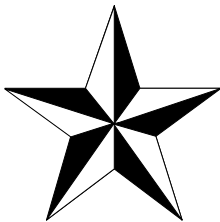


PDQ Owners Association (POA)

NEWSLETTER

Summer 2000



COMMODORE'S CORNER

State of the Union

PDQ continues to have a very successful year as reported in the last newsletter. Computer Aided Design (CAD) has made a dramatic contribution to the progress on the new 42, and the molds were made directly in three weeks without the need for a plug. The first hull will be cast soon in a new 42,000 square foot facility only 1/4 mile from the present plant location. Firm orders are in hand for the first four 42's and other orders are pending. The 36 remains unchanged and is still selling well. A completely equipped Special Edition (SE) model is now available to minimize decision making for less experienced buyers. The 32 is holding its own.

A significant proportion of the factory effort has focused on the 32MV and the first hull will be available for inspection at the Annapolis Boat Show. Performance is beyond expectations.

Chesapeake Catamaran Center can sell every boat it can lay its hands on and continues to have a shortage of used boats, particularly the 32 of which few



Bonnie Ford at the helm of *Kokomo*. Roger and Bonnie took delivery of their new PDQ-36 (Hull 36080) in May and this picture was taken passing through New York on the way home to Annapolis, MD. Read the story of their transit on page 3.

are available. The new building is underway. The old building has been demolished and the new bulkheading nearly complete. Foundations should be put in during the next few weeks and the building complete before Christmas.

Sail Abaco has had an excellent year and is looking for PDQ 36's for their charter fleet.

PDQ Building Power Cat - 32

Another sailing catamaran builder is gearing up with a new line of power cats. Recognizing the benefits that people notice when they cruise south aboard a cat, even one with masts and

rigging, PDQ of Whitby, Ontario has incorporated the necessary tooling into a 32-foot power cat.

Called the MV/32 Passagemaker, the first power cat underwent testing on the half-frozen waters of Lake Ontario to determine its performance characteristics.

According to PDQ CEO Simon Slater, "We were astounded at the speeds we achieved - well above predictions. And we were really knocked out when we looked at the speeds compared to the fuel consumption numbers."

PDQ's MV/32 Passagemaker was designed for realistic cruising, rather than as a speed machine, and tests thus far prove the 32-footer should cruise economically at 12-15 knots with small diesels for long range. Still too new for photos or pricing, the boats can be seen at their website at www.pdqyachts.com.

PDQ Yachts continues to build a full line of sailing cats, but I predict PDQ will experience an explosion of interest in power-only versions of these boats. Especially when word gets out about how cool cruising a power catamaran really is. Most of the cat builders are developing stable and economical cruising platforms, with lots of visual space even in the smaller cats.

POA Annual Meeting

Come and get all the latest PDQ news and meet all of your sailing buddies at the 2000 POA Annual meeting, held in conjunction with the Annapolis Boat Show. Talk to Simon about the 42 and get the detailed technical info on your boat from Rory. Visit with selected accessory representatives. We will meet at the Fleet Reserve Club on the dock in Annapolis at 6 PM on Saturday Oct 7th and the menu will be similar to last year. Please complete the attached reservations form found on page 9 of this newsletter.

Annual Meeting and Budget

Our final Annual Meeting at the Fleet Reserve Club should be the best ever. We are expecting between 80 and 90 attendees and the format and menu will be similar to last year.

Last year we had to subsidize the meeting from dues to the tune of over \$500 in spite of the kind contributions from PDQ Whitby and Annapolis and charging \$20 per person for marginal fare. We were uncomfortable using dues for this purpose but preliminary estimates of charges to make this year's meeting self-sustaining came in the range of \$25-30 per person. Our esteemed Vice Commodore, Dan Hofmann, has therefore sought sponsorship from selected suppliers to PDQ and we are delighted with the response. We are pleased to acknowledge with gratitude contributions to our Annual Meeting Budget from the following: PDQ

Whitby, Chesapeake Catamaran Center, Sail Abaco, Force10, Selden Mast, GT Industries, Tides Marine, Hood Yacht Services, Precision Temp and Triton Sails. We are also pleased to acknowledge the donation by Raytheon Distributor in Canada-BAE of a Hand Held VHF that we plan to raffle off during the meeting. I trust you will join me at the meeting in an expression of gratitude to our sponsors and will take the opportunity to visit with them during the meeting.

The effect of sponsorship on the meeting budget is dramatic and we expect to cover costs with a charge of only \$15 per person. Last year we requested \$10 per person with the reservation, then \$10 at the door. Since there were some minor discrepancies when reconciling the books we would like to suggest that you send a check for the dinner cost of \$15 per person (plus \$10 dues for next year) with your reservation. This will help obviate the problem of the long check-in line at the door. Of course, if you prefer to pay at the door that is fine but we request payment by check (rather than cash) if possible. As always, walk-ins will be welcomed. Please fill out the attached reservation form and return it to me. If you will enter your email address on the form I will acknowledge receipt of your reservation. I look forward to seeing you.

As mentioned above, this will be our last year at the Fleet Reserve Club. John Farrow has kindly offered to allow us the use of the new Chesapeake Catamaran Center for future meetings, which will have a dramatic effect on the meeting budget.

Welcome

We have sent out a mass mailing by e-mail and snail-mail and are pleased to welcome the following new members:

- Anatole & Virginia Butas
ILS (32006)
- David & Carolyn Gloeckner
TopCat (32009)
- Clyde & Kathy Root
TomCat (32011)
- Stephen Michel
Emerald Ayes (32019)
- David & Shirley Jessup
Wind Magic II (32033)
- Klaus & Renate Schmidt
Au Naturel (36024)

- Ken & Chris Smith
Truly Deeply Madly (36032)
- Pete & Amy Brubaker
Double Vision (36046)
- Merle & Jan Larson
Prairie Dream (36048)
- Capt. Hank Walden
ABO(?)-(36068)
- Bill & Donna Cook
Whiskers (36085)
- Roger and Barbara Wood
Stepping Stone (32012)

My apologies if there are any inaccuracies in this list.

Colin Swithenbank
Commodore

FOR RUDI ON VENUS

A piece of my heart will always be his.

Venus memories follow me still.

Blue sky, green waters, fair winds and white wake.

Good winds that fill sails, good distance make.

To new shores, new adventures, sunsets and love.

Of sharing sundowners with moon full above.

Yes, he is often a part of my day.

A love not forgotten.

He is with me to stay.

I know he still sails, on seas always calm.

Smiling....good wind, always warm.

July 20, 1998

Dorothy Merner
<dorothymerner@sympatico.ca>

Rudi Seybold was the owner of *Venus* (34001), which was the prototype for all PDQ-36 models. He was a pioneer in catamaran sailing. Rudi has left us but the memory of his friendship and seamanship remain with all of us that were privileged to know him. Dorothy was his love, first mate, and best friend. Dorothy is a complimentary life member of POA.

THE TRIP HOME ABOARD KOKOMO

Roger and I drove to Whitby, Ontario in a one-way rental car from National

3

Car Rental, leaving the Baltimore area at 5:30 PM on Friday, May 12th. A Baltimore Orioles baseball game had Baltimore City all tied up, but we were finally able to drop off our own car at Harborview Marina and make it to Whitby by 5:30 AM on Saturday, May 13th. Driving through Syracuse on the way up, we drove through a huge thunderstorm – the lightening show was awesome! But driving through the heavy rains was much better than driving through the snowstorm we encountered in April when we made this very same trip to Whitby for our test sail. Little did we know what impact the thunderstorm would have on our vacation.

At Whitby we unloaded all our gear and, drove to a grocery store to provision for our two week trip home. We also visited with Don and Jill Wilson (s/v *Next Exit*) who were having work done by PDQ. Don was gracious enough (Thanks Don !!!) to volunteer to guide us to Toronto to drop off the rental car and give us a ride back to Whitby – *whew!*-- it was a VERY full Saturday. After an early Sunday morning visit from Rory, we were antsy to get moving. We cast off the lines about 1:30 PM and motored our brand new PDQ36 (and home) out of Whitby, homeward bound. We motored through the night with 15-25 knot winds behind us. Surfing much of the way, it took us 17 hours to cross Lake Ontario and get to Oswego, New York. The connection to US Immigration (a videophone at the Oswego Marina) was not working; in fact, none of the phones were working due to a lightening strike during that big storm Friday night. Our cell-phone was an expensive alternative way to clear in, but since they frown on folks who enter the US without clearing customs and immigration (even US citizens); we made the necessary calls and got permission to proceed through the Oswego Lock system. We filled up with fuel and proceeded to our first lock.

We called the lockmaster for Lock 8 on the VHF radio to request permission to enter the lock, and the lockmaster informed us they had just received word that the entire Oswego Canal system was shut down until further notice due to high waters, debris and misplaced buoys. "WHAT THE *&^%\$#!" This was all a result of that big storm on Friday night. We returned to the

PDQ Owners Association (POA)

Oswego Marina, tied up and went to see the lockmaster face-to-face. Based on his many years of experience, he expected to reopen Wednesday. Tuesday night it rained again; and the word on Wednesday was they hoped to reopen on Monday. We got more rain over the weekend, so now the word was that they hoped to reopen by the end of the week. And then... you guessed it!

Carol kept fresh coffee in the office and a sympathetic and friendly smile for us every day, and Bob provided good advice and loaned us an adapter for our electric hookup. We met some folks from the Whitby Yacht Club (directly across the Harbor from PDQ) who were headed to Bermuda for a wedding. There were five boats in all with about 15 men and 1 lady aboard. The groom,

Garf Rose was one of those stranded with us. He could have caught a plane to Bermuda and let his mates sail the boat over, but the wedding was supposed to take place ON his boat, so he really didn't want to exercise that option --- that just wasn't part of his dream. The Whitby Yacht Club folks were terrific – very friendly and informative. One night we joined Ron and Gwen from the s/v *Angelique II*, for coffee, liqueurs, and chocolates---ummm!

Aanother night we joined the whole group for a potluck dinner in the marina yard. Nobody worried about keeping the beer cold – it was so cold and windy that day, we fired up the grills just for heat. The Oswego folks at the grocery store got to know us by sight and always asked about how things were going and for the latest updates. Since we were docked along the seawall next to Admiral

Woolsey's restaurant, we chatted with lots of Oswego folks. One lady and her dad came aboard to see our boat. She returned the next day with a wonderful care package. A brunch gift bag with bagels, cream cheese, marmalade, fruit, teas, pretty cups, plates and napkins, a local newspaper, the town movie theatre schedule, the NY Canal System phone number, and her own home phone number to call in case we needed anything. What a *really* nice surprise to lift our spirits. And then there was another couple we met at dockside that we recognized from our visit to the local library that day. They decided it wasn't enough just to wish us well, so they came back the next day and invited us to their condo for a delicious lunch. We spent the afternoon with them playing a



Finally, on May 25th the lockkeepers called the marina to let all the waiting boats know there would be a special flotilla to lead southbound only traffic (that's us) through the Oswego Section on Saturday, May 27th. They arranged for a tugboat to lead the flotilla and a self-propelled scow (SPS) to bring up the rear of the flotilla in case any boats had difficulty navigating the currents. So TWELVE days after our arrival in Oswego it looked like we were finally headed home!

Now, there were a lot worse places to be stranded than Oswego – many were stranded within the canal system in some very desolate areas. This town had the friendliest people I've ever encountered. The marina owners, Bob & Carol, could not have been nicer.

domino game called Mexican Train. We liked it so much; we've now acquired our own set of dominos so we can play at home. After that afternoon's thunderstorm cleared, they took us for a tour of the beautiful Oswego Seaside Park and the college. Then they ferried us back and forth from the boat to the propane fill-up place and we topped off our visit with a trip to the ice cream place. They came back a third time when they heard the news about the special southbound flotilla to be sure we got the word. I was beginning to feel like Dorothy in *The Wizard of Oz* – I became very fond of the people of Oswego and a part of me didn't want to leave, but I knew we had to go home!

Once the big flotilla day finally arrived, there were nine boats that crammed into Lock 8 (the first of the Oswego locks southbound). The locks are 300 feet long x 43.5 feet wide. The smallest boat was about 35 feet long; five of the sailboats had their masts laid down, with spars anywhere from 40-60 feet long. There was one big Burger yacht (*m/v Jubilee*) in our group that was 83 feet long. You don't need to do the math – let me tell you it was TIGHT in those locks! When the tugboat and SPS joined us after the first two locks, there was no way we could all fit into one lock, so we split into two groups. One of the sailboats suffered engine failure, and with the strong currents, it was a good thing the SPS was there to give them a tow.

The locks were quite an experience. The scenery was beautiful, but most of the locks were slimy and it was easy to make a mistake that could cause damage to your boat--like catching the fender board on one of the ropes, pivoting your boat so the bow careens into the wall and the stern pushes out into the middle of the lock. Now the stern rope handler can't reach to grab the second rope—ugh! This happened to us and it happened to one of the Whitby Yacht Club boats – yes even experienced sailors get snagged now and then. We *had* to go through 30 of those locks to get our boat home to Maryland, but I am still amazed that the Whitby folks *chose* to do this for vacation, and they had to do it all over again when they returned from their Bermuda vacation in six weeks. (Note: As it turned out, they had a difficult time returning. They had to get special permission and sign a waiver

because Locks 12 and 13 had been closed to boat traffic since June 7th. A portion of the dam and bridge superstructure at Lock 12 was severely damaged by floodwaters caused by heavy rainfall on June 6th. The Locks were expected to remain closed up to July 1st until the installation of the cofferdam has been completed.)

Once we cleared that last lock at Troy, which is the one lock different from the other 29 – you tie up using 1 line amidships, we headed for Catskill, New York, where we stopped overnight to have our mast stepped and to rig the boat. When we left Catskill, *Kokomo* actually looked like a sailboat! Since we were headed directly into the wind, we motored all the way down the Hudson, stopping just one more time for fuel before heading into the Atlantic Ocean. Even though we caught the tide right, it was very rough (confused seas) coming out around Sandy Hook, NJ - I can't imagine coming out of there with the wrong tide. The ocean was easy by comparison, with big, but gentle swells. We were so exhausted by our rigorous schedule (on the move from 5-6 AM until 9-10 PM every day), that we decided not to do an overnighter in the Atlantic. Instead, we ducked into the Atlantic City inlet, arriving there around 10:30 PM. With all the lights of Atlantic City, and traffic lights close on shore and taillights on cars – recognizing our lighted red and green buoys was a real challenge. However, we got in there safely and tied up to the City Marina dock with the promise that I could sleep till I awoke naturally. Well, at about 5 AM I heard Roger get up and crank up the computer and I knew he was checking tides again. When his head poked into the cabin, I knew what he was going to say: to make the Cape May, New Jersey inlet at the correct tides, we needed to get moving NOW. *Ok, ok!* We got through the Cape May canal without incident and continued to motor up the Delaware Bay. What a godforsaken, boring body of water. It was hot and flat with nothing there but man-eating flies and freighters. After a long day of motoring, we entered the C&D Canal around 8 PM and anchored in Chesapeake City around 10 PM. And wouldn't you know it; our windlass broke (one of the screws holding the cover sheared off). So now, as the

anchor dangled at about 10 feet from the deck, we couldn't get the anchor up or down. I piloted the boat in a slow circle while Roger, armed with flashlight and tools, removed the loose cover and unjammed the anchor chain so that we could drop the anchor for the night. The next morning we were home free. We were in familiar waters that we had sailed many times before, and we knew we could make it to our Baltimore slip before nightfall. So we put up the sails and had a few hours of fun before heading up the Brewerton Channel to Baltimore's Inner Harbor. (Actually, we're in an area they call South Harbor at Harborview Marina.)

As you know, with sailing, it's not just about the destination – it's the journey. Due to the delays, our trip home became very destination-oriented (seven days from Oswego to Baltimore) and took away the magic of the journey. But under normal circumstances the canal currents are not as severe and those locks are often times empty, making it much easier to maneuver and grab your lines and pipes. Our trip was probably as bad as it gets, and yet I wouldn't hesitate to recommend that other new owners DO THIS. It really is a great opportunity to get to know your new boat, and it truly was a once-in-a-lifetime experience with beautiful scenery. And we had the opportunity to meet some GREAT people!

This is just Phase I of our dream! Four years from now when we've retired from our jobs, our lives will be filled with journeys to new harbors, new places – and filled with new experiences. But for now, we are glad to be home safe and sound, getting to know our new boat and beginning to equip her for Phase II of the dream!

Bonnie & Roger Ford
s/v Kokomo
 email: Kokomo36@juno.com
 Ford's New Address:
 500 Harborview Drive
 Slip I-9
 Baltimore, Maryland 21230

Why Do I Need Electronic Navigation?

For years my answer to that question was the same as the negative responses that most of us have. What if the power

5

PDQ Owners Association (POA)

goes out? What does it give me that a paper chart doesn't? What benefit is it to me over dead reckoning with the help of my GPS? There were more questions than that I am sure, but they all started to turn positive last year at the Annapolis Boat Show when I was first introduced to the Raytheon RayTech Navigator.

The first thing that got my attention was the fact that it could interface with my Seatalk systems. Seatalk was the feature that brought us to Autohelm (now Raytheon) when we bought our first electronics system more than 10 years ago. Our new systems on our PDQ Catamaran, *Duet*, include: autopilot, tridata, wind, GPS, and radar. The idea of tying all these instruments together into one screen really tweaked my interest.

As for the first question, "if electronics go out"--- they go out! So

crossed over the mound, the depth meter showed the depth rising to 6 feet and back to 12 feet. Seemed accurate to us.

We were now ready to set out on our first cruise of the year and our maiden voyage into electronic navigation. Sally and I were set to cruise east on the Pamlico River into the Pamlico Sound and on to the Outer Banks. Our initial test was entering Durham Creek for our first night's anchorage. The entrance requires you to steer your vessel right up to the red marker and then curve out away from land in 8 feet of water. The catch is that the bank of the entrance goes abruptly from 8 feet to 2 feet on the port side and from

8 feet to 1 foot on the starboard side. There is no room for error.

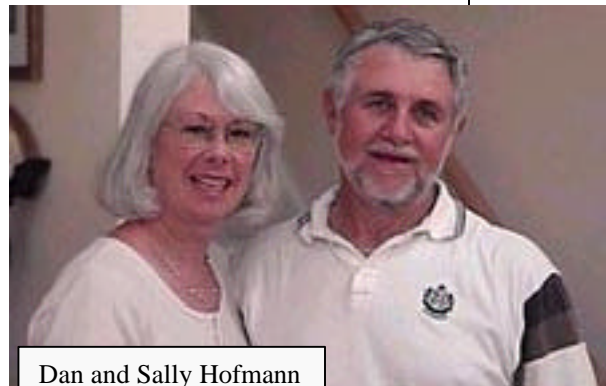
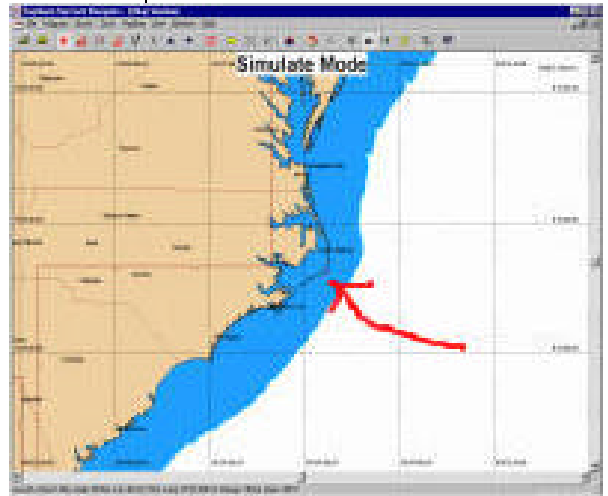
North Carolina Coastline:

Watching the little representation of the boat glide through that curved entrance was a perfect ending to a great sailing day. Two days later as we were surfing our way towards the entrance to Ocracoke Island, we realized that if we took the normal channel we would

proceed east to a point directly north of the actual harbor entrance. Then we would have to beat back a mile into the 20 -25 knots of wind out of the SSW. The paper charts indicated shoaling in an alternative channel that just did not look attractive given the speed with which we were riding these waves. By zooming in on that channel using RayTech Navigator, we realized that the channel was not threatening at all. When we arrived in the channel we guided the little boat on the screen right through the shallows and into the calm of the harbor.

As grateful as we were for the RayTech software at that point in the cruise we had no idea of how much more beneficial it would be before our return to home port. The winds built for three days allowing (forcing) us to really

enjoy our vacation on the island. As the days passed five more boats from home joined us in our little harbor, passing the



Dan and Sally Hofmann

far, that's just not happened. No real cruiser relies on just the electronics anyway. Once I saw the active chart in motion with the boat moving along between the shallow areas, my mind was made up. The ability to zoom in and really identify that wreck in our path, and seeing our boat going out around it as I slowly brought the helm over, was the added dimension that I had never thought of---I was sold.

During several daysail trials to familiarize myself with the commands, we decided to test the accuracy of the charts. Whereas the radar screen shows you where you actually are, the RayTech Navigator shows you where you are supposed to be. So, we found an apparent mound in the water where the depth rose to 6 feet and back to 12 feet in a 20 foot wide circle. We aimed at it and just as the representation of the boat

time as most tourist do -- relaxing, shopping, etc;.

Now it was time to think about the return. We were now faced with a different situation. The wind had gone around NE and was extremely strong in the mornings abating a little in the afternoon. We were faced with a run of 35 miles across the sound before any land would protect us from the winds. Four boats left the harbor in the morning. Two were lucky enough to be heading south and they continued on. The other two had to turn back, as the sound was really wild. As predicted, the wind eased off to 15 - 20 after noon, so we decided to take the plunge. We were able to take the alternate channel instead of beating our way out the normal channel as the other four boats had done.

The conditions were acceptable to everyone but Meagan our cat. She decided that sleep was the only way to cope and that was all she did. As we approached our planned anchorage we realized that the next morning we would be forced to cross the open area at the mouth of the Pungo River. The wind was expected to again climb back to the 30's overnight. We knew that a creek just west of the Pungo offered a great anchorage. At this time we had been averaging close to 8 knots and our arrival would be just at dusk. The decision was made-- no turning back.

Duet under spinnaker: As it always happens, things change. The wind died and our speed fell off enough to put us at



DUET with spinnaker

the opening just after dark. Again we were faced with a twisting channel with only one lit mark and no ability to use visual references. The GPS put us right on the mark and RayTech Navigator showed us moving down the middle of the channel to a safe position. We anchored comfortably for a quiet night.

We are sold and we haven't even left our back yard. We can't wait to see what it will be like to return to the Bahamas.

Dan and Sally Hofmann

Duet

Note:

Both Dan and Sally formerly worked at Ford Motor Company in Dearborn, Michigan. They relocated to North Carolina five years ago and enjoy sailing the waters of the Carolinas, South to Florida and the Bahamas, and North to the Great Lakes year around. Dan is also our POA Vice Commodore.

MAINTENANCE TIPS

Solving Boat Odors

The following information was abstracted from an article entitled "Boat Odor, It's Not All In Your Head", written by Peggie Hall in *Passagemaker* magazine for May/June 2000 (page 118 – 121) and brought to our attention by David Weatherston. Unfortunately we were unable to obtain permission to reprint the whole article under conditions acceptable to us.

PDQ Owners Association (POA)

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Boat odors can be troublesome and difficult to identify and resolve. While the primary candidate is likely to be the head, there is other possible odor sources.

Head Problems

1. Intake Hose.

Any raw intake water, fresh or salt, is certain to be loaded with microorganisms that line the hose and eventually die and decompose, producing hydrogen sulphide and mercaptans to which the nose is extraordinarily sensitive. Test for this by removing the hose from the thru-hull (closing the latter first) and pumping a sterilizing solution through the line. This could be white vinegar solution, Raritan's "C.P.", a bio-enzymatic cleaner that is recommended in the article, dilute bleach, oxalic acid, or cationic soap/bactericides like Fantastic. Instead of removing the intake hose at the thru-hull, you may wish to consider removing it at the head itself (keeping the open end above the waterline) and pouring your sterilizing solution through a funnel which makes a tight connection to the hose. A 10' x 1" ID hose should only require about one and a half pints of solution.

On boats where the galley sink drain is close to the head inlet hose, the former can be teed into the latter close to the thru-hull. Closing the thru-hull now allows sterilizing solution from the sink to be pumped through the head and this can be done each time the boat is closed up.

2. Stinky Sanitation Hoses

Test for this problem by wetting three rags with hot water and wrapping them around the lowest point on each of the three sanitation hoses (head discharge hose, holding tank discharge hose, and tank vent hose). Leave each rag until it cools then smell it. If it smells bad, replace the hose using good quality hose.

Note that head- to-holding tank hoses become lined inside with a malodorous highly coherent coating which can eventually block the hose. I suspect this solid is the calcium salt of uric acid. It's formation can be minimized by using lots of water for

each flush, but this fills up the holding tank fast. A JSI flyer recommends putting a pint of white vinegar down the head once a month and allowing it to sit awhile in the hose. It may be advisable to replace the hose periodically.

3. Holding Tanks

Properly constructed holding tanks are rarely a source of odor. Check any O-rings and hose clamps for leakage. However, odor from the vent tube with each flush can be a serious issue. Try using more of your tank treatment or switch to another brand. Commercial vent-gas "scrubbing" tubes are available for insertion into the vent line but are quite expensive (Sealand vent filter; West Marine Model 447144, \$75.49). On *Cadenza* we are going to try inserting a small (half gallon) container containing a little bleach.

Other Possible Odor Sources

1. "Boat odors aren't all in your head." The bilge is another source of odor from decaying microorganisms or diesel fuel. The primary defense is to clean the bilges regularly and if possible keep them dry. Again, Raritan's "C.P." is an excellent cleaning agent for the bilge.

2. Mildew can cause odors and staining on cushions, mattresses, clothing, headliners, etc., the primary problem being keeping things dry. Bleach and sunshine are the most common mildew fighters. Cationic surfactants like Fantastic are powerful bactericides and are particularly useful on hard surfaces. On *Cadenza* we have put 1/8" tongue and groove cedar in the back of one of the problem clothing cupboards with great success. Based on this we put a frame of 5/8" cedar under the mattresses, which keeps any condensation off the mattress and allows air circulation for faster drying.

3. The chain locker, an enclosed area filled with damp and often muddy chain and rope, provides an excellent breeding ground for odors, which can sometimes spread through the boat. Clean out the area and let the contents dry out completely, preferably in the sun.

Hope these comments help. Send us your solutions to odor problems and we

will put them in the newsletter and on the website.

Colin Swithenbank
Commodore
Cadenza

SAIL ABACO NEEDS PDQ's

Our fleet has normally consisted of an even number of both sizes of PDQs, whether two or three of each. We found the art of the game has been to keep the business small and very personal. There are few disadvantages and many positive reasons for maintaining a small operation. One of the most significant pluses is that for the 1999-2000 season, Sail Abaco enjoyed a 42% repeat business on previous charters. In fact, 18% of our guests were three time charterers. The reason these friends return is because the boats are spotlessly clean, and professionally maintained with everything working. Sail Abaco's operating costs are low, closely monitored, hence providing our owners a fair return on their willingness to allow their yacht to go into charter.

Should we be successful in generating interest from one of our owners to provide us with their yacht for next season or beyond, we will be happy to provide complete information including the Charter Yacht Agreement, an up-to-date Proforma of what income can be expected (based on five full years of experience), and the costs and methods of operation of our company.

Sail Abaco has always permitted its owners to use their yachts at any time and at their discretion. Unlike so many charter companies, with exorbitant and unrealistic up-charges, limited use restrictions and full charges for personal use, Sail Abaco realizes the owners desire to relate to his investment for profit and personal enjoyment. Please contact me if you are interested.

Mike Houghton
Sail Abaco & *Trinket*
charters@oii.net or 1-800-649-3528.

PDQ Owners Association (POA) THE FOOTLOOSE ADVENTURE CONTINUES

After being in Trinidad and Tobago for seven months we left right after Carnival in March. We sailed to Puerto Rico in 9 days, a distance of about 600 miles. We only sailed overnight once. The rest of trip we stopped at a Leeward or Windward island every night. We usually anchored just before sunset then we would leave early the next morning. We stayed a couple weeks in Puerto Rico before heading to the U.S. and British Virgins. From there we went to St. Martin, one of our favorite places and then on to Antigua. When I checked into Antigua I found out that I had left our passports in the immigration office in St. Martin. We radioed a friend who was still there and had them pick them up for us. It was a little scary. Antigua was a very nice visit also. We continued to meander south in the Leeward and Windward Islands. We are now back in Trinidad. It's almost like coming home when we got back in Trinidad. We will in and around Trini until the end of February 2001. It is a hard place to leave. After that we have no real plans. We may head west then back to the Bahamas. My injury has healed I have about 90% use of my hand and fingers.

We have email on the boat. If you write to us, it needs to be short and in plain text messages.

Mike & Nancy Proctor
S/V Footloose
Email: WCH8487@sailmail.com

QUESTIONS AND INFO EXCHANGE

Need Tips for the Bahamas

Hi fellow sailors. We Michigianians have decided we deserve a warm winter. We will be heading for the Bahamas for this year and would like any suggestions from those who have done that kind of traveling. Thanks in advance for your time and thoughts.

Email: leadfree01@aol.com.
Sharon & Lawrence Duhaime
LeadFree

Spinnakers

This was written in response to a new PDQ owner with an inquiry about spinnakers.

I bought a used asymmetrical radial head spinnaker in excellent condition from Bacon in Annapolis. and it has served me well on my PDQ-36 for over 6 years. The best kind is a tri-radial but my asymmetrical radial head works fine. It has a 40 ft luff, 38 ft clew and a 24 ft Foot. I do not have a tall rig. I attach the tack to a bridle as far forward as possible. One side of the bridle goes through a pulley attached to the anchor holder on the port bow and the other through a pulley on the starboard bow. I bring those lines through the eyes at the foot of each stanchion all the way back to the stern cleats. This way I can adjust the tack of the sail to port or starboard and up or down from the cockpit area. I bring the spinnaker sheet attached to the clew of the sail back to a snatch block hooked on the rail aft of the rear head on the starboard side, or aft of the quarter berth, hatch on port side. The sheet takes a 300 degree turn at the snatch block to lead back up to the main wench. This arrangement works great. Notice that with the control of the tack of the spinnaker with the bridle and the width of the PDQ Catamaran you do not need a spinnaker pole. You can fly a symmetrical spinnaker but it is more difficult to rig and less forgiving to control. For a cruising boat, which is how I use *Brigadoon II*, this arrangement can not be beat.

A few tips: If you did not buy your PDQ with the Spinnaker Option you may not have the extension needed for the spinnaker halyard at the top of the mast. You need this pulley to hold the halyard line at its exit from the masthead sheave to keep it well forward of any other mechanisms at the top of the mast. If you do not have it you need to talk to the company that made your mast. For the Isomate Mast call Eric at (704) 596-9449

You may want to talk to Simon Slater at PDQ as well. He is an expert on this subject, especially when it comes to racing. I am not a racer.

Lee Henderson
Brigadoon II

CRUISING ENCOUNTERS & NEWS

Kevin Smith has pointed out an error in the address previously given for the chatroom he maintains. It may be found at www.sailchicago.com/pdq

SeaPaws (34002), *Neshamah* (36003) and *Kokomo* (36080) rafted up in July in Swan Creek at Rock Hall in the Chesapeake Bay.

Ilene and Don Baker (*Wildcat*, 32023) sailed from Annapolis to Houston then trucked the boat to San Diego where she is presently docked.

Hubert and Karin Wagner (*New Horizons*, 36064) have retired within the last year and now live in Ft. Lauderdale where they keep their boat. Hubert has installed in-boom roller furling. The original boom is for sale and Hubert will "accept almost any offer worth the effort to prep it for shipment".

Kathy and Robert Hurliman (*Anthem*, 36065) are now fully retired and spending the summer in the North Channel of Lake Huron and Georgian Bay. They will be working their way through the canal systems to get to Annapolis by the 1st of October. They plan to be at the show and then return to their dock in the Northern Neck of Virginia. Their new e-mail address is: kathleenhurliman@earthlink.net.

Clyde and Kathy Root (*TomKat*, 32011) are currently "stranded" in a man-made freshwater lake, up the Cooper River, northwest of Charleston SC where their boat was taken for winter storage. The power company then drained the lake to make electricity, resulting in the present low water levels.

Pete and Amy Brubaker (*Double Vision* 36046) have sold their boat and are looking at the new 42.

Long-time PDQ owners, John and Suzanne Pew (*Dementia*, 36049) have deserted and bought a house in Georgetown, Bahamas.

Craig and Mary Farnsworth, *Rum Tum Tiger*, have likewise deserted, sold *Rum Tum*, and now own another, larger cat.

Mary and John Knight on *Algoma* wrote on August 5th that they they had stopped at Anchorage Marina in Baltimore, they met new PDQ owners Bill and Donna Cook on *Whiskers* at Chesapeake Catamaran's dock in Annapolis. The Cooks' are from St James City, on Pine Island in Florida.

A CRUISE TO NANTUCKET

For several summers we have traveled to Nantucket to spend a few days with our daughter's in-laws, who owned a house there. Last summer, when they put their house up for sale, we decided to do what we had often talked about and make the journey by water. Usually, the trip from our home at the top end of the Chesapeake Bay consisted of six hours of fast turnpike driving, followed by a 2-hour ferry ride. After consulting our newly-purchased charts and cruising guides, we determined that the journey would take nine days on *Cadenza*, stopping each night in a secure anchorage. In addition, we had to time our passage to take into account the tides in at least three places – going down the Delaware Bay, passing through the notorious Hell's Gate in New York City, and through Plum Gut at the tip of Long Island.

Problems began on our second day out. Motoring down the Delaware Bay on one motor, the engine sound suddenly changed at the same time that *Cadenza* stopped moving forwards. Although the engine was ticking over smoothly, the propeller no longer turned and nothing we could do changed that. Well, one of the major advantages of a catamaran is the presence of a spare engine, so we fired it up and planned to stop for repairs in Atlantic City. There a repairman spent some time working on the engine, without finding anything really wrong, and we left the dock with both engines operating. Unfortunately this state of affairs lasted only ½ hour or so and we had to decide whether to press on, or return home (4 days sail away) and get out the car. Neither of us really wanted to abort the trip, so on we went to Sandy Point, a long tiring haul up the New Jersey coast with only one engine to help us along. Next day we would proceed, into what was new territory to

us, to traverse Hell's Gate and find out whether our assessment of the tides had been correct. Fortunately it was, but in order to arrive at the right time, we found ourselves bucking a 2-3 knot current under the Verrazano Narrows bridge which nearly put our timing off. It was a cool, grey, miserable day, not the best for sightseeing, but the weather improved once we got into Long Island Sound. We were really impressed with this beautiful area, with its deeply indented coastline hiding lots of delightful protected anchorages. Unfortunately time constraints prevented us from doing as much exploring as the region deserves.

A couple of days later, we had our first experience with the bane of New England sailors – fog. We had never before in our 13,000 miles of cruising encountered fog, and do not carry radar. So we sat and waited for the morning fog to lift, which it did about 11:00 AM. No problem. On we went, through Plum Gut with the tide, and across the ocean to Block Island. This looked like a delightful place, but the huge lagoon was packed with boats and there was a 30-knot wind whipping up the waves, so we did not feel like getting the dinghy out to go ashore. The next morning, what do you know – fog again! But it wasn't too bad in the lagoon, and we could see boats not only going out through the channel, but also boats coming in, presumably from other places. How bad could it be? So we went. In the channel, visibility dropped dramatically, we could not see the next buoy until almost on top of it, and we never saw the lighthouse at the end of the pier. It was immediately obvious that the boats we had seen coming in were the same ones that had gone out and thought better of it. But both of us hate giving up, so we set our GPS for the buoy at the north end of the island and hoped conditions would improve. It says a lot for the accuracy of GPS that our course led us right up to the buoy although visibility was less than 100 feet. We set the GPS for Martha's Vineyard and continued, blowing our whistle at intervals, listening carefully to the VHF and broadcasting our own position over it. We proceeded in this manner for some five hours, at the end of which the fog suddenly cleared. The rest of the journey to Nantucket took place under sunny skies and optimum

conditions. Once there, we still had to find a place to drop the hook. Since our friends lived at Madaket, on the west side of the island, we hoped to find a way into the harbor there, although our chart showed only a couple of buoys to mark the channel. Fortunately, we found this entrance was very well buoyed and that there was plenty of depth for *Cadenza*. We found a nice sheltered place to anchor in a bay just off the main channel, and although it was at least a mile from the village, the calm water made it an easy trip by dinghy. The local marina allowed us to leave our dinghy at their docks at no charge, although we bought a considerable amount of gas from them to fill up our tanks.

After an extremely pleasant visit with our daughter and her in-laws, we set off for our return trip in perfect weather. This time, we took the northerly route, hugging the Rhode Island and Connecticut shore rather than returning via Block Island. One of our overnight stops was at Cuttyhunk, an island so charming that we spent a couple of hours exploring it, risking ruining our schedule. Once again, we encountered fog, but by now felt we were old hands at managing it and pressed on. Then one lovely morning, in the middle of Long Island Sound, the unthinkable happened. Our one

remaining engine developed symptoms identical to the first and we were left without power. Colin called Sea-Tow for advice on repair facilities. They recommended that we proceed to Port Jefferson on Long Island. Fortunately there was some wind (in fact we had been sailing earlier, but hadn't made enough speed) so we put up the sails and went there as fast as we could. We had to negotiate a narrow channel through which car ferries run frequently, then find an anchorage in the large inner lagoon. It turned out that one of the engines, when run slowly, would provide a little bit of propulsion and we managed to anchor safely using that. But then we found that the recommended mechanic was off duty for the next two days, which really messed up our schedule. It was time to put our thinking caps on. Item: the engines run, the propellers don't. What if the problem isn't the engines at all, but it is the propellers? Colin had them off in a tick, and sure enough, the bushings were worn through. We needed two new propellers! We set off in the dinghy to find a marine store. But first we had to find a place to land. The marina would happily accept our dinghy – at a cost of \$11.00 for the first hour and \$5.00 per hour thereafter. We declined. Then the marine police offered to let us tie up at

their spot long enough to visit the marine store opposite. They didn't have any suitable propellers, but located a single one at a store on the south side of Long Island. Colin hired a taxi (which cost more than the propeller) and went off to get it. We were mobile again!

The rest of the trip was almost an anti-climax. Somehow we miscalculated the tides at Hell's Gate, but in the right direction, as we ended up flying past New York City at 10 knots over the ground – an exhilarating experience. Off the coast of New Jersey we had a wonderful spinnaker sail, although there were a few bad moments when we were on a collision course with a tanker. We kept going closer and closer to shore, thinking it could not follow us there, not realizing that it was heading to a dock on shore. Later, we were able to sail past a trimaran, but to be honest, he was having problems with his spinnaker. We had a great buffet meal in Atlantic City, spent a rather bouncy night in the open on the Delaware Bay and returned home in good time after a sometimes worrying, but overall delightful and educational cruise.

Ruth & Colin Swithenbank
Cadenza

POA ANNUAL MEETING

Please complete the attached reservations form and return it to Colin, preferably with payment in full of \$15 per person plus \$10 dues for next year. If you prefer to pay at the door please plan to pay by check if possible and return the reservation form anyway – we have to book for a precise number and pay for that number.

Annual Meeting Reservation

To: Colin Swithenbank, 12414 Woods Rd, Worton MD 21678 Phone: 410-778-3379
email swithen@dmv.com

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

Name(s) _____

Address _____

Boat Name _____ Hull Number _____

Enclosed: Dinner \$ _____ Dues \$ _____

10

RECIPE CORNER

Baklava

It is recommended that you read through entire recipe prior to beginning

- 1 lb. walnuts finely chopped
- 1 lb. butter melted
- 1 cup sugar
- 1 lb. filo pastry thawed per package directions

HINT: have everything prepared before removing filo from package. Keep filo under wet (damp) cloth while working.

Roast walnuts @ 350 for 5 minutes, stirring after 2-1/2 min. Combine nuts, sugar, and cinnamon. In bottom of 17 X 12 X 2" baking pan, layer 10 sheets of filo (fold each in half) brushing each with melted butter. Sprinkle the top with some of the nut mixture; add 2 more filo sheets; butter. Sprinkle with nut mixture. Continue adding buttered

PDQ Owners Association (POA)

filo sheets, sprinkling every second sheet until all nuts are used. Place remaining filo on top, buttering each sheet. With a sharp knife, cut diamond shaped pieces. Sprinkle top with a few drops of cold water. Bake at 350 for 30 minutes; reduce temp to 300. Bake 1 hour longer. Cool and pour syrup over Baklava.

Syrup:
3/4 cup sugar
3/4 cup honey (I use 1/2 c honey 1/4 cup pure maple syrup)

2 cups water
1/2 lemon with rind
(3") cinnamon stick
Boil 20 min. Remove lemon and cinnamon stick. Cool - pour over Baklava. ENJOY !!!!!!!

Sharon White
Allez Cat

Sharon brought this to the POA New Year's 2000 rendezvous on Marco Island—it is delicious!

Editors Note:

Write and let us know what you would like to see in future issues of the POA Newsletter. We are always looking for fresh ideas and articles. This is your newsletter, we only put it together. We always need photos too!

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Lee & Dottie Henderson
Brigadoon II

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