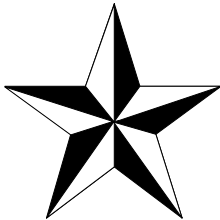


PDQ Owners Association (POA)

NEWSLETTER

Spring 2000



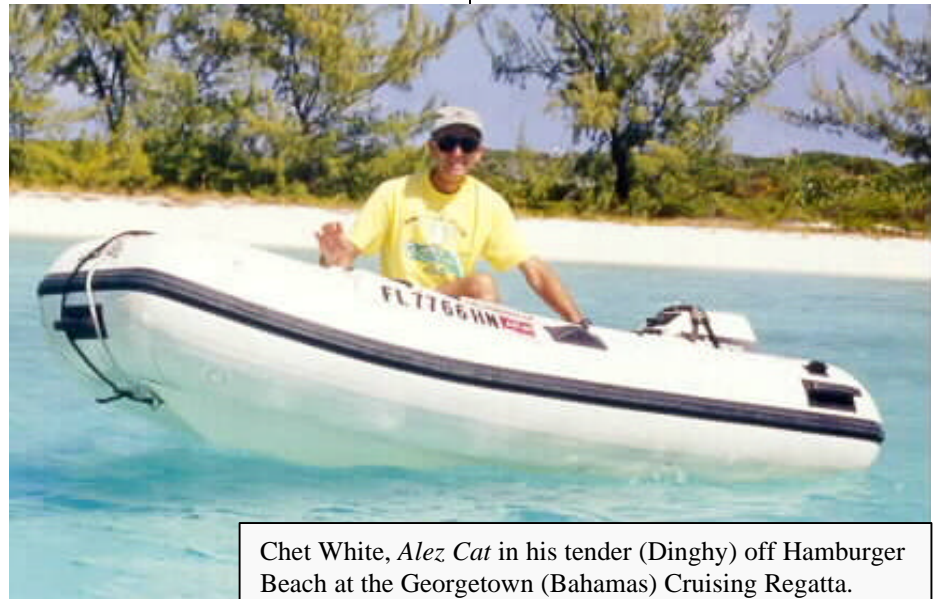
COMMODORE'S CORNER

It's spring and the winter snowbirds are returning from the Bahamas and points south. Ruth and I have survived our first winter in Maryland despite the high snowfall. Somehow it's not so bad when you don't have to commute. Our building project is virtually complete, and we are now visiting in California after a wonderful vacation in Kauai (rhymes with Hawaii). Kauai is a beautiful island whose central mountain has the highest rainfall in the world, and yet, it has a dry West Coast, canyons like the Grand Canyon, and cliffs like nowhere else. A fine way to end winter.

State of the Union

Larger catamarans are becoming more popular. Accordingly, the Altair is not selling so well although an increase in price may be partially responsible. The Capella is selling well with a backlog of 6 – 12 months.

Three of the new 42's have been sold, even though neither price nor delivery date has been set. Design details are now crystallizing. A key feature of the design is significantly more flexibility in layout than the Altair



Chet White, *Alez Cat* in his tender (Dinghy) off Hamburger Beach at the Georgetown (Bahamas) Cruising Regatta.

or the Capella.

The following information was gleaned from both Simon and the PDQ websites: Dry weight is 16,000 lb. with a payload of 5,000 lb. giving a loaded displacement of 21,000 lb. Bridgedeck clearance is 36" unladen and 30" laden. An anchoring package will be standard and will include a windlass in a central location behind the trampoline to reduce weight in the bows. The shaft drive engines will be in middle of the hulls as will the batteries and fuel and water tanks for better weight balance.

The mast will be 62' off the water and will support a 600 sq. foot main and 275 sq. foot self-tacking jib on a ¾ rig. The starboard hull will contain the owners suite (with an enhanced level of luxury) containing the head forward and cabin aft. The bed will be accessible

from either side and a hatch will allow a view aft from the bed.

The port hull will allow a range of options including galley up/galley down; with galley up, the hull space can be used for a head or den/library. The galley layout (as with all else) will assume that the boat will be used for long-range, bluewater cruising - this will be a real saltwater gourmet galley that only a cat can provide. It is assumed that owners will want a freezer and watermaker. There is room for two forward cabins with options for one to be converted to head or generator room. Similar options are available for the aft cabin. Total sleeping capacity can be arranged for eight.

The cockpit will have full seating and the hardtop will be an integral part

of the design. The hardtop is such a popular aspect of the new Capella that the idea will be developed on the 42. As with the Capella, it is probable that the hardtop will carry the mainsheet traveler and solar panels. All lines will be run back to the cockpit for safe and convenient handling. A winch by the helm will control the main and jib sheets. Unlike the Altair and Capella, the accommodation will be organized for primary and secondary occupants. In English, that means there will be an owners' suite with guest accommodation (luxurious, but not at quite the same level).

Increasingly, owners now handle navigation in the cockpit; recognizing this, the space below will focus on a dedicated station primarily for communications, secondarily for navigation. Lockers will provide voluminous stowage for food, clothing, gear and toys. This includes dedicated lockers for bicycles and a liferaft. Recognizing that many owners are seniors there will be a flat safe walkway forward. Looks like the 42 will be winner!

Plans continue in Whitby for an expansion of manufacturing space. An offer has been made on a five-acre lot about two kilometers from the present plant. This will be used for fiberglass parts construction with assembly remaining in the present plant.

The Chesapeake Catamaran Sales Center plans to move this year. Demolition of the old seafood market is planned for the middle of May and construction is expected to take about six months.

The good news is that John Farrow reports he may be able to offer PDQ36 owners whose boats are in excellent condition their original purchase price in trade on the new 42.

Webfiles

www.Sailchicago.com is turning out to be very useful to the POA. Posted queries quickly generate useful responses. Check it out. Many thanks to Kevin Smith.

Please also check out the reference info posted on the POA website (www.PDQYachts.com) within the PDQ site and let us know what information you think would be useful there. (Email to swithen@dmv.com).

SAFETY NOTICE FROM PDQ

PDQ YACHTS INCORPORATED
 1710 Charles Street, Whitby, Ontario, Canada
 Tel:(905)430-2582 ~ Fax:(905) 430-8306
 www.pdqyachts.com ~ pdqcats@idirect.com

SAFETY NOTICE:
 Paneltronics Electrical Panel Installation

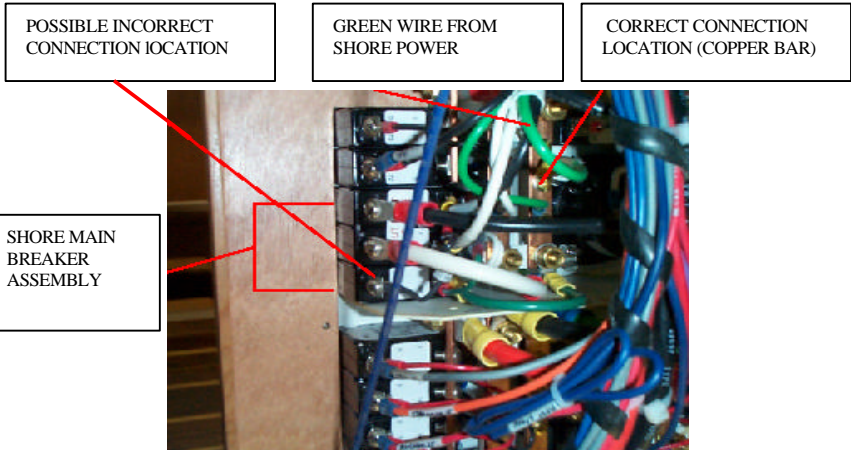
We have noted that a vessel on the assembly line had a Paneltronics electrical panel installed with a shore power grounding wire installed on a terminal other than the one specified by the panel manufacturer. In the event of a circuit problem, this incorrect connection could fail to perform its safety function and constitute a hazard. It is possible that some other vessels may have the same incorrect connection. The view below is of the back of the lower left corner of the panel as it appears when hinged down. The indicated green wire is the shore ground conductor. It is grouped with a same sized black and white wire, the shore supply wires, which emerge from a flat 3 wire sheath. It should be connected to one of the terminals on the copper bus bar with the all of the other green wires. No wire should be connected to the position on the circuit breaker, indicated as incorrect, except the small black conductor that can be seen in the picture. The owner's manual contains a Paneltronics diagram which gives this information in schematic form, as does the main wiring diagram of late model vessels

It is imperative that vessels fitted with Paneltronics electrical panels be inspected for this condition in order to insure that all possible safety features are in effect. The manufacturer's name is embossed in gray lettering across the bottom of the white front face of the panel. If you do not have a Paneltronics electrical panel, this notice is not applicable.

Before folding down the panel, you must disconnect your shore power cord and batteries, as live wires will otherwise be exposed. Two screws at the top of the panel retain it in the closed position. If you do not feel confident of your ability to conduct the inspection or make a possible reconnection, a competent electrician may be consulted.

Please contact PDQ yachts to confirm receipt of this notice and obtain assistance if required.

Simon Slater



Also, in the Download section of this web sight you can find a section for the PDQ Owners Association but you will need the user ID and password. This section contains the most recent past newsletters which you can download. Contact me by email if you need the login information.

Finances and Annual Meeting

We have bought a new batch of burgees and our account now stands at \$188.52 which is barely enough to cover the cost of the spring and summer newsletters. Rather than increase dues (which already subsidize the annual meeting) we will probably need to increase the cost of the dinner. The

schedule for Chesapeake Catamaran's building plans appears to preclude holding our meeting in the new building this year but, hopefully, this will be our last year at the Fleet Reserve Club. We look forward to seeing everyone there in October.

Colin Swithenbank
 Commodore

Commodores Note:

We have a new supply of Burgees in stock. They are available for \$20 each and you will need one when meeting another PDQ on the waterway. My email address is swithen@dmv.com.

CATATONIC ANNAPOLIS TO ROAD TOWN BVI.

We left Annapolis, MD at 9:00 PM on the Monday prior to Thanksgiving with *Uconn's* Ron and Nancy Rohner, motoring all the way in "no wind" fog for the 21-hour trip down the Chesapeake Bay to Norfolk, VA. Radar and DGPS kept us right on course. . . except the radar couldn't see the three crab pots we hit and tangled in the props in the middle of the night. At Norfolk, we parked in the only waterfront marina/shopping center in the U.S. that has a Nordstrom dept. store as part of the deal. (Louise successfully resisted the Nordstroms temptation.) The following day we headed down the intercoastal waterway for the 4 day trip



to Beaufort, NC, stopping overnight at some "down home" canal and riverfront tie ups. At Beaufort, Louise and the Rohners left the trip to go back to work. They were replaced by a Captain and Bob's sailing buddy, Catalina 470 owner Roger Frizzelle, for the second leg of the trip, Beaufort to Bermuda, 600 + nautical miles.

We left on 2 December arriving at Bermuda on 7 December averaging about 130 nm/day. This leg of the trip was tough on us 3 old guys because the autopilot went south on us shortly after we entered the gulfstream, and we had to hand steer the rest of the way to Bermuda.

After a couple of days in Bermuda for rest, and repair of the autopilot, we left the morning of the 10th with Moorings Captain Dave Gale, heading due south from Bermuda on the 64.30

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w. longitude line. Herb Hilgenberg of *Herbnet* kept track of us on the SSB, and updated the weather every day at 1600 local time. Winds were out of the NE between 12-20 knots, and we made the 840 nm to Tortola in 5 1/2 days, averaging approximately 155 nm/day. We motorsailed most of the way using the Yamaha 9.9 four stroke outboards one at a time. It was the first offshore trip for both Roger and Bob and was a great experience. As those of you who have seen it can attest, sunrise and moonrise on the open ocean is one of the most beautiful experiences sailors can have. We would do this trip again in a heartbeat.

After spending Christmas at home in Newport Beach, Louise and I went back to the BVI between Christmas and New Years, to spend leisure time on the boat. On 30 December we took the boat from Roadtown to Virgin Gorda, spending that night and New Years Eve in Gorda Sound (Leverick Bay) on a can right in front of Pusser's resort. We spent New Years Eve with fellow BCYC members Lew and Kim Spruance at their newly remodeled house (4000 square feet, swimming pool, etc;) on a hill overlooking the Sound. We went to dinner at the Fat Virgin restaurant in Biras Creek with Lew and Kim and two other couples, then back to the house to watch three fireworks shows from their porch. One from one of the 5 cruise ships at anchor in the bay, one from the shore on the opposite side of sound, and one from Necker Island, just north of Virgin Gorda. One of the guys in our party was a statistics freak. . . besides the 5 cruise ships, he counted 335 other boats at anchor in Gorda Sound.

On 1 January 2000, we headed back down southwest to Norman Island, where we dropped anchor in a large bay called the "Bight". The place turned out to be an R & R spot for the party animals from Foxy's New Years party on Jost Van Dyke. We anchored in back of a floating restaurant called the "Willie T". The sport of the day on 1 and 2 January was jumping off the upper deck of the restaurant in your birthday suit, both guys and girls. After a couple of hours, 5 "Nekked's" (3 guys and 2 girls - 25-30 somethings) swam over to *CatATonic* to try to talk us grandparents

into joining them in the buff. Didn't work, but it was sure fun to listen and watch them try to talk us into it. Stayed there 2 nights, then motored back to Road Town in 25kts of wind to park the boat and head home. All in all, it wasn't a bad substitute for missing the "cut" at the BCYC New Years Party.

Bob & Louise Sasine
CatATonic

NEW OWNER PROFILES

Chapter Nine - PDQ 36045

The new owners are Pat Cole and Tom Tubbs. Pat sent the following:

A little about us:

I am from Texas, still owning a small company there, and Tom is a retired CPA, living in Leonardtown, Maryland. Currently, we are commuting between Maryland and Texas... and, now, Florida has been added to the mix. (*Chapter Nine* will be kept in Florida) On July 16th, Tom in Maryland and I in Texas, were talking on the telephone, and he told me to go to PDQ's website. We read everything on it and then Tom said, "Let's buy one, move aboard and go cruising." Pat said-- - "Okay, let's do it." I called the factory in Whitby on a Friday afternoon and Simon Slater answered the phone. I had a long list of questions about the boat he built and how long we would have to wait for a new one, I tried trading Simon my horse farm, complete with racehorses or my stainless steel fabricating company. No go. At that time, we still couldn't have a new boat until October or November, so we set out to find a used multihull. Using the web and telephone, we tried to check for everything on the market. We looked at the PDQ's offered in the Annapolis area, and then we went to Fort Lauderdale in mid-August to meet a broker and look at multihulls in that area. We decided immediately that we didn't like the French boats or any of the others..... We set our hearts on a PDQ she was just the finest looking multihull we saw. There was nothing we saw 'in Fort Lauderdale we wanted and, having found Frank Bartram's ad on the web, we met him at Telemar Bay Marina to see his boat. On August 23rd, we drew

up the purchase contract for his 1995 PDQ 36 LRC, *Irie*. She's a beautiful boat in wonderful condition.

Presently, Tom and I have too many houses; too many dogs; too many cars, etc., etc., etc. We are slowly moving toward divesting ourselves of all these things, so we can move aboard and cruise. Our very loose itinerary is to the Bahamas, through some of the Caribbean, through the canal, up the West Coast and maybe over to Hawaii. Pretty, ambitious, huh??? We don't know how far we 'll get, or how long it will take us and really don't care. Our goal is to just kick back and enjoy our life aboard, as it presents itself. I might add that Tom has owned 4 monohulls through the years and has been sailing the Chesapeake Bay area for about 40 years. As for me, I've not done much sailing in the middle of Texas, but have had the opportunity to sail in the Mediterranean several times over the last few years. Guess who gets to be "Captain"????

We were in Annapolis the first and last day of the Boat Show, but had to be in Chicago for a wedding the day of the PDQ owners' meeting. We were really sorry we missed it, but hope to meet all the members of the PDQ family in the near future.

Pat Cole and Tom Tubbs
Chapter Nine

42106 Swans Court
Leonardtown MD 20650
301 475-5746 (Tom)

P O Box 189
Madisonville TX 77864
409 346-3538 (Pat)
pccole@att.net

AURIGA - PDQ 36077

Boat names are fascinating and there is usually an interesting story about the name. This is where *Auriga's* name comes from. *Auriga* is a northern constellation that has the 6th brightest star in our view - Cappelula. *Auriga* is situated between the constellations Gemini and Perseus. Joe Szmer the owner has shared this and the following with us.

I have been sailing on and off for almost 50 years - mostly off. I owned and sailed mono-hulls and I loved them. I have always been impressed with the stability and speed of cats. I was researching trawlers for the out years of my life. When I saw the PDQ at the Annapolis Boat Show, I started investigating cats. I knew I wanted it instead of a trawler without sailing it. I had retired, but decided to go back to work immediately to purchase and pay for the *Auriga*. I will work for another three and a half years and retire for the third and last time.

I currently berth *Auriga* at the Naval Air Station, Patuxent River MD, across from Solomons Island. I will be sailing the Chesapeake Bay forever but in 31/2 years I will take *Auriga* south to winter over with some yearly cruises throughout the Caribbean and Gulf of Mexico.

Joe Szmer
Auriga

44617 Joy Chapel Rd.
Hollywood MD 20636
Phone: (301) 373-2044
Cell (301) 904-1487
E-mail: joeszmer@aol.com (home)
szmerj@navair.navy.mil (work)
Fax: (301)342-3172

TIPS FOR THE BAHAMAS

Our journey to the Bahamas this winter was a great experience. Besides enjoying beautiful clear waters, an endless variety of uninhabited beaches, and meeting old and new boating friends, we learned some things shared by other boaters or learned along the way. Instead of writing a narrative of our travels (I kept a journal, so could probably write a book), this is presented as a guide. Some of the information is in the cruising guides, but we find that the personal experience of others is always helpful to us. Hopefully some of this may be of use to cruisers new to Bahamas ways.

Fresh Water

We try to collect rainwater for our fresh water supply, but there was virtually no rain while we were there. Water is available to buy at some islands

and ranges from \$0.10 a gallon in Georgetown to \$0.50 per gallon elsewhere. Water is available without charge at some places, but you have to fill and haul your own jugs. Being conservative is a must. We add chlorine and filter drinking water.

The guidebooks tell you where water is available to buy. We found water at no charge at:

- Black Point Settlement, Great Guana Cay
- Georgetown, Great Exuma at the Exuma Market Dinghy Dock
- Governors Harbor, Eleuthera (faucet at dock not working, haul about half a block from faucet near Government Building)

Communication

BaTelCo sells phone cards that are usable at most pay phones. The rate is \$1.00 per minute. We used our MCI WorldCom card and paid 60 cents per minute. Cell phones with a U.S. server were not usable while we were there, but things are in a constant state of change for phone communication here.

E-Mail

We used Pocket Mail. It worked great as we had an MCI 800 number to access the U.S. and the PocketMail access is also an 800 number. It is easily done on a pay phone and we were able to send and receive about every three days, whenever we could go ashore and they had a pay phone. We purchased PocketMail through a Women Aboard special for \$160.00 and it included one year of free user service. Normal service is \$10 per month. For information the website is www.womenaboard.com The phone number for Pocketmail customer service is 800-390-5036. Their website is www.pocketmail.com. Lap top users can send e-mail through the BaTelCo offices on the islands.

Laundry

Wear everything at least twice and be prepared for hand washing a few things. Take clothing that dries quickly. Most marinas have laundry facilities, but it's a different story when you're anchoring out most of the time. The Thunderball Club on Staniel Cay has a laundromat, but it was closed because they use rainwater and there wasn't any rain. Sailors from a monohull gave us directions for saltwater laundering.

Wash in saltwater, one rinse in saltwater and second rinse in fresh water with laundry softener (I used a Bounce sheet). I also heard that washing in Joy works well in saltwater. Georgetown has two laundromats.

Provisions

Take as many staples as you can. Everything has to be shipped in and is twice the price. Parmalat boxed milk is the way to go. Fresh produce of limited variety and bread is available on most inhabited islands (Mom's Bakery in Georgetown is the best!) We found great produce at the Government Packinghouse on Long Island and there are packing houses on other islands also. Meat is usually frozen and fatty, however, Exuma Market had some outstanding fresh Angus Beef. We didn't see fresh fish for sale except on Potters Cay in Nassau—you have to catch your own.... if you're lucky. Of course you can always eat out if there is a restaurant on the island. All alcohol is expensive except for rum.

We had two outstanding meals off the boat:

- Hawks Nest Resort and Marina on Cat Island served the best ribs ever and a wonderful mushroom bisque.
- The Berry Island Club on Frazers Hog Cay in the Berry Islands (same island as Chub Cay) has wonderful Cajun Style Food. We stayed at their marina, but if you are at Chub Cay, they transport people from there in a swamp buggy. Reserve in the afternoon at both places as they have limited seating. Don't miss it!

Books

Blanche Sharf, *Anagyri* recommended two books to me and I encourage anyone going to the Bahamas or Caribbean to read them. They are fiction and good reading. *Don't Stop the Carnival* by William Wouk and *Wind from the Carolinas* by Robert Wilder.

Some Favorite Places

Waderick Wells, Exuma

Exuma Cays Land and Sea Park: The Bahamas National Trust is in charge of the sea park. At Waderick Wells there is a ranger station with a resident ranger and his family. Volunteers played a major role in the operations here. There are moorings,

but no facilities or phone available. We did not take advantage of the snorkeling here, but heard it was good. We explored the island in depth. We climbed to the top of Boo Boo Hill and took in the beautiful view and all of the memorabilia left by boating visitors. Driftwood, pieces of fabric, old buoys or whatever was used to put the boat name of those who had conquered the hill in the past. We found *Anagyri* '96 and left *Brigadoon II* '2000 carved and painted on driftwood. Maybe it will be there next time we visit.

Pine Island, Exuma

This is the place if you want privacy (of course it's also great with a few good friends). We met *Allez Cat* there and were accompanied by our new French friends on *Sula*, a trimaran. It is a beautiful lagoon with pristine beaches. To get in we motored for two hours avoiding coral heads and reefs through shallow water. Very few boats can come here because of the difficult waters. Chet White from *Allez Cat* and his friend, Dennis, guided us in. We went snorkeling and found eight conch, which we cleaned for conch appetizers, and enjoyed on *Allez Cat*. An interesting point; while snorkeling, a three foot long barracuda swam along with us and just watched us the whole time. We called him Barry the Barracuda. We had a few leftover conch so we made conch chowder. This spot was so beautiful we decided to stay there an extra day. (The GPS position of this spot is N23° 49.222', W76° 11.458')

Lee Stocking Island, Exuma

The Caribbean Marine Research Group is here and is just 25 nautical miles northwest of Georgetown. The center is privately funded; we had been told the US Naval Oceanographic Office ran it. It's another great spot. We hiked several trails and went up to Perry's Point, the highest spot in the Exumas at 123 feet. There is a beautiful view of the islands from the top. Due to shortage of staff they were unable to give us a tour of the facility.

Georgetown, Great Exuma Island:

When we pulled into Georgetown Harbour, it was a sight to behold. There were masts everywhere. Based on the last count that we heard, there were over 450 boats there for the Cruisers

Regatta. 95% were sailboats. We were told it was a record number of boats. We had steady winds the three weeks we were there so our wind generator was happy. We usually were anchored in a well-protected spot off Hamburger Beach across the harbour from Georgetown. With winds mostly out of the East, this spot is on the leeward side of Stocking Island. It is a short walk from Hamburger Beach to the sound side beaches and also to climb up Monument Hill. From atop the hill the view of Georgetown and Elizabeth Harbour, with over 450 cruising sailboats anchored in various places, is fantastic. Georgetown was a dinghy ride away, often the ride was rough as the wind was up and Georgetown is normally on the windward side of the harbour. We went to town frequently for supplies, mail, shopping and to attend the various activities. Often we moved the PDQ's and anchored off the dock area.

The Cruising Regatta, held the second week in March, is a must at least once in your Bahamas visits. Many people have come every year for the twenty years it has taken place. The week is full of fun activities to see or just watch. There is something for everyone and the boating community is fabulous. A whole section could be devoted to it. Georgetown is also the place for provisioning to sail south.

Crab Cay

We were on the look out for Loyalist plantation ruins and we really enjoyed looking around the ruins here. Crab Cay is a small island just one-mile southeast of Georgetown off Elizabeth Harbour. Loyalist William Walker built a plantation after the American Revolution around 1784. Unfortunately, preservation of the old plantations throughout the islands is almost non-existent, although someone is making attempts to maintain what is left of these ruins. We also liked anchoring off February Point between Crab Cay and Georgetown and in the Cat hole on the West side of Crab Cay. It is less crowded and both anchorages give access to Crab Cay.

Long Island:

Between our arrival and the week of the regatta we sailed to Long Island with *Allez Cat*. We anchored in Thompson

6

Bay off Long Island, about 37 miles southeast of Georgetown. We explored Long Island by car. the rental was arranged by a Canadian couple staying on the island. They hailed us in the anchorage on the VHF. They go by the call sign *Wendy Ann*, which was their boat's name. Retired from boating, they were most helpful in guiding us to the sights and providing a map. We especially enjoyed the old Spanish Church from the 1500's, the Blue Hole (dark and eerie), and visiting the Government Packinghouse in Clarence. There are two interesting old churches built by Father Jerome, who was an architect before becoming an Anglican and in later years a Catholic priest. He also built The Hermitage on Cat Island.

Nassau

Well, it's not exactly a favorite place, but a definite stop to get fresh provisions and do laundry before heading on in the Bahamas. City Market is within walking distance of Nassau Yacht Haven Marina. We did sight seeing of some of the historical sights. We had been to the Straw market and Duty Free shops on previous trips, so skipped those. Atlantis on Paradise Island was the thing this trip. A grandiose hotel and more, it had been under construction last time we were in Nassau. It is the ultimate glitzy place, yet the marine décor is fascinating, if maybe a bit overdone. Having cost one billion dollars to build it is a sight to behold. The aquarium and landscaped grounds and pools are beautiful and the casino will be happy to take some of your money.

Cat Island

The Hermitage of Father Jerome is located in New Bight on Cat Island. This is a must if you are in the area. It is located on top of Mount Alvernia, the highest spot in the Bahamas at 206 feet. The Hermitage can be seen from the anchorage off New Bight. It is built on a reduced scale and is very unusual. We did not tour the rest of Cat Island like we had done on Long Island.

Little San Salvador

One of the most beautiful powdery beaches you have ever seen is on the southwest end of Little San Salvador. This is truly a fantastic anchorage, except when the cruise ship is in.

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Holland America Lines has a 15 year lease on the entire island. They are not there every day but when they are in the beach is reserved for the use of their passengers. Cruisers are discouraged from being on the beach while they are there. The ship never spends the night. It comes at 8:00 AM and leaves at 4:00 PM. The rest of the time, and on off days you have it all to yourself.

Caution

The Bahamas are a relatively safe place, especially away from Nassau, but we heard of four incidents that are worth sharing. Be safety conscious.

1. Donald Fairweather, a solo sailor , departed Nassau on 1 January. heading south to the Exumas He was seen in Norman Cay apparently assisting other boaters. After that he disappeared. He has not been seen or heard from since Norman Cay. The FBI is involved now. They suspect foul play.

2. While we were anchored off Long Island there was a bank robbery and two of the robbers were at large. We watched as a helicopter flushed one of them out of the bushes off the point. We didn't hear if they caught the third person. It is believed the robbers came from Nassau as this is a rare incident in these islands where everyone knows everybody.

3. One of the boats that was in Georgetown, *Jubilation*, sailed south after the regatta and hit a reef off the entrance of Mayaguana Island in the Southern Bahamas and sank. On board were a widower and his four children. The family was traveling with other boats and they all got off safely but the boat was a total loss.

4. While in Chub Cay we heard a MAY DAY call on the marine radio. A diver was lost off Alder Cay in the Berry Islands. An air search found the man on

the beach of an uninhabited island. The strong tidal current had carried him off. He was okay.

The Bahamas are truly beautiful, but there are hazards.

Dottie Henderson
Brigadoon II

Editors Note:

A full PDQ Owners List will be sent in June via electronic mail to POA Members who we have email Addresses for. If anyone else needs a copy please contact me or Commodore Colin Swithenbank.

PDQ TAKES SECOND IN GEORGETOWN RACES

There are two Georgetown Cruisers Regatta Races. The first is the Elizabeth Harbour Race (twice around a marked course) and the second is the Around Stocking Island Race (a 20 mile race).



The Race Crew on board *Brigadoon II* in Georgetown. From left to right in back are Merle Larson -*Prairie Dream*, John Pew -*Dementia*, Chet White -*Allez Cat*, Mike Martin - *Distant Music*, and in front are Lee Henderson -*Brigadoon II* (Captain), and Ken Burrows & Dan Morley of Coakley High School, Grand Exuma Island.

Starting this year the races have separate categories in that monohulls and multihulls are not competing against one another. They are awarded separate ribbons and trophies.

Lee Henderson and Chet White registered *Brigadoon II* for the race. It was the only PDQ in the race but the crew consisted of five PDQ captains. Lee - *Brigadoon II*, (Captain), Chet - *Allez Cat*, John Pew - *Dementia*, Merle

Larson - *Prairie Dream*, and Mike Martin - *Distant Music*.

Elizabeth Harbour Race

The Elizabeth Harbour Race was held on Tuesday March 7th. There were seven multihulls in the race. Two students from L. N. Coakley High School on Grand Exuma Island joined the PDQ crew, Kenwood Burrows, a tenth grader and Daniel Morley, an eleventh grader. The boys are members of the high school sailing club. *Brigadoon II* got a slow start as they had some problem raising the anchor, but once they got going they easily moved into fourth place. There was some slowdown rounding the marker at Hamburger Beach and they lost some "ground", but maintained fourth position. They made some headway coming around to the last marker and on the second course, they began to catch up to the third place boat. Three boats were very close near the return to the Hamburger Beach marker and the second place trimaran lost momentum rounding the beach marker. *Brigadoon II* passed by two boats at and just after the markert, and took second place position. She held second as she passed Volleyball and Sand Dollar Beaches and the PDQ spectators became very excited as she passed the finish line in second place.

Places and Times of the Elizabeth Harbour Race:

1st -Lagoon 41 -Corrected time 0:58:44
2nd -PDQ36 -Corrected time 1:06:15
 3rd -Kennex 42 -Corrected time 1:08:16
 4th -Trimaran39 -Corrected time 1:10:43
 5th -Manta 40 -Corrected time 1:12:23
 6th -HeavenlyT26 -Cor. time 1:53:36
 7th -Cadillac 9M -Cor. time 1:56:05

The PDQ Cheerleaders greeted the crew as they moved to the finish line with the following cheer by Leanne Peterson, guest on *Distant Music*.

**We think you're cool.
 We think you're slick
 PDQ is pretty Da--- Quick!**

Around Stocking Island Race

The Around Stocking Island Race was held on Thursday, March 9th. The spectators were aboard *Allez Cat* anchored off of the start point. As the

PDQ Owners Association (POA)

race progressed we moved to Hamburger Beach and climbed to the top of Monument Hill where we had a spectacular view of the entire island, especially the Exuma Sound side. As the racers went around the end of the island we moved *Allez Cat* to the finish line—devoted fans that we are. For this race the PDQ crew was joined by Chris Behrends of the U.S. Army who is part of a helicopter squadron deployed to the Bahamas on Great Exuma.

Times and Places of the Around Stocking Island Race:

1st -Lagoon 41 -Corrected time 4:15:14
2nd -PDQ36 -Corrected Time 4:20:56
 3rd -Schwartz 50 (trimaran)
 4th -Manta 40
 DSQ -Pro Kennex 42 (Got too far behind and popped his spinnaker)

The Lagoon 41 was in the lead going downwind from the start and around the northern marker to the Exuma Sound side of Stocking Island. *Brigadoon II* passed the Lagoon 41 going upwind on the 10 mile ocean side leg off Stocking Island. The Lagoon 41 could not match the PDQ pointing to windward. We rounded the southern marker 4 minutes ahead of him, but we were no match with him going 5 miles downwind in Elizabeth Harbour to the finish line. He passed us there.

Lee Henderson
Brigadoon II

CRUISING ENCOUNTERS

Florida

Leaving together from Marco Island on January 24th were *Algoma*, *Anagyri*, and *Brigadoon II*. They were heading for the Florida Keys. After meeting *Someday Soon* and they all went to Whale Harbor for dinner. At Lower Matecumbe Key *Anagyri*, *Algoma* and *Someday Soon* met up. Later *Someday soon* met *Kia Orana* at Marathon and *Here's to Life* in Key West. In Biscayne Bay *Brigadoon II* was traveling northeast to the Bahamas and passed *Prairie Dream* heading southeast to the Keys. We joined up later in the Bahamas.

Exuma

There were five PDQ-36 catamarans in Georgetown for the Cruising Regatta. They included: *Allez Cat*, *Distant Music*, *Dementia*, *Prairie Dream*, and *Brigadoon II*. There are many events in the regatta, two of which are cruising sailboat races. One of the races is the Elizabeth Harbour race on Tuesday. The second is the race around Stocking Island on Thursday. All five PDQ captains raced on *Brigadoon II*.

Nassau

Allez Cat, *Brigadoon II*, and *Prairie Dream* were all in Nassau Harbour for the night in late March, but we were unable to get together. *Algoma* heard *Brigadoon II* on the VHF and called for a radio chat. They were in Andros.

Met any PDQ's on the waters lately?
 Send us your cruising encounter.

SLIM'S FISH CAMP

SLIM'S Fish Camp, Inc is located on the south rim of Lake Okeechobee on Route 2, or the Rim Route of the Okeechobee Water Way. It hides in the shadow of the Torry Island swing bridge. It's right in between Nothing and Nowhere. Well not really of course. But if you stand on top of the Hoover Dike that keeps the lake from flooding south Florida and look out over the 730 square mile lake, you might imagine you're in the middle of Nowhere. If you look to the south, you'll see Nothing, but thousands of acres of corn or sugar cane.

Slim's Fish Camp is about 3 miles north of Belle Glade, FL. It's not the kind of place the average tourist will go out of his way to come to, unless he likes to fish. There isn't exactly a lot of nightlife at Slim's. The lights in the parking lot next to the public pier come on at dusk and the lights in Slim's go off about 6:30 or 7:00 PM when the swing bridge stops operating for boat traffic. During the day though, things get pretty busy. Slim's hosts about 50 or 60 fishing boats from slow moving pontoon boats to the high powered bass boats with their 190 hp engines. You can get almost anything to do with fishing at Slim's. You can even get beer and soda, made up sandwiches, a small

variety of canned goods, staples and--almost any variety of hot sauce. You used to be able to get gas too, until the EPA regulations did away with it. There used to be houses on Torry Island, but a hurricane in the 40's did away with them. There is a campground with 250 sites nearby; most of the campers are fisherman. The three wooden lawn chairs in front of the store generally are fully occupied. No, it's not a place for the average tourist.

But it is a place where Slim, full name of Charles Corbin, will take the time to walk down to the public pier and welcome you. He'll take the time to tell you about the swing bridge that he operates. Seems the original was built in 1916. It was replaced in the mid 30's with the one in operation today. Slim seems right proud to tell you that his daddy took over the operation in the mid 40's and Slim is still operating it today. He gets to open it about 100 times a month in the busy season and maybe 30 or so in off months. It takes about 20 minutes for a boat to clear the bridge after raising Slim on the VHF. He has to get in his car at the store, drive the 300 yards to the end of the bridge, lower the gate, walk to the other end, lower that gate and then back to the center of the bridge and manually crank the bridge open. I can't say that the exercise has exactly kept Slim slim. A new contract has to be negotiated for next year and Slim may be out of the bridge business.

It is a place where a local farmer will take the time to tell you about crop rotation and how every five years he has to plant corn in place of sugar. The sugar plants re-seed themselves and the weeds begin to take over. So he plows the cane under and plants corn. He'll tell you with pride of his work crew of 40 farm hands who he travels with as far north as Virginia to pick corn. Claims he can get 5 times the productivity from his people as from local hired help. When asked about the dead trees along the waterway, he explained that the trees, Melaleuca brought over from Australia, were running wild. Seems the Army Corps of Engineers decided to clear the banks of the dike and cut them all down. Now they have to mow the grass, all 140 miles of it. With the trees gone there is also growing concern for erosion.

It's the kind of place where the local sheriff's deputy took the time to stop to admire the boat and then spent the next 20 minutes talking about the beauty of the lake, his concern with pollution, the joys of sailing, the fate of the manatee and the fact that the surrounding farm land was sinking about an inch a year. Seems moisture is being taken from the soil and not being replaced because the dike has changed the balance of nature and prevents the water from getting down where it should be. He also explained the ashes we would get on the boat occasionally. Seems that before they harvest the sugar cane they burn it. That brings more sugar up from the roots. Interesting guy. Not the redneck sheriff as portrayed in the movies.

No, SLIM'S Fish Camp, Inc. is not the place for the average tourist, but the kind of place you stumble on once or twice, if your lucky, and not in so much of a rush that you don't recognize it.

Len Scharf
ANAGYRI

THE GREAT CIRCLE

Although we turned our home in Oriental over to friends and moved aboard *Someday Soon* the previous November (1998), our official and long awaited Great Circle Cruise began as we passed Green #101 to enter the Okeechobee Waterway on St. Patrick's Day, 1999. As most of us are more than familiar with the East Coast ICW, we will not elaborate on that portion of the trip and will jump to the new or different.

After having had probably only four or five days of real sailing since leaving Ft. Myers, we become a trawler in Catskill, New York and entered the Troy Lock on June 10th. We assume that the Erie Canal also is familiar to most PDQ'ers and so will pass over that system as well. If, in this or any other area for that matter, there are some of you with specific questions please contact us. We love to talk at length....

After reaching Oswego, having completed 30 locks in 3 1/2 days - we stop over to visit the Farnsworths (*Rum Tum Tiger*) in Sodus Bay. The area is beautiful, the water fresh and clear, and the company marvelous. Craig and Mary's home is lovely and we're given a

tour not only of the magnificent Finger Lakes but also of Craig's air strip and tree farm. We say farewell to *Rum Tum Tiger* and then, as an added bonus before we leave, there is a surprise visit from the Whites (*Allez Cat*) who arrive in their motor home.

From there it is across Lake Ontario to Toronto and Whitby, with *Someday Soon* returning for the first time to where she was born almost 10 years ago. The Canadian Geese and the PDQ staff are still as cute and entertaining as ever. After getting a little work done on the boat - by the pros at PDQ who really know what they're doing - we spend an amazing July 1st (or 4th if one is American) weekend at the Toronto Multihull Club with the Slaters, the Farnsworths, and a lot of their marvelous friends. The whole Slater family is present - always a joy - and the races are dominated by the three Slater "boys".

After tearing ourselves away from all the fun, we travel on to Colbourg (definitely worth a visit) and through the Murrey Canal into the Bay of Quinte. After a stop at the Frasier Park Marina we are ready to head into the Trent-Severn Canal. The canal itself is beautiful, the scenery lovely, the people met along the way wonderful, and the locks clean and well kept. As is often true in cruising anywhere, we develop a core group of boating friends who covered the canal and its 44 locks in a "pack". The lock tenders are friendly and very helpful. And we need their support in the very creative locks - such as the Bathtub #21, at Peterborough. After passing through lock #31 in the midst of the beautiful Lake Country with its magical islands and rock formations, on which an occasional home is "perched" - we stop in Buckhorn to visit Dorothy Merner. With her we are able to celebrate Rudy Seybold and the amazing journeys she shared with him on *Venus*, PDQ Hull #36001, the mother of all PDQs. Rudy had died just a year before this visit.

As we continue on our way past huge coral and gray rocks and cliffs, we become quite confident and actually are able to take in stride the "Big Chute", to finally pass through lock #45 into Georgian Bay on July 17th. In Midland, we find a huge Antique Car Show, a Chinese restaurant, a 1 Hour Photo Shop, our forwarded mail, and old

cruising friends. Can life get any better! And sunshine - but we always seem to have good weather! But the real world continues around us - and here we hear of the crash of JFK JR's plane....

On through the magnificent Frying Pan Bay, stopping at great places like Henry's Fish House; swimming off the back of the boat in fresh, bracing waters at anchorages such as the wonderfully secluded cove at Totem Pole Bay. There are occasional stops at small, friendly marinas like Wright's in Byng Inlet (not only a courtesy car but a great book exchange and "The Bakery Lady"!) On through Beaverstone Bay into Collins Inlet and its hints at the even greater and more breath-taking beauty of the upcoming North Channel. Then Killarney and the most memorable personality of our entire trip--- indescribable but, when you're there, stop at George Islander's Marina and find Ann Reed. The North Channel should not be missed. Magnificent - and not "out of the way" if you're a new PDQ owner and are picking up your boat in Whitby. Covered Portage Cove, the fjords of Baie Fine and The Benjamins, the town of Little Current will be with us forever so we didn't mind leaving Canadian shores on August 11th, clearing customs at Drummond Island. By the way, everywhere we stopped in Canada, we were a "tourist attraction" to the Canadians who were amazingly unfamiliar with our strange-looking craft.

The waters are still clear and turquoise as we anchor in the Cheneau Islands on northern Lake Huron. Then we head happily for the charming tourist attractions of Mackinac Island. Our trip down Lake Michigan is a real pleasure, the waters still clear and blue, contrasting with the deep green banks, sandy beaches and occasional impressively tall dunes. The state of Michigan has set a great example of what a state can and should do to promote their harbors and waterways. Every 20 or 30 miles there can be found excellent harbors, inexpensive marinas, and convenient shopping. Charlevoix harbor, Grand Traverse Bay and the weird Gull Island, Leland Harbor and South Manitou Island spring to mind. A stop for minor engine work is necessary at Betsie Bay (Frankfort) and here Chet White sends us some of his spare parts, which are more helpful than any local

mechanics. And there is another antique car show here for the captain - and a huge craft fair for the crew. We also take a wonderful break in Pentwater.

Whenever we make a land stop we get great pleasure out of our folding bicycles - for much needed exercise as well as for fetching essential provisions. In Muskegon we continue contact with cruising friends and also find marvelous local support when an emergency medical situation arose. If you have to get sick.....

Finally we are crossing the tip of Lake Michigan from Michigan City, Indiana to Chicago. We leave behind pristine green cliffs and sand dunes for the high man-made steel and glass cliffs of the big city. Chicago is a great stop - wonderful museums and shops in walking distance or only a free tram ride from the harbor. Then, of course, comes the trip through the rivers and waterways between Chicago and Mobile, Alabama. To quote the captain: "We're glad we did it but we'll never do it again!" There are some wonderful moments - some rather Mark Twain-ish - but still such a letdown after the beauty we had left. The barge traffic completely controls the many locks - leaving pleasure crafts to wait sometimes for many hours for passage through. Anchorages and marinas are too far apart and uncertain at best. The Army Corps of Engineers charts provide no or lat./lon. Or water depths (and waters are so low as we travel south that the channels to some marinas have completely dried up). Highlights, however, include the Alton Marina, Hoppe's Marina in Kimmswick, Missouri, and Green Turtle Bay Marina in Grand Rivers, Illinois (where we discovered the beauty and scope of the Kentucky Lakes as well as great place to leave the boat while we lended to the land-based priorities that frequently seem to arise). The Land Between The Lakes National Park and Paris Landing State Park, Pickwick State Park, the sight of old antebellum homes along the banks of the Tenn-Tom, the bagpiper playing from the pilot house of his barge as we sat at anchor in Demopoli, and of course the famous goat at Ladies' Landing Marina.

On November 11th we leave our 87th and last lock. It has been a long 1200 miles but we finally reach Mobile and Dog River Marina, where our mast

is raised and we become a sail boat again! Between Mobile and Apalachicola we find good inside and outside passages, excellent marinas and anchorages. The PDQ is the ideal boat for the 160-mile passage between Apalachicola and Clearwater. Waiting for a NE weather window, we make the trip easily. We would not advise aiming for Tarpon Springs; we made that mistake and had to slow down to avoid crab Pots in the pre-dawn dark.

Then, suddenly, after six months of constant new experiences, we are back in familiar waters. This is a welcome change after so much "adventure". Of course there are always new places to explore. Clearwater is a joy (Even the Salvadore Dali Museum). Bradeneon, DeSoto National Park, and Sarasota are lovely, with the spirit of Christmas sneaking up on us with concerts and boat parades.

On December 20, 1999, we complete the "Great Circle". We have learned a great deal - not just about "one whistle" and "two whistle" passing of huge barges or line handling in locks, but about our "ship", our sailing and navigation skills, and ourselves. We have left out a lot of details; the captain would have left out many more. We would share specifics about any part of this unique journey with anyone who is considering taking this trip. Meanwhile we continue on our way, sharing this amazing life from time to time with *Algoma*, *Anagyri*, *Kia Orana*, *Here's 2 Life*, *Brigadoon II* and *Rum Tum Tiger*.

Bill and Carolyn Bartholet

Someday Soon

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MAINTENANCE TIP

Cooling Water Salt Block

On the way back from the Bahamas, passing Key Largo I noticed my Starboard Yamaha 9.9 was not spitting a good stream of cooling water. In fact it was more like a dribble. I thought the cooling water pump was bad so I decided to continue the rest of the trip to Marco Island, Florida on one engine and check it out when I got home. After we arrived I flushed it with fresh water and noticed the more I flushed the more the

cooling water stream improved. On a good recommendation from a friend I flushed it with a product from West Marine called "NO SALT" and now I have no cooling problems what so ever.

Bottom Line: If you run your Yamaha 9.9's in salt water I suggest "No Salt" flushing on a regular basis to prevent internal cooling system salt buildup and blockage.

Lee Henderson
Brigadoon II

RECIPE CORNER

This is an easy meal when aboard and far from fresh supplies. If you don't care for clams try using shrimp (without the liquid). This is good at home too!

Pasta With Quick Clam Sauce
15 minutes Serves 4

4 garlic cloves, minced (I use more, we like garlic)

1 shallot or small onion

2 tablespoons olive oil

1 tablespoon butter

2 6 ½ ounce cans minced clams (drain and reserve liquid)

¼ cup white wine (optional)

2 tablespoons chopped parsley

pepper to taste

Pasta for four servings (linguine works well)

Cook the pasta while you prepare the sauce.

In a large skillet, cook garlic and onion in oil and butter, until soft, about 2 minutes. Add clam juice and white wine and cook until heated through.

Add clams, parsley and pepper and heat through.

Pour over cooked pasta and serve with parmesan cheese.

Dottie Henderson
Brigadoon II

Editors Note:

Please share some of your recipes. Send them hand written, by e-mail: (LeeHenderson@worldnet.att.net), or any other way!!!

THANKS!!!

A special thank you to all that have contributed to this newsletter. The POA Newsletter is your link to the rest of the owners and we always need ARTICLES and PICTURES to make it the best possible. Please send material to:

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Thanks again for all your help

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