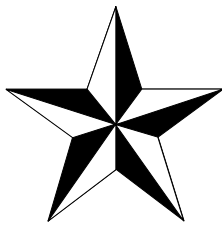


# PDQ Owners Association (POA)

NEWSLETTER

Spring 1999



## COMMODORES CORNER

Well, Spring is here in this part of the world, at least according to the calendar. One day hot as blazes and the next cold and rainy. At least it's not snow. The important thing is that *Anagyri* is in the water and almost ready for her shake down cruise.

Last fall as I was hauling out for the winter, I discovered some water in the starboard aft "water tight" compartment. Seems the handrail had worked loose, as well as the chain plate. After talking to a few people and puzzling over it, I decided to cut an inspection hole in the lower step riser. I put in a 6" screw-in deck plate. Actually I cut one in the other hull so that I could re-bed that side as well. I don't think the cut out will affect the structural integrity of the transom, but time will tell.

At one of our annual meetings a while back, there was some discussion about the possibility of swapping boats. It was suggested that swapping boats for short sailing vacations would be a



SOMEDAY SOON (left) and BRIGADOON II (right) meet at the Henderson's on Marco Island, Florida. Bill and Carolyn Bartholet and Lee and Dottie Henderson did what PDQ owners do best, socialize. (Ref: SOMEDAY SOON Article Page 3)

way for people to get a chance to see other places and sail other waters without having to charter. With PDQs going world wide perhaps it's time to revisit the idea. If anyone is interested let me know and maybe we can put something together.

Talking about putting something together, there is an idea being kicked around to sail off into the sunset and escape the horrors of the Y2K bug. Sail off at least, to the Southwest coast of Florida, find a nice secluded anchorage or marina, and have a rendezvous/ raft up/ get together to welcome in the New Year. I figure this

way we avoid the possibility of getting hit by planes falling out of the sky, electricity being turned off, gasoline stations not being able to pump gas, or any of the other dire predictions. It also is probably less expensive than even going out to dinner at what will be super-inflated prices. At this point there are at least six boats from this area and Florida who have expressed interest. If you want to be included in the thinking, talking, and planning, please let me know.

Elsewhere in the newsletter is a brief profile of one of our new owners. Being as spread out as we now

are becoming, we thought it might be interesting to include some info about people who are "getting religion" and buying PDQs. I have asked some of our new owners to send along something of interest that we could include in the newsletter. If you get a chance, drop them a note or an e-mail to welcome them aboard.

Elsewhere you will also note a brief description of a haul out facility here in Deltaville. This is not an endorsement, but just information if you happen to be in this area and need those services. We would like to include other locations, boat yards that you could recommend that can handle us wide boats. Please send any info along to Ken Jenkins (see page six).

A reminder, we still have a few POA burgees for sale. Send me a check made out to POA and we'll get a great burgee on it's way to you. Remember also to keep the letters and **photos** coming.

**(We need more photos for the newsletters please)**

## WELCOME ABOARD

A special welcome aboard goes to our newest members:

Don & Jill Wilson  
20-374 Front St  
Port Stanley, ON N5L 1E9  
e-mail: [jwilson@netcom.ca](mailto:jwilson@netcom.ca)  
Hull 36028, *NEXT EXIT*

Richard and Mary Sapp  
4015 Westdale Drive  
Portland OR 77221  
(503) 292-3938  
e-mail: [dick@sba.pdx.edu](mailto:dick@sba.pdx.edu)  
Hull 36016, *ZEPHYR*

Richard Breunich\Janine Jennings  
60 Ocean Drive North  
Stamford, CT 06902  
(203) 978-9025  
e-mail: [richardbreunich@ssmb.com](mailto:richardbreunich@ssmb.com)

*Len Scharf*  
VICE COMMODORE

# PDQ Owners Association (POA)

## NORTHERN EXPOSURE

### CRUISING ENCOUNTERS

#### SOUTHERN EXPOSURE

Well, its great to be back in the U.S.A., but . . . WHAT A TRIP!

We left Miami November 24<sup>th</sup> for the Bahamas and true to *1 Cool Cat's* cruising style, we stopped, explored, and partied in as many spots as possible.

We cleared customs in Bimini and from there sailed to Honeymoon Harbour, Cat Cay, Great Bahama Bank and Chub Cay (where we caught our first lobster). Nassau was next, followed by . . . well, use your imagination! There are too many details to portray in just one email. Suffice to say that we have been having the time of our lives! We are blessed with meeting the world's greatest people, exploring the world's best cruising grounds, and fortunately enjoying the best sailing conditions imaginable. Also, the fishing and conch snorkeling were great beyond description. In Little San Salvador we dove for 35 conch in an hour, and left hundreds in the water for next year. While returning to Miami from Nassau on February 15-16<sup>th</sup> (under 24 hours of straight sailing!), we caught our first and only dolphin, 44 inches of grilled Mahi Mahi, and was it delicious!

Once back in Miami Beach, now anchored north of the Venetian Causeway we were able to receive our email for the first time in over three months and our file was parked with letters.

After enjoying Miami and Miami Beach for a week, we took a trip to Key West for a week. We are back in Miami Beach until March 18<sup>th</sup>, when we depart northbound. We plan to leave *1 Cool Cat* in Norfolk, VA around Easter. On April 18<sup>th</sup> we fly to Halifax where we will remain at least until June 30<sup>th</sup>, when we leave to bring *1 Cool Cat* home for the summer.

Well we made it to Norfolk - in relatively undamaged condition! What a RUN! We departed Miami Beach March 18<sup>th</sup>, 0830 for sea, under blue skies, calm winds and a following Gulf Stream current. The first day of our trip was as uneventful as could be expected. By nightfall we were north of Palm Beach. After dark, all was calm and the idyllic conditions continued through the next day and into the early evening, when we experienced a 'mini norther' throughout the night and into the morning of the 20<sup>th</sup>. This put us about four hours back from our target for that part in our cruise. But once again we were experiencing great conditions having made over 200 nautical miles in a twenty-four hour period since our departure. Around midday on Saturday March 20<sup>th</sup> we knew that we were in for something, but we were 120 miles from the nearest shoreline and decided to press on to Beaufort, N.C., as it was only 60 miles more than Charleston or Cape Fear would have been. Nightfall came and the weather started getting rough, the tiny ship was tossed. "If not for the courage of the fearless crew," *1 Cool Cat* would be lost . . . , pretty well sums up the next 24 hours.

We agreed after the fact that we had no problem handling the 45 knot winds and 35 - 40 foot waves! and in spite of the 25 foot standing waves into Beaufort Inlet against the maximum ebb current, it was still navigable in our 100% perfect vessel. By the way, an 80 foot tour boat was broaching over and over, and Tow Boat U.S. was on scene to pay a compliment to the Captain of *1Cool Cat* on his boat handling skills, after watching us come in!! The only problem was the near freezing weather we have been having since our landfall in Beaufort, NC. IT IS COLD! TURN THE BOAT AROUND! GET US BACK TO MIAMI! (By the way, three people were lost at sea on this particular day!)

We froze in Beaufort for a day, and after drying out *I Cool Cat* we headed north via the ICW for Norfolk. We anticipated a longer run than three days eight hours for the 600 mile run from Miami to Beaufort and consequently here we sit waiting for April 10<sup>th</sup> so that we can fly home (our tickets can not be changed). Atlantic Yacht Basin at Great Bridge will be home for *I Cool Cat* until June 30<sup>th</sup>. It appears to be a really nice, secure place and the price isn't too bad.

*Al Shortt and Michele.*

*I COOL CAT*

## BEYOND THE BAHAMAS

February 15, 1999

We left Luperon on February 20th at about six PM. We left at night because that is when the trade winds, which are strong easterly winds, die down. We arrived at Samana, Dominican Republic the following evening at nine PM. It took twenty-seven hours to get there. We didn't care as much for Samana, D.R. as Luperon. We didn't feel safe. A friend of ours had his dinghy and outboard motor stolen there. We only spent one day there before we were underway again for Boqueron, Puerto Rico. It took us twenty-two hours across the Mona Passage to get to Boqueron. The Mona was very calm; normally it can be a very rough trip but we had a great passage. The water and waves were flat. We had to motor most of the way. Spent the next five or six days in Boqueron. Boqueron was almost like being back in the US again. They had a shopping mall with a WalMart near-by and telephones that worked. We finally had to leave and start working our way along the south coast of Puerto Rico. We stopped every fifteen to twenty miles in little harbors to spend the night, so it has been pretty easy sailing. We are currently in Salinas, Puerto Rico. They have very good facilities here. We made another trip to WalMart and one to Sam's Club. The marina is not in real good shape, because it got

beat up by Hurricane George, but they are in the process of rebuilding it. It should be complete by the end of summer. We have been in Salinas for four days and will be leaving here in a few more days to go to Roosevelt Roads Naval Station. They have a marina that we can stay in while we do some maintenance and provisioning. We expect to be there for two to four weeks before heading for the Virgin Islands and the Leeward Islands. Hope to be in St. Martin by the end of April. Since we left George Town, Bahamas, we have visited the following islands: Conception Island and Rum Cay in the Bahamas, one night at the Turks and Caicos Island ( more like about five hours), Luperon and Samana in the Dominican Republic, Mayaguez, Boqueron, La Parguera, Cayos De Cana Gorda (Gilligan's Island), Caja De Muertos (Coffin Island), Ponce, and Salinas all in Puerto Rico. We drove in a car to see Mayaguez and Ponce..

April 15, 1999

We are now in St Croix US VI. Spent a few days in the Spanish Virgins (Culebra) before we went to St. Thomas and St. John in the US Virgins. We got to St Croix yesterday. We will be here for about five days before going to St Martin in the Leeward Islands

*Mike and Nancy Proctor*

*FOOTLOOSE*

## WHATEVER HAPPENED TO SOMEDAY SOON?

*Someday Soon* has changed it's "look" and, actually so have it's owners. However the modifications to the boat are far more obvious.

She has a new standard PDQ hardtop bimini which was installed using standard factory hardware requiring minimum modification. To the bimini we have attached a front side dodger, which was made and installed locally in Oriental, NC, using Strataglass. There are two 50 watt solar panels mounted on it with room left for

walking, and two more panels have been attached to the "Anagyri Arch" which we installed after picking it up in Deltaville while visiting the Scharfs. Our trusty old dinghy hangs from the arch and we also added a 400 watt Air Marine wind generator. It has turned out to be quieter than we ever hoped while providing good power. The new Autohelm Radar is set on it's own separate tower adjoining the arch, as we realized that some of our travels will be with mast down. An Autohelm 4000 Plus Autopilot is proving flawless and is a pure joy to these previously uninitiated sailors. And speaking of sailors, we copied *SMAY* and now have a new main and jib, fabricated of triradial laminate by Calvert Sails.

Moving inside, in preparation for making this our permanent home for at least two years, we have installed numerous shelves out of white PVC material ( which needs no finishing) in the aft stateroom, the nav station and the head. We have installed a Seagull water filter. Copying the idea the Slates used in their new LRC (shown at last year's Annapolis Boat Show), we have also made under floor storage in the main saloon.

It took at least one full month when we began our cruise to get everything sorted out and working well, but now we have a functional floating home in which we can live comfortably at anchor for weeks at a time. And if we ever get our Coleman Powermate 1000 fixed we will be set indefinitely. Remaining on our "wish list" are a macerator, a kayak and a trick to make dinghying with two bicycles a little easier.

Some might suggest that we also need a more precise schedule—as we never seem to get to where we are expected to be when we're expected to be there. But we are having the time of our lives! When the anchorage and weather are perfect, we stop; if we discover unexpected adventures on land or up little creeks, we stay; if we find the extra treat of good friends—old or new—we stay even longer. We're not even sure where" there is" for that matter—but we've never had a better

time en-route. We've gotten to know the Florida Keys quite well, finding spots to stop and rejuvenate the boat and it's crew. We were able to rendezvous with *Allez Cat*, pick the Whites fertile brains and see them off to the Bahamas. We've taken advantage of great winds in the Gulf of Mexico and expanded our knowledge of South Florida and the Everglades.

Speaking of taking advantage we stopped to visit the Henderson's and *Brigadoon II* at the lovely new home they'd moved into on Marco Island. The twin PDQ's looked "awesome" together. We were treated royally and stayed at their dock for many days. (See the Picture on the front page of this newsletter).

Our plans—but then we've already addressed our schedule phobia, are to head slowly up the east coast after crossing Lake Okeechobee and hoping to find *Duet*. We'll spend a few weeks on our home turf and regroup before starting on the "Great Circle Route". This will take us into the Great Lakes, Georgian Bay and the North Channel in July and August, with a stop at PDQ in Whitby sometime or other. From there it's down to Chicago and on to Mobile via the Tennessee Loon, with a brief side trip to Nashville to do some picking and singing with old friends and family.

After that it's out into the Gulf of Mexico again in the fall of '99, after hurricane season, and back into our comfortable mode of having no idea of what we'll do next. We're open for suggestions and questions. Our cell phone has been another great addition to our life as the "real world" and the land based folks we care about a lot continues to go on with or without us. We would love to hear from you. Our number (unless I drop the phone in the water) is: 904 910-7460. We just can't promise where we'll be when you call!

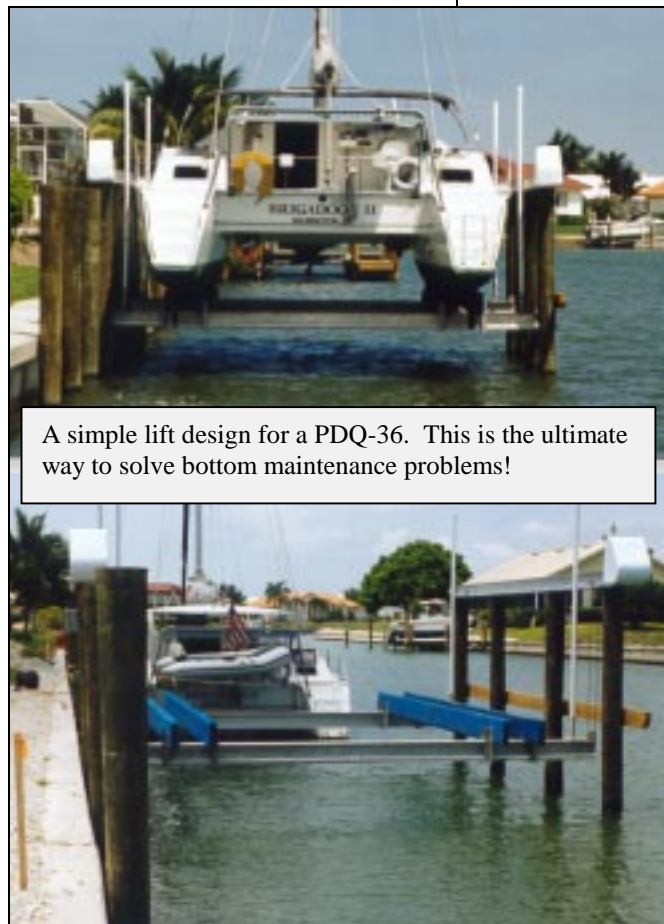
*Bill and Carolyn Bartholet*  
SOMEDAY SOON

## PDQ Owners Association (POA)

### QUESTIONS AND INFO EXCHANGE

#### PDQ-36 LIFT

I have built a lift for BRIGADOON II and she is now kept out of the water with no bottom maintenance. Barnacles and grass never grow on the bottom and this is the very best solution to never having a blister problem. The lift is designed with four 4X16 wooden bunks parallel to the keel. Two bunks, 14 inches apart straddle each side of each keel. These bunks are supported by two aluminum I-beams that run perpendicular to the bunks and to the keels of the boat. This



A simple lift design for a PDQ-36. This is the ultimate way to solve bottom maintenance problems!

arrangement puts all the weight of the boat on the two major lift points, one at the bulkhead at the mast step location and the other at the bulkhead at the main cabin door. The CG of the boat is

midway between these bulkheads. Contact me if you need more details.

*Lee Henderson*

BRIGADOON II

[LeeHenderson@worldnet.att.net](mailto:LeeHenderson@worldnet.att.net), or

Phone: (941) 389-5515

(New phone number and e-mail address)

#### THE WATER BOATMAN

Georgetown, Exuma, Bahamas  
February 15, 1999

Drinking quality reverse osmosis water here in Georgetown costs \$1.00 a gallon this year--and you provide the jug. The marina sells a brackish solution that the guidebook delicately refers to as "marginally drinkable" at \$.10 per gallon. When the water pressure is sufficient for it to drizzle out of the hose I use it for washing the boat. It leaves a film on the windows but at least dissolves the salt crystals, which several days of sailing to windward from Nassau have created. Although gasoline here is \$2.58 per gallon, (when I left Daytona the service stations were under a dollar) spending more for water than gas seems like reversing nature's order. After my guests flew back to Florida I surveyed

the level of my tanks and decided the trip to the cistern in Joe's Sound appealed to me more than purchasing \$60.00 worth of water.

I like Joe's. It is an abandoned marina with a collapsed dock and a single small building whose roof drains into a cistern. In years past I've helped repair the gutter: with no step ladder sailors have to be creative doing roof repairs. I now sail to the Bahamas with hammer, nails, and left over goop for caulking the leaks. We cut up cola cans and rely on beach drift wood for raw materials. But year after year my primary function has been to provide the shoulders a scrawnier sailor stands upon while the repairs are effected.

This year the gutters are in good shape. Despite the lack of rain and the presence of several other boats using the water for washing clothes the cistern is half full of sweet clear water. Carrying seventeen buckets of water from the cistern to *SMAY* provides plenty of time to reflect on man's greatest invention: the pipe. I add a cap full of bleach then carefully pour each bucket into my huge funnel. I clamp a paper towel across the mouth of the funnel using a big rubber band to fashion a durable and effective filter. Despite my best pouring efforts a goodly portion of my portage splashes free to trickle down the side deck and join the saltier stuff floating the boat.

Boats cruising in water scarce regions like the Bahamas have to be able to catch rain. My system is simple. My deck lockers are fitted with drains that empty via hoses attached to scuppers on the inside hulls of the catamaran. When it looks like rain I suspend a white five gallon bucket from the toe rail under the scupper. By using whatever is handy to channel water into the hatch drains, a bucket fills surprisingly fast in a downpour. I then add a little bleach and let the water stand overnight. By letting the treated water sit, the silt washes off the deck, plus the soot imbedded in the civilized world's rain, settles to the bottom of the bucket. The next morning I pour off the clear portion of the bucket through my filter/funnel, then dump overboard the last inch or so of sludge, which shows clearly against the white bottom. It helps if you wipe clean the bottom of

your bucket before setting it out to catch the rain.

This is also a useful test when wondering about the quality of the water in a strange marina. For example on this trip south the municipal water in Ft. Lauderdale turned the bottom of a white bucket orange overnight, while the water in Nassau yielded a clean bottom the following morning. For Nassau this is a vast improvement from prior years. A simple sampling like this will quickly encourage you to utilize a high quality activated charcoal filter when adding any marina's water to your boat tanks.

Back in Georgetown a week later an incoming frontal trough generates a graying sky and a forecast for rain. Before going to bed I hang my rain catch bucket. Overnight showers provide an overflow of sweet water the next morning. Taking advantage of a lull in the drizzle I hoist aboard the overflowing bucket and hang an empty one in its place. During breakfast a black cloud releases a terrific downpour over the boat. When the sky clears I haul in my second bucket, now also full. While getting ready to dose it with bleach and cover it to settle overnight I notice something moving; a mote swimming in the water. An extensive examination ensues, with me kneeling on the deck with my arm in the bucket up to the elbow, chasing this little guy around the water. Captured with my rainwater is one of those little fresh water jitterbugs; the kind that have a dark orange oval body, with twin black oars: a water boatman!

Ever since then the clouds here in the Bahamas look different. Next time an especially dark one looms overhead I'll have to decide whether to add the water to the tanks or use it instead to establish an aquarium.

*Rick Gordon*  
*SMAY*

### SPRUCING UP

The boat is just about ready to go in the water. I made a new cabinet in the Nav area and have just finished off

the port rear storage area. It was done with cloth and I just changed it to oak with a couple of doors. I also made a lip of wood about 3/4" high along that hump in the port rear inside hull to put elastic cords up and down to hold such things as chairs or anything flat to get them out of the way and off the floor. The final job is to finish polishing the sides and paint the bottom three coats and into the water she goes.

*Craig and Mary Farnsworth*  
*RUM TUM TIGER*

### PDQ-36 CAPABLE MARINAS

In the last newsletter we asked for owners to submit their suggestions for marinas that are capable of lifting the PDQ-36 with its 18' 3" beam. The following three are a good start:

#### 1) Deltaville, Virginia

**Coastal Marine, Inc**  
Deltaville, VA 23043

Phone: 804-776-6585  
Fax: 804-776-7304

Located on Broad Creek on the south side of the Rappahannock River about 2 miles off the southern Chesapeake Bay.

They have a 50 ton travel lift, complete engine and mechanical shop, minor gel coat repair. All other sail boat repairs are available in Deltaville, canvas work, sailmaker, etc. West Marine is about 3 miles from the boat yard. Reid Conley is the yard manager. He is a former blue water sailor and knows his way around sailboats.

#### 2) Marco Island, Florida

**Goodland Bay Marina**  
P.O. Box 397  
604 East Palm Ave  
Goodland, FL 34140

Phone: (941) 394-2797,  
Ask for David Law (Owner)

## 6

Goodland Bay Marina is located on the south side of Marco Island just inside the south entrance to the Marco River.

They have lifted and stored the PDQ-36. The Travel lift will lift anything up to 18' 6" wide and the PDQ-36 at midships is 18' 3" wide so it is a tight fit. They have power wash, in water and out of water storage. Maintenance capabilities for sailboats is minimal. They are more attuned for recreational power boats and the commercial fishing fleet.

### 3) Baltimore, Maryland

**Markleys Marina**  
Middle River, MD

Phone: (410) 687-5575

They have a 22' Travel Lift. Minor maintenance capability with power wash and storage capability

Please send in your marina information and add to this list. Send info to:

Ken Jenkins, *BULLWINKLE*  
(831) 458-0476

[KJENK2@aol.com](mailto:KJENK2@aol.com)

## KEEPING IN TOUCH

### *Venus*

Dorothy Merner's travelogue of the adventures she and Rudi Seybold had on *Venus* was published in the Winter issue of Multihull magazine.. Her address has changed to:

R.R.#1  
Lakefield, Ontario  
K0L 2H0, Canada

### *Footloose*

On February 24 Mike became a Grandfather. My son, Brian and daughter-in-law, Lynn had a 7 pound, 2 ounces baby boy named Ian Michael Proctor. We were notified via HF radio of the event. Called them upon entering port and was able to download pictures of baby Ian, and proud parents via the Internet that same day

For e-mail Juno is becoming harder to do because we have to call back to the States to link up. Also they send

## PDQ Owners Association (POA)

too many ads back to me. Please use the following address for email instead of Juno.

New email address:

[svfootloose@hotmail.com](mailto:svfootloose@hotmail.com)

*Frank and Nancy Proctor*

### *Cadenza*

While on their winter cruise to the Bahamas, *Cadenza* met *Duet* in the ICW and *I Cool Cat* in Nassau and at Staniel Cay. Also in Nassau at the time was *SMay*. While in Georgetown they met up with *Footloose*.

*Colin and Ruth Swithenback*

### *A-Tack-Cat*

Joe and Amy Lockley are discovering that when you live in Florida, you are destined to meet up with other PDQ owners. They bought a home on Marco Island and in February while on a cruise to Key West, they met Al Shortt and Michele from *I Cool Cat*. They got together several times with them while there. When Bill and Carolyn Bartholet of *Someday Soon* were spending time with Dottie and Lee Henderson of Brigadoon II, on Marco, they also met them. They then spent three days sailing around the Sanibel - Captiva and Ft.Meyers area with Dan and Sally Hoffman of *Duet*, who were also visiting Marco Island

*Joe and Amy Lockley*

## NEW OWNER PROFILES

### **RICDARD SAPP**

Richard Sapp is a professor of business at Portland State University. Mary, his wife, is a quilter and does fabric sales. The following is their sailing history.

I started sailing in 1966 on Lake Erie out of Toledo, Ohio as a foredeck crew on a Cal 40. I bought my first boat, a Hobie 16, which we sailed in Galveston Bay for several years. I enjoyed the boat so much that I opened a Hobie Cat dealership

in Houston in 1971. I met my wife, Mary, at the Houston Boat Show in 1972 when I tried, unsuccessfully, to sell her and her roommate a Hobie 14. We moved to Portland in 1978 and started sailing monohulls on the Columbia River. In 1991 we bought a F-27 folding trailerable trimaran, which we used extensively in the Washington and British Columbia waters. While it was a great boat to sail, we got tired of the lack of space and need to trailer it up and down Interstate 5. In 1997 we bought *Zephyr*, a PDQ 36. Hull #16. We keep the boat in Gig Harbor which is approximately one hour by car, south of Seattle. It is directly across Puget Sound from Tacoma, Washington. It takes us two and a half hours to get there from Portland. Our favorite sailing areas are the islands off of the coast of British Columbia and around Vancouver Island. Last year's highlight was sailing the Straits of Georgia (Canada) with a large pod of 20 to 30 Killer Whales. Several cruised to within 10-15 feet of the boat and one went directly under us. Everyone was hanging on the lifelines, watching the incredible show.

*Richard Sapp*  
**ZEPHYR**



### **Edditors Note:**

**We have been getting good information from owners to include in these newsletters. However, we also need Photos. Please take pictures and send them along with your articles. Pictures put the icing on the cake to dress up the POA Newsletter. Thanks for your help**