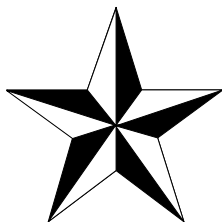


PDQ Owners Association (POA)

NEWSLETTER

Fall 2001



COMMODORE'S CORNER

Well, Colin and Ruth are on their way south so I've been recruited to write the Commodore's Corner. It already seems that the Annapolis Boat Show and PDQ Dinner was so long ago. From my perspective, the Annapolis Boat Show weekend is exciting because we get to meet other owners and compare notes and ideas. The problem has been it's just too darn short. Well, John Farrow helped solve that problem by throwing a GREAT party at his new Eastport building on the Friday night before the POA dinner. We also need to thank Stephanie Farrow who used her organizational skills and hospitality to make sure everyone was given attention. The weather was excellent and the company outstanding. Many thanks to John and Stephanie! John was pleased with the results and vowed to make it an annual event - be sure to mark next year's calendar.

The POA Dinner! What can I say but another excellent job by Colin and Ruth - many thanks!!! We all enjoyed hearing the latest news from PDQ (although we were sorry that the PDQ



New Members Al and Karen Kayser. They bought *CATATUDE* (Hull #34008) last May. They keep their PDQ behind their house on the south side of the Okeechobee Waterway (Caloosahatchee River) just two miles west of the Franklin Lock in Ft Myers, Florida. Al and Karen invite any PDQ owner's traveling this waterway to stop in.. The boat on the outside is *BRIGADOON II* with Lee Henderson who took them up on their offer. It's a great oasis to stop at. Call Al & Karen at (941) 694-2015, if you plan to stop in.

42 didn't make the Annapolis show - watch out Miami!).

As you read this newsletter, keep in mind that we also owe a debt to Lee Henderson for his effort in putting this newsletter together four times a year - thanks Lee! Also, just as important, are the contributors who make the letter possible. In the past year, we have had some excellent articles ranging from cruising experiences to a technical analysis of solar power and anchor holding. Please keep sending these articles (with digital pictures). Last, let's not forget Kevin Smith for maintaining the excellent PDQ Bulletin

Board at www.ksmith.addr.com/wwwboard1/wwwboard1.html.

Many of our POA members are now on their way south to warmer surroundings. One group (the PDQ 1500) are doing the Bermuda to BVI's route. Another group is doing the "thorny" (or thorn-less) path. I hope that they will be providing an article or two about their on-going experiences. In the meantime, Bonnie and I will be going through our second winter living aboard in Baltimore. I just hope that the PDQ's in the south save some of that warm water cruising for us - 2



The POA Annual Meeting and Party at the Annapolis Boat show was a great success this year. Our Commodore Colin Swithenbank pulled it off again. Thanks also goes to PDQ Yachts, Sail Abaco, and Chesapeake Catamaran Center for their support. Shown here are some of our members having a great time. This is what POA members do best,---PARTY!!!

years, 7 months, 24 days, 7 hours
but whose counting.

Roger Ford
Vice Commodore
KOKOMO (36080)

MINUTES OF THE ANNUAL MEETING

The POA Annual Meeting was held at the Fleet Reserve Club in Annapolis on 6 October 2001.

The Commodore, Colin Swithenbank opened the meeting at 8:30 p.m. with a moment of silence in remembrance of the events of September 11th. He welcomed new members and acknowledged Simon Slater, the designer and builder of PDQ

boats and Lee Henderson the founding Commodore. Our sponsors, PDQ Whitby, Chesapeake Catamaran Center and Sail Abaco were thanked for their help and support. The treasurer's report noted an annual budget of about \$3000, with about \$2500 of that going to the Annual Meeting.

Simon identified three major events during the last year, 1. The move to a new, and much larger facility. 2. The popularity of the MV, with hull #6 almost completed and orders in hand to hull #20. 3. The new 42, which was launched October 1 and sailed this afternoon on Lake Ontario at speeds up to 15 knots. He expressed appreciation to Harvey Griggs, who has supported PDQ Yachts since it began.

Rory Guinness explained that the new 42 was not present at the show because the company's commitment to a high level of quality made them unwilling to rush construction to meet the time schedule. He is hoping to have a boat available for the Miami show. Hull #2 will be launched in three weeks and a vessel will be completed every 2 months thereafter.

John Farrow reported that sales of used PDQ's were still strong and he has sold 8 in the past year. Owners could expect to re-sell for their original purchase price. 32s, which are not often available for resale usually sell in a few weeks, and 36s in 2-3 months, the speed of sale being dependent on the asking price.

Bill Bartholet announced that 8 boats were aiming for the Virgin Islands on the PDQ 1500 this fall. Two (*Kia Orana* and *Cadenza*) were going via Bermuda, and six (*Someday Soon*, *Algoma*, *Distant Music*, *Fitzcat* and *Lead Free*) were taking the Thorny

Path via the Bahamas. The latter will look for a weather window in early January and meet in Virgin Gorda. They invited other boats to join them and emphasized that this is NOT a race. Bill mentioned that many participants have SSB, ham radio and Pactor IIE modems for e-mail. He plans to write

sailboats, a surprisingly prevalent problem. Several owners present had experience of lightning hits. It does not seem possible to prevent lightning from hitting boats, but there are ways to prevent excessive damage. Research has shown that the best technique is to ground the mast to the water, using

battery cable #4 or better leading to a plate 1 sq. ft. or larger on the bottom of the hull. A video made by the University of Florida was set up to watch on a laptop after the meeting and CDs were also available. This material is also available on the web at <http://www.thomson.ece.ufl.edu/lightning>. Harvey mentioned that a Canadian distributor at the show was selling a lightning

protection system very similar to that described, consisting of a thick wire connection from the mast to a copper dissipater immersed 5' under water. (Seyla Marine Inc., 5595 Marie Victorin, Brossard, Quebec, J4W 1A2, 450-692-2676)

Lee emphasized that it is very important to keep outboard engines free of salt. His technique is to remove the cover and pour soapy water over his outboards whenever he washes the boat. Mike Houghton reported that he removes the cover and sprays the engines of his charter boats with cold water every week and changes the oil every 50 hours. He also recommends the use of corrosion block, fogging oil or Salt-away.

Mike announced that Multihulls Magazine took two of his boats out in May and wrote a very positive article which appears in the current (July/August) issue. Cruising World and Soundings are also planning to publish articles on his operation. He offered to host a PDQ Regatta in Marsh

PDQ Owners Association (POA)

PDQ OWNERS ASSOCIATION DUES

It's membership time again. The dues are still a modest \$10.00 per year and primarily cover the printing and mailing of this Newsletter. If you are not sure whether you are paid, contact Roger Ford at Rford@sha.state.md.us, or Phone: (410) 837-4491.

Payment of multiple years are welcome. Your check can be made out to the "POA" and sent to:

**Roger Ford
500 Harborview Drive
Baltimore, Maryland 21230**

an article on these for the newsletter and solicits opinions and information from those who have used them.

Kevin Smith talked about his website www.sailchicago.com/pdq which is a forum for discussion of all aspects of PDQ sailing and maintenance. Acting on a suggestion by Joy Linn, he will set up an area where pictures of PDQ's and their owners can be posted.

Lee Henderson suggested a Wednesday night raft-up at Solomon's Island. There are some 12 PDQ's presently anchored in the Annapolis area and the possibility of a race was suggested. He also announced that there would be another New Year's Eve party at Marco Island, with all boats rafting up at Smokehouse Bay since numbers attending are now too large to be accommodated at Lee's dock. Highlights will include a funny hat contest and conch horn blowing contest and all are invited.

Lee then talked about University of Florida research on lightning strikes on

Harbour if enough boats would participate. The time suggested is mid March 2002, when many cruisers visit the Abacos before returning north.

Roger Ford thanked John for the great party that he hosted the previous evening. He solicited articles for the newsletter and for the bulletin board on Kevin's website.

Colin asked for comments on the dinner menu and the response was unanimously favorable, so next year's meeting will be scheduled at the same place with the same menu. Colin agreed to continue as Commodore, while Roger does all the work and Lee remains in charge of the newsletter. Please send all your communications to Roger while Colin goes cruising. The meeting was adjourned at 9:30 p.m.

Respectfully submitted
Ruth M. Swithenbank, Secretary

POA NEW YEARS PARTY

The traditional Annual POA New Years Party will take place on Marco Island this year. We (Lee and Dottie Henderson) provide the place but as tradition has it, the details of the party, pre parties, and post parties are planned and organized by the participants. This way the workload is spread and we all have a great time..

Last year ten boats participated which overflowed the capacity of our dock and canal space. Depending on the number of boats this year, we plan to raft up in Smokhouse Bay which is a three minute dinghy ride to the Henderson's dock, the gathering place, and the Winn Dixie Super Market dinghy dock for supplies. Weather permitting, we will break up and re-raft at Coconut Island, about a 20 minute motor, for the actual New Years Party.

Please contact Lee or Dottie Henderson ASAP if you intend to participate. We would like to know how many boats.

Phone: 941-389-5515, or
E-Mail:
LeeHenderson@worldnet.att.net

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POA VALENTINES DAY PARTY

Mark your Calendar for February 14 – 17 (all or part with focus on the weekend). How's this for a Valentine's Day treat?? You & your "loved" ones can sail (hopefully, a "romantic" sail) to a rendezvous/raft up on a canal off the Caloosahatchee River in Fort Myers. GPS co-ord N26 43.069, W81 44.259. It is just two miles west of the Franklin Lock on the South side of the River in Ft. Myers, Florida Caloosahatchee River. Have fun meeting new folks, seeing old friends, sharing, swimming in a warm pool, Jacuzzi, laughing, & in keeping with the spirit - lots of hugs. The Kayzers will host the weekend event (pot luck on Sat also). Call all Al or Karen if you plan to attend and for details at 941-694-2015 or Karen's email: forevermore56@hotmail.com. Stretch your Valentine's Day into a whole weekend & come join the fun.

Al & Karen Kayser
CATATUDE

WELCOME ABOARD

Bob Stein & Terry Green
SECOND WIND (36040)

Terry & I just purchased our PDQ 36 LRC (Hull #36040) from the Chesapeake Catamaran Center and will be renaming her *Second Wind*, formerly *Miss Sis III*. We live north of the Washington DC area and plan on keeping *Second Wind* on the Chesapeake for the next couple years. At that time we both plan on retiring and moving to Punta Gorda Florida, which we will use as our base of operation for cruising the Caribbean. Our last boat was a Dufour 31 monohull and we sailed it as partners on the Chesapeake for seven years.

Terry is a Chemist at NIST (National Institute of Standards) and I'm a Program Manager for NCR Corporation, a computer and

retail/financial systems company. We are active at the local, district, and national level in the United States Power Squadron and are Past Commanders. We're also in the Chesapeake Cruisers Association.

We decided we wanted a catamaran several years ago and have admired the PDQ's, but they had been outside our budget until we discovered the 1994 for sale. We think we will have many happy years on *Second Wind* and plan to be active participants in POA.

Greg Zinga & Maggie McDonough
BRIO (32037)

My wife, Margaret Mary (Maggie) McDonough, and I are Emergency Physicians (thus, different names to avoid confusion) living in Easton, Maryland and working in Chestertown, Maryland. We are transplants to the "Eastern Shore" via sailing a circuitous route starting in the Great Lakes.

After residency in Toledo, Ohio we stayed on to practice and become faculty in the residency. We grew to love sailing on the Lake Erie and the other Great Lakes but wanted to go further afield and leave the gray ugly winters and short sailing season. We finally took the plunge and sold our house with everything in it and moved onto a 47' monohull in Miami, Florida. We lived aboard and thoroughly loved sailing the Bahamas and the East Coast of the U.S. while working hurricane season in Florida. Throughout our travels we kept our eyes open for a new home base.

After three years aboard we sailed into Easton, Maryland and moved ashore. We began our full time careers again and didn't have time for our big monohull. We sold her and vowed that our next boat would have a shallow draft and no exterior teak so we could spend

more time sailing and less time varnishing! We looked at a lot of alternatives, but found ourselves attracted to catamarans in general, and PDQ in particular. Needless to say we think our Altair Classic now called *BRIO* is perfect for us.

We hope to cruise the Chesapeake Bay and as time permits to sail back to the Bahamas and spend time in areas where our previous 6.5 foot draft prevented us from exploring. We look forward to seeing other PDQ owners on the water next season.

Micki and Dick Beberman
CATCH 22 (36022)

We retired back in 1985, purchased a FISHER 37 Pilothouse and set sail for points South and after finally reaching South America decided that we were happier closer to home and after 15 years of sailing sold the FISHER. Then we realized we were addicted to salt water, we went looking for a boat that would meet all our needs and determined that a catamaran would be most suited with shallow draft and fast sailing and lots of living space. We looked long and hard and fell in love with the PDQ and so CATCH 22 took possession of us in June 2001. After a three month shakedown cruise to the Abacos we have returned to the states for the holidays and then down to the keys and possibly the Exumas. We would appreciate any previous history your members could supply on Catch 22. Micki and Dick Beberman

Chris Nielsen
LIGHT FLIGHT (32029)

Light Flight is currently in Savannah GA and I'm in Los Angeles, CA. At first, this posed a problem, but now it's a blessing. I plan to cruise Georgia, Florida, Alabama, Louisiana and Texas over the next three to six months.

PDQ Owners Association (POA)

I've been sailing in California since 1986 and owned a Newport 28 monohull for the last four years. Just over a year ago, I decided a Cat was for me. After a lot of research, it had to be the PDQ32.

SWEET DREAMS

I love sleeping on anchored boats. The waves gently rock me like a waterbed. Sleeping at a dock isn't as comfortable, since the waves are irregular depending on the dock's orientation to the wave pattern. It always takes me several nights of practice before I can sleep comfortably when I return to a bed in a house.

There is a price to pay when you sleep at anchor: vigilance. If your anchor drags you can damage your boat plus whatever you collide with. If the weather is bad or unsettled, or especially if you are expecting a frontal passage with a wind shift accompanied by a gust front, you need to sleep lightly and make regular inspections. It isn't just your anchor you are relying on, but those of your neighboring boats as well. Experience had taught me to rely on big anchors, and to avoid crowded anchorages in bad weather. I've had just one horrible night in Newport: now I leave whenever bad weather is forecast. In Newport the designated anchorage section of the harbor is deep, nobody uses enough scope because of the crowding, and worst of all the anchorage section is densely populated by boaters with inept anchor skills. If you want nautical adventure ride out a strong cold front there (don't be so foolish as to leave your helm). However a peaceful night's sleep is best accomplished elsewhere when the wind is both blowing and clocking, and a cold rain falling.

These fond memories were reinforced by my recent rafting experience aboard the PDQ 36 *Brigadoon*. We anchored in Manteo Harbor in a raft with another PDQ 36, *Feral Cat*. We arrived early, dinghied around the harbor, went ashore and walked around the pleasant town, enjoying an ice cream cone. After a shared supper aboard, and lots of potent libations, we toppled into our bunks.

Right at midnight the arriving cold front provided a gusty wind shift. While sleeping I slowly sensed something wrong: the waves were slapping impetuously on the side of the bows, not running smoothly underneath. I rolled out of my bunk, glanced at my watch, and still dressed in my sleeping shorts stepped up into the cockpit. Sure enough we had dragged about 50 yards. Fortunately the only other anchored boat in the harbor was clear of our drifting course. I started the motors, then jumped next door to rap on the hull of *Feral Cat* next to his main hatch. By the time I got back the Captain was up, the engines were running, and I began to cast off the lines binding *Brigadoon* to *Feral Cat*. Although cold at least it wasn't raining. Casting off the last line we scratched *Feral Cat* with our bow anchor before we could back clear. Even released of the burden of *Brigadoon* the anchor on *Feral Cat* continued to drag.

Still no signs of life on *Feral Cat*, who continued drifting downwind, now about 100 yards from her original spot, and well past the other anchored boat. The Captain reached for his handy conch horn and let loose a blast. No lights suddenly switched on, no action on deck. I grabbed the air horn and triggered five quick blasts. We cruised in a circle around *Feral Cat* without detecting any sleepy heads. Finally a terrific, long, air horn blast, easily enough to have awakened the entire town, produced the inquisitive head at the hatch. We later learned the crew had to run back down below to shake the captain awake. Finally, with everyone apprised of the situation, we motored back to the new windward side of the harbor and separately re-anchored.

Feral Cat had set a Delta plow on a chain rode, and it clearly wasn't up to the job. In a sense it was a valuable anchoring test, since if his Delta won't hold two PDQ's in a 20 knot frontal passages, it won't hold just *Feral Cat* when it blows 40 knots. Bound for winter in the Bahamas, *Feral Cat* is actively looking for a bigger anchor.

Bruce Anchors once offered a brochure, which compared recommended anchor sizes to a boat's

width: remember a catamaran's beam is much greater than an equivalently long mono hull. The only boats that approach cats in windage are large motor yachts. While I like Delta anchors and wouldn't hesitate to buy one, for a PDQ you need a larger size than the Delta 22 that the West Marine tables list as appropriate for a 36-foot boat. The equivalent Bruce in the West table for a 36-foot boat is 50% larger: the Bruce 35. My personal experience trends away from Bruce, with which I've had trouble in the Bahamas, to pointy plows, which I find penetrate the roots of tough tropical grass better. When you talk to live aboards they all swear by their CQR 45s. I suspect when you get 45 pounds of anything firmly lodged in the seabed, you can look forward to comfortable night's sleep.

My favorite anchor was a Danforth P-1800 plow, which may not be in production anymore. It looked like a CQR, was sized dimensionally the same as a CQR 45, but weighed 35 pounds. I also liked the aluminum Fortress anchors, but you need to be careful setting them. I found lots of chain helped. I carried a boat length, 35 feet, of chain on both my rodes. I always set at least a 7 to 1 scope, and tried to anchor in shallow water: 10 feet seems like deep water to me, I'd rather have to haul that big heavy anchor and chain up from 5 feet. Just as important, the next time that idiot to windward drags anchor and drifts down on my boat I want him to run aground before he can hit me.

My last advice has to do with dreams. If your dream contains five blasts on a horn, I suggest you streak up on deck and have a careful look around.

Rick Gordon
Previous owner of *SMAY*

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PERSONALIZED PDQ CHARMS

Have you been haunting the Boat Shows and all jewelry vendors for a gold charm remotely resembling a



Catamaran... only to be told they only make sailboats, but what a good idea??

Well, after searching for YEARS, we finally found someone actually willing to not only do a cat charm- but OUR cat!! Yes, an actual PDQ!! We had him do our 42, but he can do any or all of the PDQ family!! Very talented! View the website at

www.mnmjewelry.com, or contact Mike Andrews at orderjewelry@aol.com. See the enclosed photo.

This guy is super talented, and real great to work with! (He was mentioned in a past *Latitudes & Attitudes* sailing magazine, and we tracked him down!) You can even get a boat name or hull number put on! (He got the 42 design off the PDQ website- I now own

a charm even before the REAL boat is in the water!!)

We will see ya all at the Annapolis Boat Show. Too bad our boat won't make it (the newsletter thought we would) but #1 should be there! If you contact Mike about the charm, tell him we sent ya!

Pete & Amy Brubaker
DOUBLE VISION (42002)

PDQ CLOTHING LOGO

Last year I wrote about a company here in Maryland that would provide clothing with the PDQ Logo. That company was recently purchased by "Capital Tees" (5114 Roanoke Place, College Park, MD 20740 Telephone 301-513-0514) and continues to provide clothing with the PDQ Logo. They have an extensive catalog of name brand clothing – almost too much to pick from. Prices are very reasonable! As an example, Long Sleeve Lee Denim shirts are \$36.50, Hanes Long Sleeve Beefy Tee's are \$11.95, ladies Anvil tanktops are \$6.95 and baseball



style hats are \$10.95 – all prices include the embroidered logo. We paid an additional \$25.00 one-time charge to add our boat name. George can be E-mailed at George@atlanticpromo.com. He provided excellent customer service, followed up with all the details and we conducted the transaction via e-mail.

Roger & Bonnie Ford
KOKOMO

PDQ IN PARADISE

Just last week, we got back from a visit to our boat in the BVI. The weather was great and we got to fly our chute again on a run to Marina Key from Leverick Bay, Virgin Gorda. When we went to fire up the Yamaha 4 strokes at the Marina Key mooring the next morning, we were distressed to find out that our starboard engine wouldn't budge. Fortunately, Mike and Sidney Fallis' Barecat Charters is close by, and we were able to single engine over to his dock at Fat Hogs Bay, Tortola. He ended up giving me a good "stern first, engine out" docking lesson in a crosswind. As you probably know, Mike and Sidney have a number of PDQ's parked at their dock, and charter them profitably. Mike came aboard and quickly diagnosed the problem with the starboard engine . . . a burnt out stator. He also had one on hand! We ended up staying the night on his dock, because it was getting late. We went to dinner that night with Mike and Sidney at a great restaurant next door to his dock on Fat Hogs Bay. The next morning Mike got the old black and burnt stator off, and put the new one on. The engine fired up immediately, much to our relief. We were able to continue our little trip very quickly, thanks to his timely help . . . and his suggestion of a good anchoring spot at Deadman's Cove on Peter Island was terrific. The Sasine's are really grateful for the help of Mike and Sidney Fallis. We can heartily recommend them if anyone wants to charter an extremely clean and well maintained PDQ in the BVI.

Another great time aboard a great boat in paradise!

Bob & Louise Sasine
CATA TONIC

STEERING LOSS

The steering failed on *LYNX*, hull #36005. It gave out suddenly and without warning. I had turned the wheel full while turning into a channel when I heard a snap and the wheel locked. I tried bringing the wheel back

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but to no avail. in the meantime until I put the engines in neutral I was doing wheelies in the channel, managing to snare a marker between the hulls. The emergency tiller wouldn't work, so I knew the problem was the steering chain. I finally forced the wheel back to center and was able to make it back to my dock using the engines to steer.

Back at the dock I checked and found the bearings on the pulley shaft had worn and the pulleys developed play that allowed the steering cables to work on the walls of the sheaves wearing the tops down until the cable slipped over the top and bound up. Solution ---replace the pulley.

I made a call to PDQ. They said that Whitlock was dead and Lewmar has taken over. They gave me a phone number for Lewmar and also informed me that they don't stock those parts.

The circus began with the first call to Lewmar and ended thirty days later with the pulley. There are no spares; the one we received was cannibalized from another unit.

Dan Connelly
LYNX

WATER IN THE KEELS

I noticed the potential water in the keels problem several years ago when *Brigadoon II* was hauled. The evidence was wet horizontal lines remaining along the keel after the rest of the bottom had dried. This Summer I had her on the hard again. This time I drilled 1/2-inch holes 2 feet apart along the inside bottom of the keels. Water poured out of both keels. I do believe that most PDQ-36's that are more than a few years old can potentially have this problem.

There are three layers of six-inch wide fiberglass tape glassed over the seam between the keels and the bilge extension where the keels are attached to the boat. They are faired in with glass putty. The wet horizontal lines on my boat were along these putty areas at the edges of the fiberglass tape.

To solve the problem on *Brigadoon II* I striped all of the bottom paint off the keels. Then I grounded out to solid glass along the upper and lower edges

of this tape where the wet lines were apparent. I filled the areas with West System high-density fiberglass putty and covered this over with four-inch fiberglass tape. Then I painted the bottom with five coats of Interprotect 2000E water barrier paint. It took two gallons for both keels (one gallon for each keel). PDQ uses Interprotect 2000E from Interlux on all new boats, but Awlgrip also has an excellent product. I finally painted the bottom with two to three good coats of Interlux Micron CSC bottom paint. I will check to see if this solved the problem the next time the boat is hauled.

I might add that this problem is more probable on boats that have been through a medium to serious grounding, putting undue stress on the keels.

Other owners have also experienced this problem:

Bill Bartholet, *SOMDAY SOON* 36011
Dan Connelly, *LYNX* 36005
Collin Swithenbank, *CADENZA* 36051
John Knight, *ALGOMA* 36058

Lee Henderson
BRIGADOON II

PS: I received the following on the same subject from John Knight:

Lee, As you suggested, when we hauled *ALGOMA* last week, I carefully examined the keels for water. The forward sections of both port and starboard keels were full of water. This may have been caused by minor damage to the bottom of the keels where the gelcoat had been scuffed and the fiberglass was showing through. It was strange that only the port keel showed signs of being damp on the outside, if I had not drilled a hole in the starboard keel I could have been misled into believing that one was dry. The center sections of both keels were dry so I do not believe we have the problem to the extent you did. On close inspection of the rudders, however, I did notice a small weep from the bottom of the port rudder. Both rudders on *ALGOMA* were replaced 2 years ago so these are not old and have not been damaged at any time. The seam along the leading edge of the rudder has failed and water has gotten in that way. A

knife blade easily removed the glue and the seam was filled with epoxy putty that I hope will cure the problem. Obviously this seam should have been covered with glass tape to provide reinforcement and not rely solely on a simple butt joint and 5200 glue. I suggest that all owners should drill a hole in the base of the rudders as well as the keels (about 1" up from the bottom) to check for water since any corrosion of the internal steel frame connecting the rudder to the steering post could cause a steering failure.

John Knight
ALGOMA

ELECTRONIC LEAKAGE

Last year my Tri-Data Depth and Speed indications started giving false readings. Depth and speed would alternately read double or even triple the true readings. I called Raytheon and they steered me to their local repair facility. I took it in and the technician said it was a bad capacitor, which he replaced for a charge of \$86. I installed it in the boat and the problem persisted, no change. It seemed to me that the problem was electronic leakage inside

WE NEED YOU!

PLEASE KEEP SENDING IN ARTICLES AND PHOTOS. WE NEED CONTRIBUTORS FOR RECIPES FOR "FROM THE GALLEY". AND ALSO FOR "WHAT'S IN A NAME"?—HOW DID YOU DECIDE ON YOUR BOAT'S NAME? WHAT ABOUT "CLOSE ENCOUNTERS"? ---HAVE YOU MET OTHER PDQ'S IN YOUR TRAVELS?

THIS IS YOUR NEWSLETTER, HELP US KEEP IT GOING BY CONTRIBUTING. THANKS TO ALL OF YOU WHO HAVE SENT IN ARTICLES.

Lee & Dottie Henderson,
Email: LeeHenderson@Worldnet.att.net,
or (941) 389-5515

the instrument (that's minute electronic escape from one circuit to another across a salt film bridge inside the circuit board) so, I took the cover off. From Radio Shack I bought a spray can of Electronic Cleaner and sprayed generously the electronic circuit board inside. I put it back together and installed it again. I have not had any problems since. It has worked like new for over a year now.

This can be the same cause when your Yamaha 9.9's stall when pulling back to idle or have problems starting. Try cleaning the wire leads, especially to the controller with Electronic Cleaner from Radio Shack and/or use Salt Away from your favorite marine store.

Lee Henderson,
BRIGADOON II

WANTED: PDQ-36

I am looking for a used PDQ-36 -- LRC or classic model. I am particularly interested in a classic model (because of the pricing and speed advantages), around the 1995 model. If you are interested in selling your PDQ, feel free to call me.

Call Roy Feuerbacher
727-440-2653

PDQ-36 FOR SALE

PDQ-36 Catamaran 1995 (A-TACK-CAT) Hull #36044

Bright & Spacious Galley & Salon, 2 Queen Cabins, Double Cabin, Walk in Shower. Equipped for Serious Cruising, including: Water Maker, 375 Watt Directional Solar Array, Wind Generator, A/C, S.S.B., Radar, Autohelm 4000, etc. etc. etc. Also two brand new 9.9 Yamaha 4 stroke engines. \$169,000.

Call Joe & Amy Lockley
941-389-3676

FROM THE GALLEY

While cruising in the Bahamas, I wanted to use up some stale bread. I found this recipe and although I did not have an oven, I improvised (a necessary talent for boaters) and put water into my skillet and the pudding went into a saucepan which I set in the skillet. I steamed the pudding on the stove top for about 1 hour. The Rum Sauce was great with the pudding. Here is the recipe as written in the cookbook I used.

BAHAMIAN BREAD PUDDING

3 cups bread, cut in cubes about 1/2' square
 3 cups milk
 3 eggs
 3/4 cup sugar
 1 tablespoon baking powder (I did not use this)
 3 tablespoons butter, melted
 1 tablespoon cinnamon
 1 tablespoon vanilla
 1/2 teaspoon nutmeg
 1 cup raisins
 Dash of salt

Preheat oven to 350 degrees. Soak bread cubes in milk for 5 minutes. Beat eggs in a large mixing bowl. Add bread, milk and remaining ingredients and mix well. Pour into a 2-quart buttered baking dish. Set baking dish into a pan of hot water in oven. Bake for 1 hour or until pudding sets. Serve warm with Rum Sauce. Makes 6 to 8 servings.

RUM SAUCE

1/2 cup butter
 1 cup white sugar
 1/4 cup rum
 Grated (or powdered) nutmeg

Cream butter and sugar until light and creamy. Add rum a little at a time. Continue beating until very fluffy. Serve over bread pudding with a sprinkle of grated nutmeg on top of sauce. Makes about 1 cup. From: *Best Recipes of the Bahamas*

For those with a pressure cooker, you might prefer this recipe.

PRESSURE COOKER BREAD PUDDING

2 cups hot milk
 2 eggs, slightly beaten
 3 slices bread, cubed
 1 tablespoon butter
 1/4 teaspoon salt
 1/2 cup brown sugar
 1/2 teaspoon cinnamon
 1/2 teaspoon vanilla
 1/2 cup raisins
 1/2 cup chopped nuts
 4 cups water

Place all ingredients except water into a buttered bowl. Cover bowl firmly with aluminum foil. Pour water into pressure cooker, place rack in pot and set bowl on top. Close cover securely. Allow steam to flow from vent pipe for 5 minutes. Place pressure regulator on vent pipe and cook for 15 minutes with pressure regulator rocking slowly. Let pressure drop of its own accord. Serves 4-6. From: *The Galley KISS Cookbook (Keep IT Simple S----)* by Corrine C. Kanter

Dottie Henderson
 BRIGADOON II