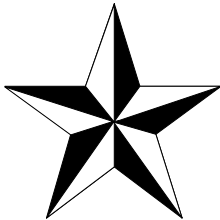


PDQ Owners Association (POA)

NEWSLETTER

Winter 2000



COMMODORE'S CORNER

The millennium approaches and we are here in cold Maryland while Len and Blanche are in Florida and Lee and Dottie are planning to leave after Christmas for the Bahamas. Provided that the bug doesn't hit GPS, boating should be one of the safest ways of welcoming the New Year without worrying about Y2K problems.

State of the Union

The planned developments at PDQ Whitby are proceeding apace. By the time you read this the first water trials of the 32' powerboat based on the Altair will have been completed. It is equipped with two 54HP 4-cylinder Westerbeke diesels and has an inside steering station. This is one of very few of the present power cats which meet Chris White's (*The Cruising Catamaran*) optimum beam to length ratio of 50 - 60% for maximum safety and stability.

Plans for the new 42' sailing cat are slowly crystallizing and two have been sold even though the design is still on



Annual PDQ Y2K Rendezvous at Coconut Island Florida. What a way to bring in the new millennium. From the right is Dan & Sally Hofmann, and Len and Blanche Scharf. See "POA New Years" on page 2.

the drawing board!! It looks as though the cabins will be aft, allowing shaft drive rather than sail drive on the diesels, and giving a panoramic view from the saloon. It will have more in common with the PDQ 32 than the 36, sporting a 3/4 rig with no back stays and lots of roach in the main. The mast will be 62' off the water. The hulls will be slightly modified with flare forward to keep the boat drier and a wider section inboard, well above the water line, to increase interior space. A questionnaire will be sent out in the New Year (maybe before you read this) soliciting input into details of the design.

Bids will be solicited soon for the factory expansion, which will be on the south side of the present workspace, and the floor area will be doubled. Completion is planned in May.

Cruisers Update

Anagyri (Len and Blanche Scharf) is in Fort Myers now and heading for Punta Gorda for Christmas. They will attend the New Year's party in Marco Island. *Algoma* (Mary and John Knight) and *Kia Orana* (Richard & Elizabeth Wood) passed through North Carolina in October. *Algoma* is heading for Florida and the Bahamas and *Kia Orana*

is aiming for the Miami Boat Show. *Someday Soon* will spend Christmas in Fort Myers and will head over to the Bahamas after New Years. *Brigadoon II* (Lee & Dottie Henderson) will depart Marco Island in mid January for three months in the Bahamas. They, along with *Someday Soon* and *Allez Cat* will attend the Georgetown Regatta the first week in March.

Webfiles

We have drawn up a few pages of info, which should get onto the POA website within the next month and will show the sort of files we think will be of interest to POA members. Some of this info is included in this newsletter. Please send feedback and contributions....

Contributions Wanted

This newsletter is yours and we have been fortunate to have many active members sending in contributions. Keep up the good work. If you haven't sent in anything recently, now is a good time to rev up the old word processor. If you can't think of a good topic, tell us about your favorite anchorages or what ground tackle you use. (We also gladly accept hand written articles.) Send pictures too.

Finances

Our checking account stands at \$378.36 which is appropriate for this time of year.

Welcome to New Members

I am way behind in this important function - welcoming our new members, and as a result we have a long list. My apologies if I have missed anyone or listed someone who shouldn't be on it. A very special welcome to:

- David and Carolyn Gloeckner
TOP CAT (32009), FL
- Bob and Cathy Cliff,
CAT PAUSE (32015), CA
- Martin & Christine McKim
AQUILA (32031), FL
- Joy and Larry Linn
WIND DANCER (32034), FL
- Keith DeGreen

LAURA LYNN (32040), AZ

- Bruce and Susan Wohlfield
HEARTBEAT (32041), TN
- John and Christie Bruner
LAMINAR FLOW (32044), CA
- Chester and Jean King
SEAPAWS (34002), MD
- Bruce Brasington
SMAY (36006), FL
- Ed and Aubrey Lunsford
EASY BREEZE (36035), FL
- Roger and Karen Tammen
SUNSHINE (36036), FL
- Patricia Cole and Thomas Tubbs
CHAPTER NINE (36045), TX
- Rich and Cindy Herman
AVALON (36070), CO
- Robert W. Graham
ORALEE (36071), CT
- Jeff and Claudia Morris
LOKI, (36072), MASS
- Mike and Marya Martin
DISTANT MUSIC (36075), ID
- Richard and Elizabeth Wood
KIA ORANA (36076), PA
- John and Emily Frankovich
Name Unknown (36079), Mass
- Richard Tanner
REEL JOB (36081), NC
- Ted Reilly
Name Unknown (36082), ONT, Canada

Colin Swithenbank
COMMODORE

POA NEW YEARS RENDEZVOUS

The POA Y2K New Year's Eve raft up is history. The sky didn't fall; clocks didn't stop, and according to the GPS the Time Square ball descended right on schedule. Well, the ball fell right on schedule from the top of the mast of *Someday Soon* riding at anchor

with three other PDQ's off Coconut Island near Marco Island, FL. From comments from the participants, the rendezvous was a resounding success. POA Millennium tee shirts hand painted by Blanche Scharf and Mary Knight were worn by all. English high tea, steak dinner, champagne, fireworks, fantastic weather, New Year's Day brunch, funny hat contest, friends, old and new, shelling on the beach, snoozing on the tramp, conversation, and marvelous fellowship all went to make up the "best New Years ever".

Actually the "party" began on Thursday night the 29th with dinner at Lee and Dottie Henderson's, beautiful home on Marco Island (*Brigadoon II*). Joining the Hendersons were Bill and Carolyn Bartholet of *Someday Soon* and Dan and Sally Hofmann of *Duet*, who were guests of Blanche and Len Scharf on board *Anagyri*. The next day, John and Mary Knight and her mother Polly arrived on *Algoma* together with Chet and Sharon White of *Allez Cat*, who came by car. Another small get-together of 26 people hosted by Lee and Dottie included Amy Lockley of *Attack Cat*, Harriet Eisen of *Perseverance* and some friends and neighbors.

New Years Eve dawned bright and beautiful with light winds and bright skies forecast. By noontime the four boats formed up and paraded through the canals from the Hendersons to the anchorage, a few miles away. Residents along the waterway greeted the fleet



Dottie Henderson and Bill Bartholet getting ready for having English Tea on New Years Eve. What a day!!!

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with good wishes for the New Year.

The sight of four 36' PDQs with six captains aboard milling about trying to anchor on the beach getting fore and aft anchors set, fenders arranged, dock lines set and then rafted together must have been quite amusing. Of course, the combined skills of all crewmembers contributed to the successful raft-up.

Past Commodore Lee offered a toast to the memory Rudy Sybold of *Venus*. Walks on the beach, shelling, picture taking or napping were the next order of



Rafted off the beach: From the right are Brigadoon II, Algoma, Anegryi, and Someday Soon

the day. An English high tea hosted by John and Mary Knight was a late afternoon highlight. Tea served with delicious scones, "to die for" chocolate candy, wonderful little tea sandwiches and sherry set the mood for the evening's steak dinner. Steaks cooked on the grill, baked potatoes, salad, a glass of wine, and wonderful companionship were the prelude to the funny hat contest complete with prizes provided by *Algoma*.

Of course, no celebration would be complete without fire works. And fire works there were aplenty. Right off the beach in the Gulf of Mexico, about 300 yards out, was the barge setting them off.

It seemed like they were there just for the PDQ fleet and almost on top of it. Of course Lee took credit for having it arranged just for our benefit. With the great food and maybe a glass or two of champagne sleep came easily.

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The early morning clouds burned off quickly and by the time Bloody Marys and brunch were served by Blanche and Len on *Anagryi* we were again enjoying another gorgeous Florida day. Breaking up the raft-up and upping anchor was a little bittersweet, but we had to get back to Lee's for dinner. Not to be outdone, Bill and Carolyn Bartholet prepared a wonderful salmon dinner.

Y2K came and went without a hitch here in Marco as it probably did in most of the rest of the world. But for those of

us gathered together it was a memorable event. The setting was perfect, the food and drink fantastic, the conversations lively. But the most important aspects as repeated over and over again; "great friendships",

"new friends", "sharing", "warmth of fellowship", "blessings we enjoy", "sunsets", "stars", and "people". Isn't that what it's really all about? Let's do it again next year!

Len Scharf
ANAGRYI

Y2K Recipes

The food at the New Year's raft-up was outstanding. Here are two recipes that were used.

Whole Wheat Raisin Scones

As served on *Algoma* at the New Year's Tea.

- 1 c. whole wheat flour
- 1 c. all purpose flour
- 1 Tbsp. sugar
- 2 tsp. baking powder
- ¾ tsp. salt
- ¼ tsp. baking soda
- 1 tsp. cinnamon
- ¼ c. safflower oil

- ¾ c. buttermilk (or ¾ skim milk + 2tsp lemon juice or white vinegar.
- ½ c. raisins*

1. Mix together flours, sugar, baking powder, salt, baking soda and cinnamon.
2. Cut in oil until mixture resembles coarse crumbs.
3. Stir in buttermilk and raisins just until moistened.
4. With floured hands, pat dough onto floured board forming a 9 inch circle about ½ inch thick (I often knead it a couple of times to help dough to form circle shape more easily)
5. Cook in pre heated 400° oven on lightly greased non-stick cookie sheet for 15 minutes or until lightly brown.

* Currants, dates, dried cranberries or other dried fruits can be substituted; if so you might want to omit the cinnamon.

On *Algoma* we serve our scones with strawberry jam and butter or cream. (We really want clotted cream, but can't get it in the U.S.!)

This recipe is from *Good Food Afloat* by Joan Betterly. This is a very useful book that I've used often.

Mary Knight
ALGOMA

Layered Caviar

Hors d' oeuvre served before dinner on New Year's Eve

Layer in the following order on a 9-inch platter.

- 2 Avocados mashed with lemon and a pinch of salt to taste
- Minced Red Onion
- 6 hard boiled eggs chopped with 3 Tbsp. mayonnaise
- Caviar on top to cover

Sharon White
ALLEZ CAT

TOP CAT TRAVELS

We picked up our boat at Whitby in July 1995. *Top Cat* was much larger and more expensive than our previous sailboat (a 15-foot Venture Cat), so we felt a little intimidated. With the help of a boat delivery captain, David got the boat through the canals to Annapolis, but not without problems. High winds while locking through a canal resulted in only a smashed-up starboard bow. Carolyn and our youngest son, Ken, drove to Annapolis to meet David. Then we three sailed the boat the rest of the way to Florida. Our trip across Pamlico Sound in very high winds brought us



David Gloeckner on his *Topcat*

more grief, a torn sail and a lost anchor. Somewhere in South Carolina on the ICW, we hit ground and damaged the mounting bracket on one Yamaha outboard, which left us waiting for parts for several weeks. Finally, we made it home. Lucky *Top Cat* arrived in a slip at the Fort Pierce Yacht Club on the Indian River!

In late 1997 David semi-retired and we moved from Orlando to Summerland Key, about 24 miles east of Key West, where we have *Top Cat* parked behind our house on a canal. We've been working to start a book publishing company, Tortuga Books, dedicated to producing books about the sea and wildlife in the Keys and southern regions. Our current project is a book on pelicans.

In the spring of 1998 David took *Top Cat* alone from Summerland Key to the

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Virgin Islands, quite a trip, even with the Keys as a starting point. Carolyn flew over to meet him. We spent a month sailing everywhere in the protected waters of the Virgin Islands, and then David sailed back alone. He returned home with no damage to the boat and with only minor damage to his person. His many adventures and misadventures are recorded in his book *Sailing through Paradise* (under his nom de plume, David Harris). A second book, *The Virgin Islands*, illustrated by David and Nancy Harris (another nom de plume!), covers our Virgin Island cruises, including St. Croix and Anagoda. (Both books can be obtained

by ordering from any bookstore or ordered directly from Pathway Book Service at (800) 345-6665.) A children's rhyming alphabet picture book, *Alphabet Sea* by Carolyn Spencer (nom de plume!), is also available. It has a great picture of *Top Cat* illustrating the letter Q, for quiet

("Q is for quiet. Not a sound can be heard but the wind in the sails. Yes, quiet's the word.")

One of David's discoveries from his 1998 trip was during an encounter with fellow PDQ travelers in Georgetown, Exumas, when he learned that our *Top Cat* was not the only PDQ Top Cat...worse, he learned that we were number two! Perhaps we should have asked Lynn at PDQ about the name we'd picked out for our boat!

David & Carolyn Gloeckner
TOP CAT

SAILS FOR RACING

In our ad for Sail Abaco in both *SAIL* and *Cruising World*, there is a picture of a tall rig PDQ 32 Classic which is Hull

#27, *Bird of Paradise*, which at the time was in charter us.

The boat was a 10th Anniversary edition and among the goodies offered by PDQ for that occasion were an extra suit of sails made from Kevlar. They were the forerunners of the new up-scaled Mylar/Kevlar cruising sails like some newer PDQ's are wearing today. The owners requested they be made with a "fat-head" main and as large a roach as the boat would carry.

We were permitted to race the boat using these sails, which I have to say, were a hassle, because we had to change back to the dacrons whenever a charter was due on the boat. In all honesty though, we raced the boat a number of times, using the kevlar in a variety of different conditions, I think they were originally meant to be used for light air sailing. I found that they were quite positive in lighter air, as even though the roach falls away to leeward quite noticeably, the boat would maintain her way. Similarly, in heavy air, we raced once with gusts to 40 knots and no reef, and though I was ragging it quite a lot, we could get 8 - 8 1/2, even 9 knots, out of her by bearing off slightly, (to about 50 degrees), and footing for max speed to weather. We won a number of races with the boat, but in medium, tending towards heavier air, say 18 to 24 knots of wind, the dacrons we found were just about as effective, and somewhat easier to handle.

The sails I have on my own new 1999 tall rig PDQ 32, *Trinket*, are standard dacrons built by Joe Fernandes of Triton Sails, and in my opinion are really quick. Our first race is right at the Christmas break and we are keeping the boat out of charter until after this event. We are anxious to see how she'll do. Our competition is a bunch of hot J sailors. 80's 90's 32's and a couple of 105's among others. We have beaten them all on a reasonably regular basis, though in real light airs where we can't get much over 7+ knots, they can and do get ahead of us. One boat we can't seem to beat, is a B-32, but the guy who owns and sails it, is the Key West PHRF champion We keep trying though!!

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If you want to go faster, the bigger roach main is a real added benefit. If you want to race to win (why else?), I'm not sure if you really need to spend the extra money over the dacrons, you can always get lighter dacrons too, but take everything out of the boat, (we even pull an engine out occasionally), keep a spotlessly clean bottom, know the rule book, and get a good start. One other thing, I have single-handed the boat in a race. It saved the weight of my 195lb son who was too busy one day to come with me. The boat was easy to handle, and I won.

Finally, I am still not convinced the tall rig is an absolute necessity. We sailed two 32's to Nassau from Hope Town one night; one standard rig, *Stepping Stone*, hull#12, and one tall rig, *Samtosh*, hull#28, and we got there within 100 yards of each other after 105 nautical miles. It only took us 12 hours for the trip, so we were all pretty pleased with both performances.

Mike Houghton
TRINKET and Sail Abaco

Editors Note: Mike received a very nice letter from *Cruising World* magazine about his charter operations in Abaco, Bahamas. See the letter on this

CALL FOR PHOTOS

We are re-creating our Web site and we need pictures! - people seated at the helm, people in the cockpit, people on the nets, people emerging from the companion, etc. In short, we want the world to see you enjoying your PDQ (old or new)! Plus, we'd like pictures of your PDQ at a cruise destination or pictures taken from your PDQ on passage.

Here's the deal: You send us your slide or print (with the print's negative) with a brief description of who's there and what's going on (if you prefer that we not use names, just say so). If the picture is appropriate for our use, we will have it professionally digitized (scanned), then return the original to you with a copy on disk. So - you'll not

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only have the pleasure of seeing you and your boat on the site, you'll have a higher computer image that you can use in your screen-saver or to e-mail to friends.

Conditions: We promise to use your picture appropriately (no jokes about your bathing suit). We make the choices about what to use. Permission to use the picture and to represent the people in it is deemed to accompany the picture (remember to ask friends who appear if they mind). The scan and the disk constitute the entire remuneration for our use on the site. Thank you for all submissions.

Editors Note: David Weatherston is the PDQ Yachts Web-Master.

INFO EXCHANGE & MAINTENANCE TIPS

Making a Spinnaker

Inspired by Ruth Swithenbank, we ordered a Sailrite spinnaker kit for our new PDQ 36 (Hull #80). Sailrite was very helpful, and we decided on a 10-10-12 panel design, just under 800 square feet. We firmed up the order upon



CRUISING WORLD

Mr..Michael L. Houghton
President, Sail Abaco
PO Box AB20844, Marsh Harbour,
Abaco, Bahamas
June 15, 1999

Dear Mike,

We've been home a little over a month, and Douglas and I just wanted you to know how much we appreciated your attention and your fine operation during our 10-day vacation in the Abacos. We were very impressed.

We selected Sail Abaco because Michelle Roche, who runs the magazine's classified advertising department, said you run a very reputable company, your rates were extremely competitive, and that you were a pleasure to work with as an advertiser of Cruising World's. She was right on every count.

Now that we're back, I just wanted to write and let you know how happy we were with the whole experience. The PDQ 32 we chartered from Sail Abaco was in perfect condition, and it was so much fun to sail. For a couple of monohull sailors such as we are, it really was a breeze. Plus, the boat was extremely well equipped, pristine, and had everything aboard that we needed. Also, your advice on where we should go to get away from it all was spot on, as was your advice on the best stops for a few (very fun!) evenings. We loved the whole experience, the spectacular islands, the turquoise water, the seclusion, the great little beach bars, the charming restaurants here and there, and all those deserted white-sand beaches--Wow, we really had no idea that the Abacos had so much to offer, and that they are so unspoiled. Unbelievable.

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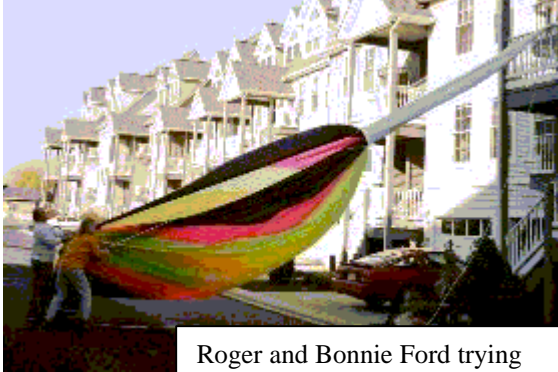
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receiving a boat show discount (\$855 final price) at the Annapolis Boat Show in October. The kit arrived within two weeks - a box with LOTS of stuff! But Sailrite included an inventory list, a map

of the 32 individual panels, very clear instructions, and each and every panel was numbered by computer and also had a hand-written sticker with more



Roger and Bonnie Ford trying out their new Spinnaker

explanations! EVERYTHING was included except the needle for my personal sewing machine. I have a 25-year-old Sears Kenmore machine – nothing fancy, but it does do zigzag which is the preferred stitch for sailmaking. Our machine handled the job very well, and even on the tough parts, we only broke three machine needles. We worked on the project together, with Roger keeping track of the panels and helping to handle all the bulk as I ran it through the sewing machine. The basting tape provided in the kit has got to be God's gift to the sailmaker – it worked wonderfully! This double-sided tape allowed us to tape the panels together before sewing, and it kept the slick fabric from sliding. We estimate it took us 48 full working hours to do the job. We spread this out over three weeks (evenings and weekends) so it was really more fun and than chore. This project also helped take our mind off the long wait until we'll be able to pick up our new PDQ in the spring. If anyone has any questions, we can be contacted at Life-is-Great@juno.com.

Roger and Bonnie Ford
PDQ-36, Hull #80

Adding a Battery Combiner

This is a modification I made to *Bullwinkle's* electrical system this past spring. I don't know how many other 36's this is applicable to, as I get the feeling that there have been numerous changes to the way the boat is wired. However, I'm pretty pleased with it.

Due to a combination of two different problems, I encountered a situation last fall where neither engine was charging the batteries. This in turn made me aware that on *Bullwinkle* the only charging source for the

starting battery was the engines. That is, the shore power charging system was only wired to the house bank and there was no "1-2-Both" switch for connecting the two batteries. The charging output from the two outboards was run via separate wires to a battery isolator which in turn feeds both the starting battery and the house bank. It seemed that this system had two drawbacks. First, if the engines were out, there was no way to charge the starting battery except by using something like automobile jumper cables. Second, with outboards, the amp hours required to start them is very small, and likewise the alternator output is small. (I think from observing the system with one battery that each engine puts out 6-8 amps when running near full throttle.) Since the starter battery usually requires little charging, it would really be preferable to

route both engine outputs to the house bank which is probably much more deeply discharged instead of splitting the charging current as the isolator does.

I decided to replace the isolator with a Heart Pathmaker Battery Combiner. This is a high current relay that connects the two batteries together when it senses either battery voltage at 13 volts or higher implying it is connected to a charging source. The unit also has an optional remote control switch that shows the status of the combiner and can force the combiner either open or

closed. This is the same unit, Simon tells me, that is now being used as standard equipment on 36's.

By rearranging some of the mounting positions of equipment on the inside panel in the compartment behind the steering station, where the inverter and main fuses are located, I was able to clear space to mount the combiner. By putting it here, I was also able to avoid running new cables to tie the batteries together. I reconnected the cable that had gone from the house bank to the isolator, to one side of the combiner. The other end of that cable was moved from the isolator to the starter battery terminal. The charging wire from the Starboard engine to the isolator was cut as it passed by the combiner, and the end connected to the isolator was moved to connect to the output of the port engine and the other end tied to the house bank. Thus, I

did not have to pull any new wires from the port side. I did pull one new wire from the starboard engine to the house bank to replace the cut wire, but this is much easier to do than the port side. The remote control unit uses telephone wire and can be mounted up to 25 feet away, so I mounted it by the nav station.

Now I can route all engine charging to the house bank or have it split between the two. Also the shore power inverter charges either both of the batteries or the house bank alone. If anyone is interested, I can send more details on the wiring.

Ken Jenkins
BULLWINKLE

Speaking of Unmentionables

I was standing on the dock one day talking to another PDQ owner when the subject of heads came up. He described his frustration when on a weekend outing with friends the hose connecting the head to the holding tank clogged and they had to spend the better part of the afternoon removing, cleaning and replacing it. Not a fun way to spend a weekend with guests.

Since we already had two winters cruising on *Cadenza* and she was sitting

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comfortably in home dock I figured it was a good time to check the head. I removed the head unit and took it up to the garage for inspection and found it was ready for complete dismantling. The lower horizontal tube was lined with about 3/8" of coherent solid matter, which was only removed with difficulty with a hammer and screwdriver. When clean I soaked all the parts in Lysol for 24 hours. The hose from the head to the holding tank was a bear to remove and

was also lined with the same solid matter. It was, however, easy to clean by simply pounding it on the dock. I reassembled the lot and it worked fine the next season. To reinstall the hose I first pulled a half-inch line through, threaded it through the hose, and then used the line to direct the hose under the floor of the head.

I subsequently found a "boaters tip" in a JSI flyer which stated that the solid matter was the calcium salt of uric acid

precipitated from calcium in seawater and uric acid in urine. It recommended adding a cup of white vinegar to the head once a month to dissolve the solid. I tried it last winter but it didn't seem to make much difference. I'm thinking of trying oxalic acid next year.

Does anyone have any comments or recommendations?

Colin Swithenbank
CREDENZA

PDQ OWNERS' WEBFILES

The Webfiles have been posted as standalone PDF's.