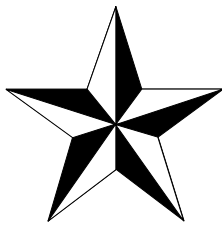


PDQ Owners Association (POA)

NEWSLETTER

Summer 1999



COMMODORES CORNER

Here it is July already and last winter seems far away. The temperature in Maryland is close to a very muggy 100 degrees and we miss the low humidity and mild temperatures of last winter in the Bahamas. Ruth and I covered a lot of ground, finding ourselves in Georgetown by January 4 which gave us lots of time to explore Long and Cat Islands, Conception and Rum, Eleuthera, and finally, the Abacos. Along the way we met Mike Houghton of *Easy Street* and Sail Abaco in Hopetown, Michelle and Alan Shortt on *One Cool Cat*, Werner and Haupt on *Haubaut*, Dan and Sally Hoffman on *Duet* and Mike and Nancy Proctor on *Footloose*. A very special thanks to Mike Proctor who offered to check out our fridge which was staying on all the time. He showed up with gauge manifold and refrigerant and in no time the fridge was working perfectly, which (with our new Aerogen wind generator) left us with enough electricity to operate the water maker,



Dan and Sally Hoffman On there extended cruise aboard DUET. The location is Marco Island Florida. See the article on DUETS Southern travels on Page 2.

making a dramatic difference to the rest of our trip. Another key contribution to our comfort was the addition of a MAX 17 to our anchor inventory. The MAX seems to grab on a wider variety of bottoms than our Bruce or Fortress and we have developed a lot of confidence in it.

Our special thanks also to co-commodore Len who has looked after POA business this last winter while we were sailing. Next winter we alternate. Len and Blanche will spend the winter in the Bahamas while Ruth and I stay home and concentrate on home improvement projects. We met with Len in May and transferred POA files and had a discussion on new POA

projects. We look forward to hearing from you and can be reached at swithen@dmv.com.

Our main new project is to set up permanent files of topics of interest to POA members as referred to in my note in the fall 1998 Newsletter. These are in the early stages of planning and generally come under the headings of:

- Boat modifications: a list of changes which owners have made to their boats either to improve them or in response to specific problems
- List of cruising spares
- List of haul out places which can handle PDQ's

- Modifications/improvements which PDQ has introduced

We are negotiating with Rory at PDQ with a view to locating these files on the PDQ website (possibly password protected) for convenient access by POA members at www.PDQyachts.com. Hopefully we can iron out these issues by the annual meeting in October and distribute questionnaires into which you can incorporate the kind of information which you think may be of general interest. In the meantime, Kevin Smith, PHENIX has set up a POA bulletin board at www.sailchicago.com/pdq which you can use to exchange information and query other ioners.

The 1999 annual meeting will be held on 9 October (see the note and form below if you intend to attend). We are investigating alternate sites for our annual meeting in 2000 with the object of reducing the overall cost. With the help of Yahoo and the Web we have assembled a list of hotels in Annapolis, which we have contacted for room availability, cost, and menu options. At this stage none seem to be significantly less expensive than the Fleet Reserve Club and few are as convenient. We will keep looking, and solicit suggestions from anyone who knows

Annapolis well.

It appears PDQ is going ahead with the power cat. Turbocharged diesels. Should be something. They have the 40' model on the drawing board. Talk to Simon if you are interested.

Looking forward to seeing you in Annapolis

Colin Swithenbank
COMMODORE

THE SOUTHERN VOYAGE OF DUET

June 20, 1999

Duet, our 32022, has arrived at her homeport of Washington NC. Sally and I left on *Duet* on Oct. 22 1998 for a trip south. During the trip we encountered several other PDQ's: *Cadenza*, *Someday Soon*, *A-Tack-Cat*, *Brigadoon II*, *Smay*, *Passion II*, *Eos*, and of course John & Sue Pew of *Demetia* who visited us two weeks before our departure.

The trip began with cold clear weather that produced light winds that had a tendency to stay out of the north. Not enough to sail, but they always

provided a nice lift for motor sailing. This kept the waves on the stern, great for moving south. We made several of our favorite stops, Charleston and Beaufort SC., Cumberland Island, St Augustine, and New Smyrna. FL. We visited with Colin and Ruth Swithenbank aboard *Cadenza* in both Beaufort and again at New Smyrna. While approaching Cumberland, Sally noticed that we were at high tide and she plotted a course to enter the anchorage from the north over the "uncovers". It was quite a challenge, and all the boaters in the anchorage were envious of our shallow draft. We walked the island taking pictures of the ruins and the wild horses.

Our next stop was Vero Beach. We attended and worked on the Cruisers Thanksgiving Dinner. By this time the weather had turned warm with 80-degree days and 60-degree nights. After celebrating the holiday with many cruising friends we set out for the West Coast of Florida on our own. We visited Ned and Janette Christensen of *Passion II* in Cape Coral. From there we went up the coast stopping at Cabbage Key, Cayo Costa, Boca Grand, and as far north as Venice. At that point, our first northerly came at us; this made us decide that turning south would be the

POA ANNUAL MEETING

From all indications, the 1999 Annual Meeting is going to be bigger and better than ever. We tried to book the Harry Connick Orchestra, but it was already engaged. So if anyone would like to bring his or her guitar or harmonica it would be appreciated. We are hopeful that all of our new members, fourteen so far this year, will be able to join us. If all of our POA members can make it, we will have well over 150 people in attendance. As is tradition, we will gather on October 9, the Saturday of the Annapolis Boat Show, and will meet at the Fleet Reserve Club at 6:30 PM. Please complete the attached reservation form and send it together with a \$10 per person deposit to Commodore Colin Swithenbank. We're working on final details and cost for food and drink as we go to press.

Annual Meeting Reservation

To: Colin Swithenbank, 12414 Woods Rd. Worton, MD 21678 Ph. 410-778-3379

I/we plan to attend the Annual Meeting *and party* of the PDQ Owners Association:

Name (s) _____ Enclosed \$ _____

Address _____

Boat Name _____ Hull Number _____

best way to go. After revisiting some of our favorite anchorages we stopped at Tween Waters and biked over to Ding Darling State Park. Really a great stop. We saw alligators from 14 inches long to 14 feet long. From Tween Waters we sailed out into the Gulf and down to Naples where we walked and roller bladed all around the city. They now have mooring balls, which makes staying there much more pleasant. The soft bottom still caused some of the anchored boats to drag. We went from Naples to Marco Island to spend Christmas with friends from Michigan. While there we visited with Lee and Dottie Henderson of *Brigadoon II*, and Joe and Amy Lockley of *A-Tack-Cat*. After the holiday visiting we went in company of *A-Tack-Cat* up the coast through Red Fish Pass and around to Tween Waters for a day. From there, back south to Fort Myers Beach. It was a great cruise and lots of fun for all.

Duet spent most of the January and February in the Naples and Marco Island area. We had neighbors come and stay on the boat, and at one point we had six boats from Washington, NC at Naples Harbor. Quite a reunion!

As March began, we moved *Duet* back to the East Coast and spent time in Vero Beach on a mooring. We decided that we would move slowly up the coast. We spent more time in Dragon Point anchorage, Melbourne, roller bladeing and walking the beach. From there we went to Honeymoon Lake and then to Cocoa Beach anchoring off Indian Cove. We took a bus to the beach side of the city and also walked to the Old Town side. We continued north stopping at Titusville, Daytona, and St. Augustine where Bill and Carolyn Bartholet aboard *Someday Soon* caught up to us. We had a great visit and walked all over the city together. If you ever get a chance, go to the eastside of the city and climb the lighthouse. Great view!

After St Augustine, we stopped in the Fernandino Beach City Marina for the first time. We usually stay in Amelia Island when in that area. The city marina has access to nice shops and restaurants, but no grocery shopping.

As we headed north, we stopped in Savannah for the first time. We found docking at Palmer Johnson's on the ICW and taking a cab to the city worked very well. We again spent time in Beaufort and Charleston, SC. By this time we were traveling in company with about six other boats heading north. We joined up at anchorages and then had a great gathering in Barefoot Landing. At this point home was starting to call and we moved rapidly forward making the rest of the trip in four long days. As we made the turn up the Pamlico River for home, the wind was on our nose and gusting to 30 knots. With only 18 miles to go we elected to continue into the worst conditions we had for the entire six months of our travels. Normally we would have just anchored in a cove and proceeded the following day. We arrived at our dock with salt spray covering the entire boat. As luck would have it Jerry and Carol Harris of *Medori* were out working on their boat and they caught our lines to welcome us home.

Our plans are to spend the next year cruising the Pamlico and Albamare Sounds and get used to our new house. If you are cruising the area, drop us a note and plan to stop by.

Dan & Sally Hoffman
DUET

A DICTIONARY OF SAILING TERMS YACHTIE TERMS:

1. Sailboat -- a fiberglass lined hole in the ocean in which you get wet, tired and sick while slowly going nowhere at great expense. Also referred to by the power boat community as a Rag Bag.
2. Monohull -- Half a catamaran.
3. Multihull -- Two monohulls.
4. Reef -- Makes for more comfortable sailing in a storm, or something to avoid in tropical water.
5. Bow -- the pointy end of the boat, or what you do if you meet a Japanese customs agent.
6. Lines, halyards, sheets, (and a few others) -- ropes (or wires) that do stuff on the boat (sheets are sometimes used on bunks).
7. Mast -- the tall, skinny thing that sticks straight up on top of the boat and is used as a resting place for all varieties of birds.
8. Stern -- the back of the boat, or the expression on the customs agents face on your return trip from Cuba.
9. Starboard -- the right, rather than the wrong side of the boat.
10. Port -- a kind of wine
11. Coming about - A way of turning the boat.
12. Jibe-- an alternative way of turning the boat, or a nasty remark.
13. Uncontrolled jibe - a good way to scare the skipper.
14. Head -- Located between your two shoulders. It is used to think with.
15. Keel -- the thing under a monohull that is supposed to keep it from going inverted. This logic does not hold for a multihull.
16. Cutty Sark -- a short shirt or sail. Also something to drink.
17. Deck -- the floor under your feet which won't quit moving. Also 52 cards which go well with the Cutty Sark and a few wealthy friends.

WEB SITES

POA BULLITIN BOARD

One of the newest PDQ owners has started a "PDQ Owners Bulletin Board" on the Internet. Kevin Smith, *PHENIX* hosts the site and it is intended for the exchange of information (tips on performance, maintenance, etc.) between PDQ owners. Check it out at <http://www.sailchicago.com/pdq>

Len Scharf
VICE COMMODORE

4

LOKI

I've been working on a new web site that includes a number of pictures and some text on the delivery. This was written mainly for friends & relatives; I'm thinking of adding a more technical version that could be a resource for future new PDQ owners. I'd certainly want review and comments from everyone else who has done the trip -

The web site is:

<http://www.sv-loki.com>

Jeff & Claudia Morris

LOKI

CANADA LAND HO!!

With a promise from Simon of a BBQ at the marina, Mary and I boarded *Rum Tum Tiger* in Sodus Point, NY and headed for Whitby. July 1st is Canada Day and they celebrate that as we do on July 4th. So the promise was for a great weekend. We had stopped at Toronto Multihull Cruising Club last summer and they had told us that on this weekend they have a regatta. That was our ultimate destination, approximately 125 miles from us on Sodus Bay, which is on the south shore of one of the largest bays of Lake Ontario.

We had to pass on a Tuesday departure as the wind was on the nose at 20 or so knots and the lake was really rolling. So we got off early Wednesday morning. Only light winds, with no help for sailing so it was a hard motor most of the way up to Point Breeze, just about 55 miles west from Sodus Bay. Point Breeze is a small creek that comes into the lake and when we got there another cat was anchored along the side. We threw down the anchor just in front of him and had our dinner. Luckily, we ran out of propane after cooking. With information that "up the creek they can fill your tank", Mary and I took off in the dinghy. We stopped at another boat to ask directions and found out that the place only does exchanges. The fellow asks are we sail or power

PDQ Owners Association (POA)

and when I responded that we had a cat up at the end of the creek, he hands over the keys to his car and gives us directions downtown. Kind of hard to believe but as he said "you keep the car and I got a fine boat". To make the story short, no propane was found that they could pump so we came back to the boat empty handed.

Next morning Thursday, July 1, we set out with light winds from the SE for Whitby. Blue sky and sunny, but as we neared the center of the lake the sky became overcast and we eventually had to put on long pants and a coat. The wind was up by that point and we were running faster all the time. Approaching Whitby we could not see the harbor approach until within one mile. A couple of days earlier Bill and Carolyn Bartholet of *Someday Soon*, had stopped to stay at our dock in Sodus Bay and we were hoping to catch up with them in Whitby. Sure enough a call on the radio brought Bill to the deck and soon we were docked a couple of slips away. It was good to see everyone at PDQ. The BBQ started around 5:00 PM and Simon and his wife Debbie outdid themselves. The prime fillets wrapped in bacon were excellent. Of course they had shrimp as an appetizer (which I am allergic to) and some good Canadian beer. Our thanks to Simon and the people of PDQ for a great time. The only other PDQ that was there besides *Someday Soon* was *Vindand* owned by Donald and Gloria Stevenson.

On Friday morning Simon readied Harvey and Sue Griggs's 32, *Kaleidoscope*, for the 25km trip down to Toronto. We were off the dock by 11:00 AM and again the wind was mostly on the nose. Simon tried to beat us there by leaving without telling anyone but *Someday Soon* and *Rum Tum Tiger* caught him. Again a motor job most of the way till we got to the Eastern Gap at Toronto and were able to sail on down to the Cruising Club. Guess who came in first? *Rum Tum Tiger*---with a grim looking Simon in the rear. Ha Ha! *Someday Soon* followed closely with the camera. Her mast was down for the expected trip at

the end of the week up the Trent Severn waterway to Georgian Bay

TMCC is a small club with mostly trimarans, only a couple of cats and a very laid back atmosphere. Just the kind of place Mary and I like. Each night we were there included something different to eat and included breakfast in the morning for the racers. Lunch was on your own. Bill accepted the helm position on *Rum Tum Tiger* and I ran the sails for both the races on Saturday and Sunday morning. We got off to a fantastic start on Saturday morning. The first part of the course was a dead downwind. We started last going backwards, but we finally got our act together. We passed several boats and actually ended up in 4th place. What a slow race though, as there was very little wind. Sunday morning we started in 4th position and after a lot of fooling around ended up the same or third, can't remember, but who cares, because all of us were just plain having fun. It turned out that *Rum Tum Tiger* got first prize. It was the only PDQ in the cruising class that raced soooooooo, First Place. (they felt sorry for Bill and me) Simon has a 30 foot? boat that was one of the first boats they built. It has the same sail area of the 36 foot. He took top honors.

Mary and I got up early Monday morning after the whole shebang was over and headed for home around 3:00 AM. We had southwest winds all the way for the whole 125km back to home. By late morning the winds were up to 15-20 knots with waves of 6-8 feet and we were hauling. Sliding off some of the waves at 11-12 knots. Finally slowed down a bit by reducing the main sail. As it was we arrived back at Sodus Bay around 7:00 PM that night. Long run and in retrospect I wished I had not slowed down. As it got later in the day the winds got lighter and we slowed down on our own. But guess its better to have a pleasant easy ride than crashing along.

Well not much more to tell you all. *Rum Tum Tiger* is up for sale this August. We have ordered a new boat and will be taking delivery of it this fall. *Rum Tum Tiger* leaves September 1st for Annapolis and points further south

5

as both Mary and I are retired now and do not want to see any of the white stuff either. We will see you all at the get together in Annapolis.

Craig & Mary Farnsworth
RUM TUM TIGER

QUESTIONS AND INFO EXCHANGE

RIG TENSION

I am a new member in the PDQ Owners Association. I currently own PDQ 32 hull #32036 and I am trying to get information on the proper rig tension. I have written to the factory and the only reply they could provide was the rig needs to be very tight. Do you know what the rig tension should be or do you have any information on someone who could provide me with the information?

Dale Koonce
MONGOOSE MAGI
Phone: 610-337-8420
Email: ddkoonce@aol.com

BOAT SWAP

Our PDQ 32 Classic, *Light Flight*, is located here on the beautiful Georgia coast where there is lots to see and do. We would be interested in swapping with another PDQ owner for a week in a different location.

Ron Wolff
LIGHT FLIGHT
912 598-0022
RuMedium@aol.com

PDQ CAPABLE MARINAS

[Addition to the Marina list published in the Spring Newsletter.](#)

We have just had *Reverie* hauled out for new bottom paint. We are also having some engine work done. They are a full service marina with a 70 Ton Travel Lift and are also a Yamaha dealer. The marina is:

PDQ Owners Association (POA)

Gasparilla Marine (Service Dept)
15001 Gasparilla Road
Placida, FL 33946
(941) 698-1144
Joe Pocklington, owner

They are located on Gasparilla Sound on the north end of Charlotte Harbor on the intracoastal waterway at Marker 20. I will provide further information when I pick up the boat. Joe also owns a marina in Ft. Myers, which I was told, can haul PDQ's. Call Ft. Myers Yacht at 941 332-7800, the manager is Tony. Joe also owns the service operation at Burnt Store Marina, but it cannot haul PDQ's.

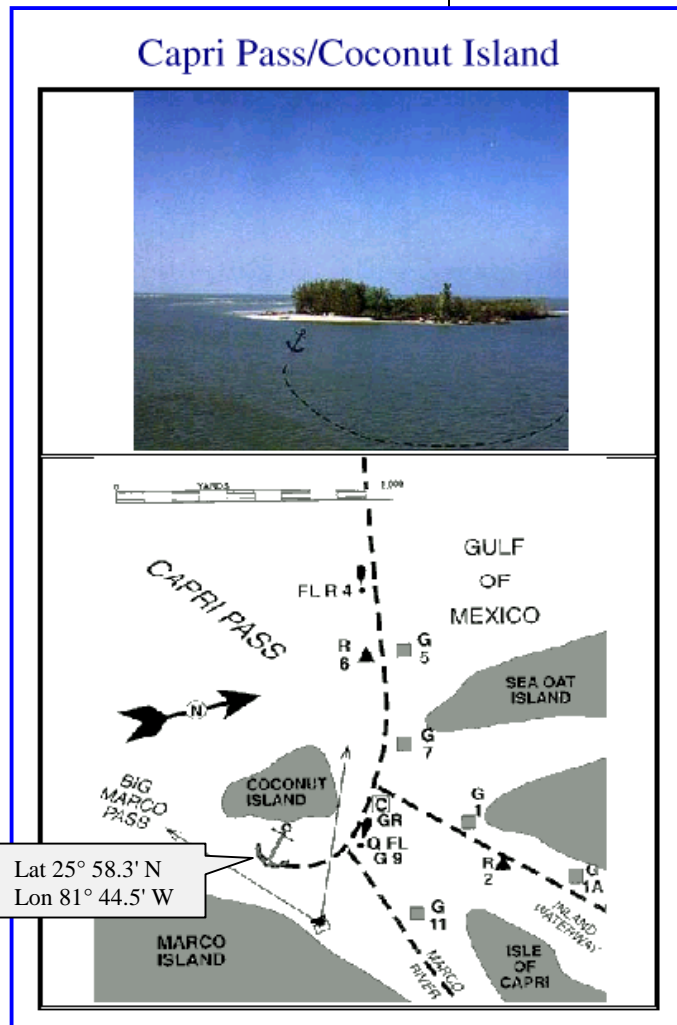
Frank Suarino
REVERIE

SOUTHWEST FLORIDA Y2K RENDEZVOUS

On the schedule for POA in Southwest Florida is a Y2K Rendezvous and raft-up for New Years/New Millenium fun on 31 December 1999 to 1 January 2000. We are going to wine, dine, and do what PDQ owners do best, PARTY! If all the computers on shore crash at the turn of the century we will not worry about it until later. Hosts are Joe and Amy Lockley, A-TACK-CAT and Lee and Dottie Henderson, BRIGADOON II who both live on Marco Island.

The Rendezvous anchorage is off Marco Island at Capri Pass at Coconut Island near the mouth of the Marco River (shown in the figure). Coconut Island separates Capri Pass from Big Marco Pass. Capri is the only safe inlet for cruising boaters between Coon Key

Light near Goodland and Gordon Pass at Naples. Capri Pass is well marked and carries minimum depths of 6 feet; Big Marco Pass is heavily shoaled. On the northeast side of Coconut Island, just inside Capri Pass and south of quick flashing green light #9, is an anchorage with between 7 and 20 feet of water. A shoal is building out from the extreme northeast point of the island. Swing well out from it and anchor off it's eastern shore. Don't go too far south into Big Marco Pass;



depths rise quickly. There is no development on Coconut Island. It is a nice place to go ashore and walk or sunbathe. Coconut Island is popular with weekenders in good weather, but it is not well protected from winds out of the West and there can be strong tidal currents. There is good protection from wave action. A Bahamian moor is advised. There is enough swing room for boats up to 48 feet.

If they have fireworks on Marco Island for the beginning of the new century we will be able to see them from this location. The foul weather backup is the canal at the Henderson's house. We can handle up to 9 boats here, more if we invite the neighbors. The Henderson's is a 20 minute motor from the anchorage. Those interested in participating in this once in a lifetime opportunity, contact Lee Henderson.

Address: 686 Thrush Court
Marco Island FL 34145
Phone: 941-389-5515
Email: LeeHenderson@worldnet.att.net

You can read the details of this anchorage on the WEB at www.flseagrant.org.

Lee Henderson
BRIGADOON II

MAINTENANCE TIPS

WATER/HOLDING TANK MONITORING SYSTEM

I came across a gadget in a RV catalog that looks very interesting. It is a water tank/holding tank monitoring system. It will indicate the level of fluid in each tank. Apparently there are sensors which are fastened to the outside of the tanks and which measure the level of liquid. There are no moving parts and nothing to place inside the tank. I used a similar unit on an RV that we had and it worked well. It's available through Snake River Electronics, 4555 South 5th Ave, Pocatello, ID

PDQ Owners Association (POA)

83204, 1-800-504-3256. The cost is \$107.00, I've ordered one, and will let you know how it works.

Len Scharf
ANAGYRI

YAMAHA ENGINES AND NETTING

We will be in Toronto on the 24th of August to watch the launching of our new baby, PDQ 32043, *Trinket*.

The subject I am writing about is something I have been contemplating for a long time. As the outboard engines in the Classic models in both sizes suffer badly from corrosion of all of their parts, being hung as low as they are in the bridgedeck 'pods', we have decide that some type of curtain or "apron" might at least reduce the impact considerably. We are going to secure a neoprene apron around *Trinket's* pods with s/s (stainless steel) bolts through strips of s/s metal bands (to prevent ripping), and cut overlapping flanges of neoprene around each engine. They will cover the upper parts down to just under the pans and above the exhaust holes. Either up or down, the engine will have a reduced splash and hopefully prevent old problems. Although Simon has had some concerns that it would not allow any air to circulate to the air intake. I have tried to reassure him that the compartment (the engine 'wells') will not be, and don't have to be, water-tight. And after talking again to my Yamaha guys here in HT, (they are the Yamaha distributors for the whole of the Bahamas), they assured me of no problems--- the engines are water-cooled. I will send pictures and more detailed information as soon as we have completed work and tested everything. We are also having Yamaha tachs installed just to the right of the steering wheel. I think these are a must to be able to synchronize your engines. Also helps on fuel consumption we found.

I would like to mention something else we have found that is causing "fixable" problems with the netting on both PDQ sizes. The older nets don't seem to have a strong enough taping,

(they are dacron strips), holding the bolt-rope through the back and sides of the nets, or on the front strips where the grommets are placed. Though it's a time consuming job, it is a good idea to remove your netting, take it to your sailmaker, and have him add a layer of some strong material and completely re-stitch all the way around each side. We have had this done with a few of our boats and it will we feel, prevent a sad occurrence if someone accidentally goes through. They are still the best nets we've seen in comparison to others available. I will write you again as soon as we have done our tests.

Mike Houghton –
TRINKET
Sail Abaco

RUDDER PROBLEM

I just had a bad experience with "rummy". I washed her all down to clean her up. She will need another bath to get the bug juice off, but at least it's a start. Then I decided to go sailing. I Backed out of the slip, stopped the engines and threw out the genny. I Started forward and **WHAM** I hit an old piling in the water with the starboard rudder. It lifted the boat right out of the water---not good. I realized that the rudder was jammed so I started the engine and motored back to the dock. Then I noticed that the stern is settling into the water. I Opened the inspection port of the water tight compartment and it was half full. I got out the portable bilge pump and start her going. The pump kept up with the incoming water and actually gained for a while. I had to motor the boat about four miles over to the marina. I got there with about the same amount of water in the compartment. The rudder was jammed for sure and something was cracked. As the bottom is supposedly made of solid glass I thought it was the rudder tubes that have cracked. That's just great, because there was absolutely no way to get in there to do the repair, it would not be fun.

Well the old girl was pulled out of the water and the problem was found.

The rudder was bent straight back and slightly to one side. When the upper pointy end of the rudder got to the bottom of the boat, it went through far enough to crack the bottom and leave a hole about 1" wide by 6" long. I straightened the rudder (easy) and ground out the filler and paint from the bottom. I filled the cavity with epoxy. No sweat, the drying time is the worse. After a little sanding and paint the bottom was as good as new. I put the rudder back in and she's ready to go back into the water. It took longer than I had planned but now I know how to do it. **IF** there ever is a next time, hope not, or I need to do some fiberglass work I have an idea of how it's done.

Craig Farnsworth
RUM TUM TIGER

SALT BUILD-UP ON ENGINES

A year or two ago I had a severe overheating problem with one of my engines. I thought it was the impeller, but after checking, I found it was in good shape. I finally traced the problem to a clogged thermostat. It seems that there was a blockage caused by salt build up. I know I'm supposed to flush the engines regularly, but that just doesn't happen. Anyway, I checked that same engine recently and found salt again collecting around the thermostat. This is only on one engine, the other was OK. It seems strange as I operate in brackish water with a fairly low salt content, but why just one engine.

I also realized that I should be lubricating the assembly that the motor tilts on. On my engines there are no grease fittings and because of the difficulty getting at the front of the engine, I've neglected that. Lately, I've been applying oil liberally and have some grease in a spray can applicator that I've been trying to get into tight spots. This seems to be making the motor easier to tilt up.

Len Scharf
ANAGYRI

PDQ Owners Association (POA)

NEW OWNER PROFILES

CINDY WALLACH and DOUG VIBBERT

Doug and I live with our 50-pound mutt, Schooner, aboard our PDQ 36, *NESHAMAH*, on Back Creek at the Annapolis Landing Marina. We bought the boat at 2 Hulls in Fort Lauderdale in October 1998. We went down there originally looking at old Prouts, but didn't find any we liked. Then, just for fun, we started climbing aboard all the other cats down at the 2 Hulls dock... and that's when we saw her. I stepped aboard first while Doug was on another boat. I marveled at the cockpit and then stuck my head inside and took a quick glance without stepping in. I immediately backed out and warned Doug... "Don't step on this boat unless we're prepared to buy it, because this is the one!" It was truly love at first sight. The more we learned, the more we loved her, and we made an offer that afternoon. The boat's name was *Dreamer IV*, hailing port Kingston Ontario, and belonged to Steve & Anna Doyle.

We sailed the boat up from Florida to Annapolis in November. That's a whole story in itself for a later date. All in all it was a great shakedown cruise. We spent the next four weeks getting rid of all our "stuff" and moved aboard in December. We survived winter and the dog is happy (he gets his own hull), and we love life on our PDQ, so we're sticking with it for as long as we can.

Doug is from Michigan originally. He is a computer network engineer working at the Census Bureau in Suitland, Maryland. I grew up in Chicago and a few years in the Kansas City area. I am a TV producer/ writer/ director currently working on a show for Home & Garden Television. Ironically I spend all my time interviewing, researching and writing about different types of housing and architecture all over the U.S., and I still would rather live on a boat! We're both fairly young (Cindy, 25 and Doug, 32)

and therefore rookies when it comes to living aboard, off-shore cruising, and catamarans in general. We can't wait to meet other PDQ junkies and learn as much as we can. We hope to spend a year or so going cruising starting in 2001... not sure where yet, but definitely someplace warmer!

Cindy Wallach & Doug Vibbert & Schooner
NESHAMAH

RALPH BENNETT

I am in my first leg of sailing around the country in my PDQ LRC. I have gone west from the PDQ factory across the lakes to Chicago and then on to St. Louis. This fall I will head south to the Tennessee River and Tombigbee Canal to Mobile. From there around Florida to the intracoastal and to Beaufort by Spring 2000.

Ralph Bennett
WIND SHADOW

ROGER and BONNIE FORD

Bonnie and I were originally introduced to the world of level sailing by Corsair. We have been sailing an F-28 trimaran around the Chesapeake Bay for the past 2-1/2 years. We trailered her to Key Largo last December and sailed down to Key West on the Atlantic side and returned by way of the Gulf. We have also chartered some monohulls in the BVIS. We've been contemplating our options for life after work, but there was no definite course until December 1998. It was then that we decided a catamaran might be the logical choice for room enough to live aboard comfortably, sail level, and sail fast ---at least faster than a monohull.

In January we visited a catamaran manufacturer in Maryland with the notion of buying a catamaran and also keeping our condo in Havre de Grace, Maryland as a homeport. We decided that we needed more boat and that we didn't really need the condo. We looked at other makes and models, but we remembered the PDQ from the Annapolis Boat Show. We pulled out

the old literature from our files and visited Chesapeake Catamaran Center after hours to wander their docks and compare the various models. Many boats were eliminated from competition by the clunky lines or boxy appearance. The PDQ really seemed to be the boat of choice for us. Through several well placed questions on the Internet, we were able to meet or speak with several owners who explained their choice of a PDQ and told us of their experiences. After that point, we were pretty much sold on the PDQ 36. For a brief time we considered a used boat; however, that only lasted until we got a firsthand look at the new PDQ Capella.

We worked out a trade-in deal for our Corsair F-28 with the Chesapeake Catamaran Center and signed the papers on June 13. At this time we're expecting our new boat to be completed in early Spring. Following delivery, Bonnie and I plan to sell the condo and move aboard in the Baltimore/Annapolis area until we retire in 2004.

This was a huge decision; however, we are both 100% certain that the PDQ 36 is the right choice. For now, we're selecting options and colors, trying to visualize the results and crewing for our monohull friends. In September, we'll visit the PDQ factory to see the plant and firm up some decisions. We are excited about this new life, joining the POA, and we look forward to meeting the many members in person.

Roger and Bonnie Ford
PDQ 36 (no name yet)

NORTHERN EXPOSURE

Summer up here in Nova Scotia is wonderful. The weather started to warm up early in June and it was one of the nicest in a long time. We flew to Norfolk on June 30 and set sail homeward the next day.

We cleared the Chesapeake Bay Bridge-Tunnel for sea at 1400 hours under clear skies, 30 knot winds on our beam, and 10 foot following seas. It

was a great sail, but our autopilot would become confused and we had to hand-steer for the next two days. The wind remained in the 20-30 knot (apparent wind range), and the seas were from 10-20 feet for the next two days. Since we were hand steering, we took two hour watches. (Older PDQ's aren't the easiest things to steer, you know).

Day 3 brought calm conditions approximately 100 miles SE of Long Island approaching Nantucket Shoals, and we motored for the next 24 hours. By Sunday afternoon, the start of day 4, we were half way across the Gulf of Maine and anxiously awaiting freshening breezes which would allow us to conserve fuel. Eventually the wind speed rose to the 10 knot range and we sailed under light conditions for the night and through the next day. By Monday afternoon we were 30 miles south of the western tip of Nova Scotia and cooked a huge dinner to celebrate the start of our final night at sea. About the time the dinner was to be served, a gale hit. Too bad for the gala! There was absolutely no way that we were not going to enjoy this gala affair, so both sails were reefed, a fix was taken, the course confirmed, the radar checked, and dinner served-and thoroughly enjoyed by both of us. By nightfall the wind had subsided to about 13 knots (true), but it also had come dead on our nose. As we were also going against a current of about 1 knot, we couldn't maintain our required 5 knot vmg. After calculating the distance to go, and checking our fuel reserves, we started an engine and motored straight towards home. Throughout the night the wind eased a little, but the current was still there, so the motor was kept running. A cold front had been the cause of our dinnertime gale and this night was the coldest I can remember at

sea.

Our off-watches were spent sleeping in the main salon with the stove on. Daybreak finally came and the temperature warmed a little, but not much. Also now we had fog. It's not hard to tell we're close to home! We continued motoring under now calm conditions throughout the morning, and the fog eventually burned off. The day was looking to be perfect, all we needed was a little breeze. As if on cue, the wind freshened around noon, shortly after we sighted land for the first time since our departure, and we sailed on until we entered Halifax Harbour on Tuesday afternoon, exactly 5 days after clearing the Chesapeake. Since our return, we have hauled *I Cool Cat*, anti-fouled her bottom, performed routine engine service, and re-launched her. Now that everything is back to normal around here, we can begin to enjoy summer the way we were meant to. So if you will excuse me, I think I'll go get a beer.

Allen Shortt
I-COOL CAT

Editors Note:

We always need **Articles and Pictures** for these newsletters. Thanks to all those who contributed to this one. Please send material to me at:

Lee Henderson
686 Thrush Court
Marco Island, FL34145
Phone: 941-389-5515 or email:
LeeHenderson@worldnet.att.net.