very young offspring. The full circle of events that

Purchasing a PDQ from us now, an established and successful boatbuilder, is not a difficult situation to find oneself in. Try to imagine looking at a phototype hull and deck with no interior, deck hardware, rig, windows, or any systems and still have the faith in

the design and builders (at that time David Slater and myself) to make the decision to buy the first boat. This is the true definition of a strong pioneering mind.

I will always cherish these memories of a remarkable time and a remarkable man - Rudi Seybold.

Simon Slater

From Craig:

Mary and I traveled to Toronto on Tuesday, July 28 for calling hours and the Memorial Service for Rudi. We met Dorothy at the funeral home at 7pm and stayed most of the evening. She had many pictures of his life for everyone to share. Mostly of all the days aboard *VENUS*, the first PDQ to be made. You should know that it was

Rudi and his nephew down to Annapolis for the Sail Show and the PDQ party afterwards. Mary and I were planning on sailing south next year with him. He will surely be missed.

Dorothy has asked that donations be made to a charity of your choice. Lee is putting something together for all of us to make a donation to in his name.

Craig Farnsworth

RUM TUM TIGER

A Bit Of History

The first step in the process of making a new fiberglass boat is to hand make the boat from which the female mold is made. All other boats are made from this mold. Normally the initial boat is scrapped after the female mold is constructed. Not so with PDQ. The hand made PDQ-34 was purchased by Rudi Seybold and he finished her interior, rigging and outfitted her himself. It became PDQ-34 hull #1. The PDQ-34 migrated to the PDQ-36 with Hull #10 *ALLEZ CAT* with the addition of the steps on the back of the two hulls. *ALLEZ CAT* was originally owned by Harvy Griggs, owner of PDQ. It is now owned by Chet and Sharon White.

If you look on your PDQ-36 foredeck near the baby stay chainplate you will see a line in the deck. This line was caused by a dropcord that fell on the wet fiberglass deck of *VENUS* when he female mold was being made. This line

is in the mold and therefore on the deck of all PDQ-36's

IN MEMORY OF RUDI

Information has been obtained from two groups that could be recipients of a donation from the POA in memory of Rudi Seybold. Both are sailing programs for the disabled. The information will be presented at the annual meeting in October for a decision by the members.

WELCOME ABOARD

A very special Welcome aboard for:

Dick and Dorinda Sherwin
OURCAT Richmond, CA

Rog and Karen Tammen
SUNSHINE Punta Gorda, FL

FYI

The updated member roster is provided with every other issue of the newsletter.

COMODORE ELECTIONS

Dottie and I have sold our house in the Annapolis area and are building a place in Marco Island, Florida. This will be our new permanent residence starting next February. We intend to retire and go sailing. For this reason it is time for me to turn over the position of POA Commodore. I have truly enjoyed this job for the past six years but it is time to pass the wand. Therefore, The Commodore election at the Annual meeting in October takes on a new meaning. In preparation for this event, if you are not able to attend the meeting, and want to make a nomination (this includes nominating yourself) please let me know before the meeting. Nominations will be from the floor at the meeting as well.

Dottie and I are willing to continue publishing the newsletter if this is the desire of the new Commodore.

ON THE WEB

The PDQ Yachts Web Site address is: <http://www.PDQYachts.com>

On this web site you will be able to select and read the latest POA Newsletter, but it is protected by a password. The password, reserved for POA Members only is "VENUS" the

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name of Rudi's PDQ-34, Hull #1. Check it out on the Web.

Lee Henderson

COMMODORE

POA ANNUAL MEETING & PARTY

This years annual gathering will be at a new location. The meeting and party will be held on Saturday, October 10 at 6:30 PM at the Fleet Reserve Club in Annapolis. The club is located at 100 Compromise Street. The back deck faces "Ego Alley". It is easily accessible from the boat show.

The party has been held in our home for the past three years, but we sold our home last Spring. POA was outgrowing our space so the move to a new facility was inevitable.

Three places in the downtown Annapolis area were contacted in April and the Fleet Reserve was the only one available. The party has been inexpensive in the past because of being home based and catered by yours truly. This will change because of the added room and catering cost in the public domain.

Thanks to PDQ Yachts Inc. for covering the cost of the room.

The food cost will be \$15.00 per person and will include a standing buffet and soft drinks. A cash bar will be available for \$2.00 to \$3.50 per drink depending on your choice.

RSVP (To the Hendersons, Phone 410-349-2355 or e-mail: LeeHHenderson@Compuserve.com) by Oct. 1st so we can give the Club an accurate count.

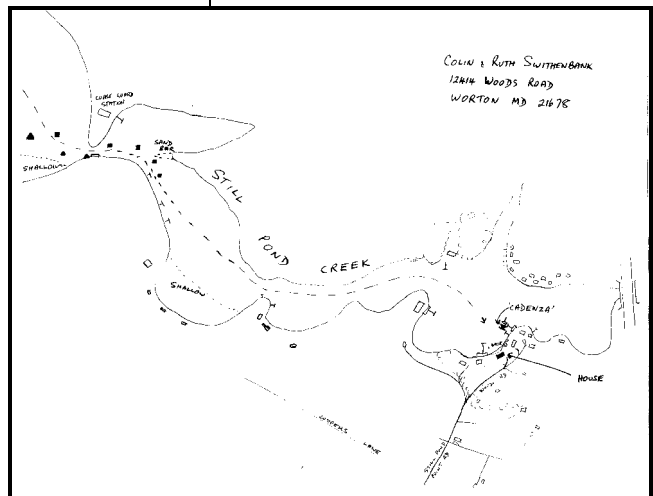
Dottie Henderson

BRIGADOON II

WELCOME TO STILL POND CREEK

From Colin and Ruth Swithenbank:

We would like to take the opportunity to invite any PDQs who are in the area of Still Pond Creek to visit us. The creek is located on the Eastern Shore just south of the Sassafras River in the northern region of the Chesapeake Bay, not far from the C & D Canal. The creek is shallow (4') but navigable for a PDQ except possibly at times of extremely low tide. Since many boats congregate in the vicinity to attend the Annapolis Sailboat Show, we should like to suggest a get-together in the few days immediately before the show, say 5-7 October, or any PDQ's



heading south through the C & D Canal just stop in, anytime. We have a large deck for congregating and can offer transportation to nearby places e.g. grocery stores. We have no

dock ("CADENZA" is at a neighbor's dock) but the creek is 1/2 mile wide here and there is ample room for anchoring. I am enclosing a rough map of the creek indicating our location, which is about a mile upstream from the creek entrance. There is a small sandy beach in front of our house, with two moorings off it (one has a blue-hulled 'Privateer' motorboat) and steps up to the house, however the area is wooded and the detail is hard to see from the water. The creek entrance is narrow and quite tricky for monohulls, (no problem for a PDQ Catamaran) but it is well

marked and boats that pay attention to the buoys rarely have problems.

Ruth & Colin Swithenbank

CADENZA

RETURN FROM PARADISE

Sunday, June 21, 1998

We are now in the New London, Groton, Connecticut area visiting with friends and relatives. We had a great time in the Islands this year and can hardly wait to return in the fall. After finally leaving George Town in the Bahamas after the Family Island Regatta, we headed north with our friends on *DEMENTIA* going up the Exumas, then to Royal Island, Eleuthera and on to Little Harbor in the Abacos. We spent a couple of weeks in the Abacos. The Abacos are sort of like Key West was before the tourists ruined it. Before moving west we spent time in Marsh Harbor, Hope Town, Man of War, and Green Turtle. We had a great time this year in the Abacos. *DEMENTIA* and *FOOTLOOSE* went to Allan's - Pensacola Cay where we took off to head back to the States. The plan was to go off shore all the way to Beaufort, North Carolina.

We spent three days and two nights in the gulf steam heading north. There wasn't much wind and we had to motor most of the time. Off the coast of South Carolina fuel started to become a problem so we altered our course and headed to Hilton Head. When we got fuel in Hilton Head we found that we had 14 gallons left--fuel gauge doesn't work well. Anyway from there we spent a few days in Beaufort, South Carolina before going to Charleston. Memorial Day weekend was coming up so we decided to sail off shore to Beaufort, North Carolina to avoid the crazy people on the ICW that weekend. Traveling as far as Frying Pan Shoals before the weather turned against us, we altered course and headed up the Cape Fear River. From there we went to New River and refueled. Diesel was at 62 cents per gallon. We had them fill up all of our ziplock bags. Leaving there we again went on the outside of the

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ICW to Beaufort. Then up to Oriental, where we spent three days. While we were in Oriental we brought some property on Pierce Creek. We got .6 of an acre with a brand new 40 foot dock. We took the boat over there to make sure we can get in and out, it works great. Now we have roots again. Hope to get water, electric and telephone to the pier by the time we head back that way in September. *DEMENTIA* also caught up with us in Oriental. Leaving there together we headed to Norfolk. We Stopped in Coinock, North Carolina for the 32 oz prime rib at the Coinock Marina. We arrived in Norfolk three days later and attended to some unfinished business. I had to repossess

the car that I was supposed to have sold last year so now we have a car again. Wow! We have property, a car, what's next? A job? **No way!**

From Norfolk north the weather just got worse. We went up the Chesapeake and down the Delaware Bay to Cape May New Jersey, just as we got there we got caught in thunderstorm with winds up to 55 knots. The next day we went to Atlantic City. From Atlantic City we headed directly to Long Island Sound via Montulk Point. About 20 miles from Montulk we got in another wicked thunderstorm. This one got us! We got struck by lightning on the top of the mast. All the electrical stuff on the boat was wiped out---no nothing, no GPS, no depth, no VHF, no SSB, no alternators. None of us were hurt but it was a very hair raising experience. Then the fog came in. It was pea soup. The only thing we had that worked was our hand held VHF. We called to another boat who had left with us from Atlantic City. He found us on radar and came back to guide us into Long Island Sound.

We made it to Submarine Base Marina at Groton, Connecticut where are now. We called the insurance company and they sent a marine surveyor down who has estimated that the damage could be as high as \$10,000. Next Tuesday the boat is being hauled out to inspect the bottom for any damage. It will take a couple months to get back in shape.

Ever since we have been north of the Chesapeake the weather hasn't been very good. Fog in mornings and

thunderstorms all afternoon. I think this will be the last trip to New England. Weather stinks.

We are thinking of going to Belize next fall. That would be down to the keys then to the Dry Tortugas, across to Havana along the north coast of Cuba and then across the Gulf of Mexico to the Yucatan in Mexico and south to Belize. From there Guatemala and the Rio Dulce. Anyone interested?

Well that's the news from this end. Hope to be in the Chesapeake by early September, maybe sooner if the weather doesn't improve.

Mike and Nancy Proctor

FOOTLOOSE

MAINTENANCE TIPS

ENGINES:

The Yamaha engines on our boat *RUM TUM TIGER* were getting old; they had about 2400 hours on them. When I brought the boat up from Key West last year we found it impossible to get any work done on the engine. Every Yamaha dealer was outside the ports and had to travel to us for the work. Last year the starboard engine started using oil so I had a fellow rebuild the engine. What a mistake. He was about seventy miles away and seven months later he still did not have it done so I told him to keep the engine.

Being based here on Sodus Bay, NY for the next couple of summers, I decided to buy new motors. Evinrude got the nod. I had asked about Mercs but could not get a price and was worried about service. I figured that there was a far better chance of a OMC dealer being in the ports than anyone else.

Just to give you a little info. The Evinrude cost \$2550.00 each with the 25" shaft plus new control boxes and cables. The bolt holes for bolting on the motor are in the exact place. I took off one of the screw clamps and had a machine shop make a 3/8" drive socket to fit it so I could tighten the clamps easily. Great idea. The motor has 12 amps charging system and a four bladed prop. I believe that the thrust is much

better than the old Yamaha and the motor has a fitting on the side of the engine for flushing. The only thing I question is the oil filter which is a screw on unit. Its going to be messy. The Evinrude also uses a handle on the side to lock and unlock the engine in the down position. You pull forward to unlock and raise the engine and pull backwards to make it ready for lockdown when lowering. I hooked a lanyard to the arm and mounted it fore and back. Now pull and you are ready to go. We are leaving for Canada and afterwards I will have an idea on fuel consumption. One engine pushes alone about 6.4 knots but two only bring it up to 8.

Craig Farnsworth

RUM TUM TIGER

LETTERS TO THE COMMODORE

Dear Lee,

Our friends Dave and Carol Harris who own PDQ 32010 Concerto in Sea, passed on their copy of PDQ Owners Newsletter and we would very much like to be included on your mailing list.

Actually, we are the new owners of PDQ 32015 Stargazer, previously owned by Howard and Pam Klein. And, interestingly enough, we are docked at City of Richmond Marina Bay across the dock from Dave and Carol.

What a great find! To meet such a delightful couple in our very own marina who also own a PDQ.

Its been a long time since either myself or my wife Dorinda have done much sailing and we are excited at the prospect of becoming proficient sailors again. What a great boat! The room, the comfort, the bright open feeling and the stability that two hulls have to offer. An added bonus is our location in the marina which allows us an unobstructed view of the San Francisco skyline - a magnificent sight! It's like having our own apartment on the bay.

We look forward to sharing others PDQ experiences.

Richard Sherwin

STARGAZER

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QUESTIONS AND INFO EXCHANGE

Has anyone heard of any solution for the problem of the fading black vinyl on the deckhouse ???

Roger Tammen

SUNSHINE

Response to the questions in the Spring newsletter from John and Mary Knight.

Dear John & Mary

In response to your letter in the POA newsletter, we have been cruising and living aboard "DEMENTIA" for two years, since bringing her down the canals from Oswego in June of 1996. We have spent two summers on Cape Cod and the islands, basing out of Nantucket where John's brother lives, and two winters in the Bahamas, basing in Georgetown, the Exumas. We are presently visiting California and our kids for two months, having hauled the boat in Deltaville. As to your questions:

1. We had two 80-watt solar panels during our first winter, and they supplied our needs except for periods of three or four cloudy days in a row. We dinghied around that winter looking at and listening to various wind generators, as we had decided to add one to supplement the panels. A primary consideration was noise, and some people we talked to said they had to shut theirs down at night due to noise and vibration. We therefore selected the Ampair 100, by far the quietest, and also the lowest output. It gives us 5 amps at 15 knots of wind, and ramps up from there, but we leave it running all night, so it provides an adequate backup to the solar panels. We attached it to a custom stainless arch, which sistership ANAGYRI also had built, and which they pictured and described in a recent POA newsletter. I understand a third PDO 36 has recently ordered one from the same builder. The arch also serves as a stronger and higher lifting point for our dinghy, and will be the support for a sunscreen to extend back from the hardtop.

2. We decided to make the aft cabin a combination laundry / pantry /tool / fishing tackle area. We had PDQ build in a hanging locker and shelves, and install a combination washer-dryer (the Italian Kariba, sold by West Marine, which we strongly do NOT recommend --- we had one on a prior boat, it worked well, but they have changed to a "condensation" drying system which does not work at all).

3. We would obtain a storm sail, and a parachute anchor, were we to embark on long offshore passages. Since we presently limit ourselves and crew to three or four day passages, and those very seldom, we believe the factory standard sails, with two reefing lines for the main, are adequate.

4. We use a 35 lb. Bruce as the primary anchor, with an 11 lb. Fortress as a backup. Most cruisers go with a CQR, but we have cruised with the Bruce before and like it. We do subscribe to the bottom line point on anchors in the West Marine catalog "advisor" that the place you put your anchor, and how well it is set is far more important than the type of anchor. We look for a sand bottom, attempting to avoid grass, and almost always snorkel over the anchor after 12.etting it; we like a swim at the end of the day anyway. The only time we dragged was in Nantucket harbor our first summer, during a 30-knot squall compounded by tidal current, and after being at anchor for two days. That harbor is extremely grassy, and we have since found other areas with less grass and less current. We have 100 ft. of 3/8 BBB chain on the Bruce, backed up with 200ft. of nylon rode. We like to anchor in 7 to 10 feet of water on just chain, which we bridle to both bows with nylon line. Our backup Fortress has 30 ft. of chain and 200 ft. of nylon rode.

Good luck with ALGOMA, and we hope to see you out there!!!! We plan to leave from the Florida Keys this coming winter, and get to the Yucatan, Belize, and the -Rio Dulce. Of course, when you're cruising, all plans are subject to change, so only time will tell.

John & Suzanne Pew

DEMENTIA