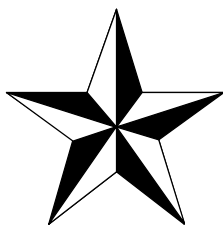


PDQ Owners Association (POA)

NEWSLETTER

Spring 2001



COMMODORE'S CORNER

THE COMMODORE

From the Commodore – (or “Where in the World is Colin Swithenbank?”) We crossed back to the U.S. on Sunday March 25th, motoring most of the way from the Abacos, in order to catch the weather window. Now we're headed north on the ICW and hope to reach home in 3-4 weeks. It's nice to have TV again, but the programs haven't improved any.

Colin Swithenbank
Commodore

THE VICE COMMODORE:

As you can see, Colin and Ruth are headed home; however, I still have the pleasure of preparing this issue's Commodore's Corner address.

A few notes from Annapolis: The Third Annual Spring Multihull Expo will be held May 18th through May 20th from 10am to 5pm. Chesapeake Catamaran Center (CCC) expects the new building to be completed some time in May and they are hoping to be moved in by the Multihull Expo on the



Louise Sasine at the helm of CAT A TONIC, Hull # 36074 in Roadtown, BVI. At the time this picture was taken she was doing 10 knots in 18 knots of wind off Virgin Gorda with only the spinnaker flying.

18th. CCC has also revamped their web site www.chessiecat.com. Let them know what you think and if you are encountering any problems. CCC will also be working the Bay Bridge Boat & Yacht Show on Kent Island from April 26th through April 29th and they always need new listings. If anyone is considering selling their PDQ, contact CCC so you can have the benefit of being in the Spring Multihull Expo.

We only had limited response to our “Gear Survey”. I'm sure there are

many owners who could provide a wealth of information – particularly those returning from the south. So, please consider responding to the survey posted in the last newsletter concerning anchors and water makers. If you need a copy, contact me at Rford@sha.state.md.us. I'll compile the results for the Summer Newsletter.

Roger Ford
Vice Commodore

STATE OF THE UNION

From PDQ – Whitby

Well, here we are, with a much expanded product range and a brand new facility. When we moved in here (the office only) between Christmas and New Year, I used to look out into the new shop and wonder how we would ever use all the space, and now since the factory joined us, we wonder if the area is big enough! We currently have 2 Altairs and a Capella completed in the shop. We also have the “plug” for the 42 Antares deck, the first 42 hull, and 3 of the MV 32’s, at various stages of completion. Of course, we still have the old factory space on Charles Street where we continue to do the fibreglassing.

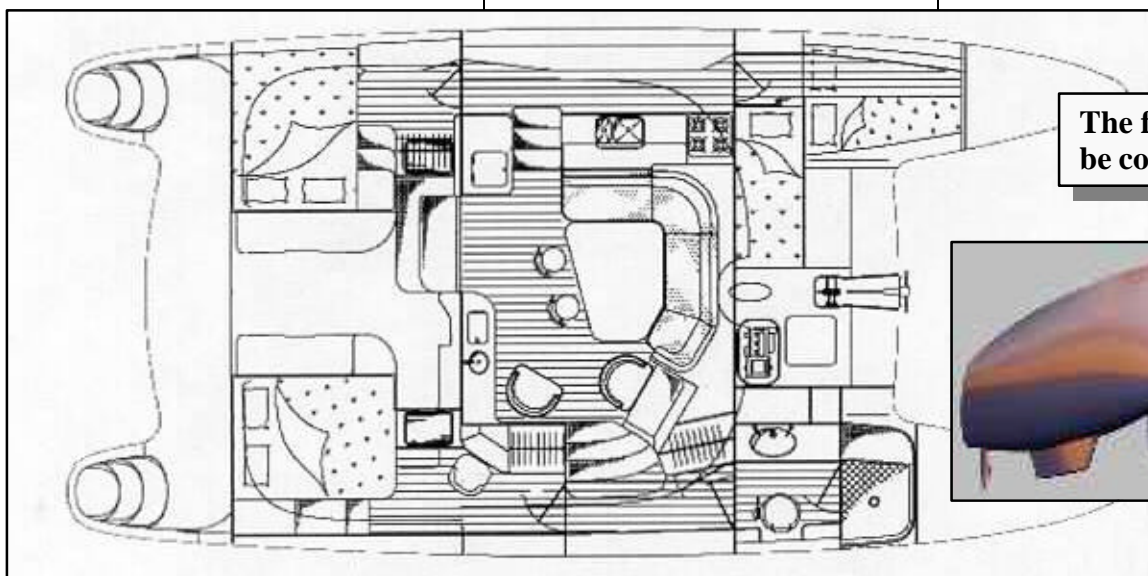
are planning to be in Ontario this summer please try and stop by. We always have coffee on and would love the opportunity to show you the new place.

The Open House was much later than normal this year and was very well attended with about 200 people coming to see us. Again, we were fortunate to have an enthusiastic owner around (Mark Doyle on 36090) who was holding court on his new Capella, *Semi Local*, and had to be rescued at the end of the day. We are very lucky to have such enthusiastic and eloquent owners, who speak as highly as they do about our boats.

I hope this newsletter finds everybody well, those of you in northern climates must be almost ready for a new season. To those of you who were fortunate enough to

NEW MEMBER PROFILE

My wife, Beverly, and I live in Bonita Springs, FL, but I still have a job as the Senior Partner of a 100+ person law firm in Columbus, Ohio. Airline commuting is better in the summer. Having had a place in Naples since 1970, I use to keep a 30-foot monohull here that drew five feet. Some 15 years ago I left sailing for a 42-foot powerboat, then a 58-foot Hatteras YF. Hurricane Floyd took care of the Hatteras at Treasure Cay in the Bahamas. So with insurance proceeds in hand, I decided that I wanted to return to sail and remembering the time I spent aground on the West Coast of Florida determined that I would try a



The first PDQ-42 will be commissioned soon.



Since the move we have also attended the Miami Boat Show and hosted an open house in March to show off our new “digs”. The Miami Boat Show was a great success and we saw a lot of familiar and sometimes unfamiliar (Lee Henderson grew a beard ☺) faces and were very fortunate to have been able to use Donna and Bill Cook’s Capella *Whiskers* (36085) as the showboat.

Presently, the order book is bulging and with 5 - 42 Antares and 5 - Mv 32’s on order. With additional orders expected soon for the Capella and Altair, we are looking forward to a busy summer and fall. If any of you

have been cruising over the past few months, please drop us a note to regale us with your sailing/boating experiences.

Once again, we are in dire need of photographs! We have redone (or as David Weatherston, our Advertising Agent, might say, “created”) a jewel of a website and would love to put more photographs on the site of our owners sailing or anchored in exotic locales.

All our best to everybody –
Rory Guinness
PDQ Yachts

Catamaran. I went to Annapolis and found CCC, where Todd indoctrinated me on the PDQ.

PDQ delivered hull 36087 to Annapolis the last week of October. From there, with assorted crew, I moved the boat to the Bahamas where it is in service with Mike Houghton at Sail Abaco. My plans are to use it during season about a week a month and in off-season for longer periods of time. One major reason it is in charter is my belief that Mike will keep the boat in better shape than I would.

Jim Hughes
GOODBYE COLUMBUS

PDQs CRUISING TO THE CARIBBEAN

In recent months there has been a good bit of interest expressed in getting together a number of PDQs for a trip to, and through, the Caribbean. Some are talking of putting together our own "1500", while others are more interested in trying the "Thorny Path". Spring is almost here and it seems to be time to begin to coordinate things, putting together interested owners and their ideas for the fall. *Someday Soon*-with the Bartholets aboard will be setting out for the Caribbean around the beginning of November (one way or another, from somewhere or another) and would be happy to hear from others with the same general idea. There seem to be at least 5 or 6 PDQs already very interested. As we are presently home-based, it is easy for us to be a contact point; we can, and will, pass along information as it comes in to all interested parties. We want to hear ideas, and plans, travel dates preferred, and dates and points of departure. We are also particularly interested in determining the number of boats wanting to try the direct route via Bermuda, Vs the slow trip via the Bahamas. We ourselves are still reading all we can, talking to any and everyone who has tried either route, and we continue to search our own "souls" as to what is right for these two particular sailors. Please "share":

E-mail:

wbartholet@coastalnet.comou

Phone no: 252-249-0331

snail mail address P.O. Box 587,
Oriental, N.C.28571.

Thanks!

Bill and Carolyn Bartholet
SOMEDAY SOON

PDQ AND HEAVY WEATHER SAILING

In response to a question on the owners Bulletin Board, Jack Coulter related the following story about his

PDQ Owners Association (POA)

taking "MOJO" (PDQ 36078) down to Man-O-War in the Bahamas.

We left out of Beaufort Inlet (NC) on Saturday evening, October 21st. It's a trip I've made several times, but this time I was accompanied by two other boats that I had sold through our brokerage in the past 8 months. One boat was a Victory 35 cat and the other an older 37-foot Hunter monohull. We had the smoothest Gulf Stream crossing I've ever had! We actually went due SE. My normal trek is to go straight across the Gulf to get it out of the way, then turn south on Longitude 77. The first 24 hours were NE winds at 8 to 10 knots with seas around 6 feet, and the stream was only running about a knot and a half. We got Herb's 1600 report on Sunday and the tropical depression that was supposed to move out stayed in place. Synopsis for the next three days... gales, seas 18 to 20 feet and NE winds 28 to 30 knots and gusting. With two rookie boats and crews this was not a comforting situation. We decided to trod on rather than try to run back across the Gulf (which now had 50 knots of wind). Everybody got down to a double reefed main and a hankie for a headsail. The PDQ was spectacular! We ended up having to "heave to" each day for 3 hours to wait for the other boats to catch up before dark. Under just the double reefed main and the headsail all the way in, the boat hove to like a dream. I had one crewmember with me and we ended up cooking dinner and taking a nap while waiting for the other two boats - completely comfortable with all that was going on outside. I had a 12-foot Par-a-Tech sea anchor with 450 foot of rode and chain but never even thought about deploying it. The only problem was the fact that the forward berths were quite noisy in these conditions. My aft cabin is unfinished, so we stuck an inflatable mattress in there and "hot bunked" it quite comfortably. We arrived at the Man-O-War North Channel on Wednesday at noon and surfed through (not recommended) on a 20 footer. We docked at Marsh Harbor Marina around 1400 and will keep the boat there until April (then north to

Bermuda). Any doubts or misgivings I had about the PDQ are totally gone; it performed like a dream! If we had not felt responsible for the other two boats, we would have been there on Tuesday afternoon since we were moving at a constant 11 to 12 knots with those wind conditions. My big surprise was that the ST4000 Autopilot handled these conditions with no problem. The other two boats also had Autohelm 4000's but they could not handle the seas and had to virtually hand steer for three days. Again, we had certainly not planned for three days of gales and, like everyone else, went on the up-to-date weather forecast; but as many know the weather prediction is subject to change! The skipper of the Victory 35 is a 767-airline captain and he also looked hard at the weather before we set off! My crewmember is a very traditional "blue water" sailor (Tayana 37) and all he could say about the PDQ was "What a boat! --And I have to agree.

In response to some questions, Jack provided some additional details:

We were quite surprised that it "hove to" in this configuration with constant wind at 28 knots and gusting to 34-35 knots. While waiting for the other guys to catch up, we had plenty of time to experiment. I hadn't had the vessel in any condition that I would have to "heave to" (and really didn't want to be in this case!). With just a little head sail (about 3 feet) unrolled and back winded, it seemed to be just enough to push the bows on around, go into a 360 and a jibe; but the double reefed main put her solidly "in irons" and rode very comfortably. Again, maybe this was just ideal conditions for this set up. Even though the seas were very high, they were big easy "rollers". About every 15 or 20 minutes we would get an occasional wave break on the side, but other than the noise and washing the decks real well, no problems.

In discussing things with my crewmember over a beer in the Bahamas, (everything looks better on land) we should have rigged the drogue. Somewhere on board, I had

buried a 5-foot drogue. If we had rigged this from a bridle and a couple of hundred feet of rode from the stern, we could have slowed the boat down to a comfortable level. Instead, every time we got the boat up to around 11 or 12 knots, we would roll the little bit of headsail back in to slow down. This slowed the boat down, but it handled and steered so much better with just a small amount of headsail out, the drogue would have probably compensated for this and we could have kept some headsail out to balance the boat.

Jack Coulter
MOJO

SAVE THE ENDEVOR!

A cold front was blowing through the anchorage. Since the weather wasn't very nice I was lying in my bunk reading. I glanced up and looked through the mini-side port of the stateroom to see a wall of fiberglass--- a boat much too close! I jumped out of bed and rushed up on deck, calling to Lee as I passed, in time to see the boat slide past the port side about 10 feet away. It wasn't just any boat, but a brand new Endeavor Trawler Catamaran, which for this report, I'll rename *Heaven's Aweigh*, blowing downwind sideways while dragging it's anchor.

Lee and I jumped into the dinghy and chased after the sliding yacht. Several other cruisers had already arrived and reported the boat locked, power off, and the anchor rode disappearing into a now immovable electric anchor windlass. No second anchor could be found and *Heaven's Aweigh* continued dragging, endangering the next cruising sailboat anchored just astern. I held the bow of our dinghy, *Nessie*, perpendicular to the bow of the Endeavor while Lee gunned the 3HP outboard. It might not have been a big motor but the little Nissan was just enough to push *Heaven's Aweigh* clear of a sailboat now close alongside us: we were a toy tugboat with me the bow bumper.

Once clear of the anchored sailboat Lee and I climbed on board

the Endeavor to try and help stop the dragging. A thorough search finds no spare anchor, still no power, no VHF, and of course no crew. Moreover the rock breakwater of McAuther Causeway loomed incrementally ever closer. Lee and I finally jumped back into *Nessie* and raced back to *Brigadoon* to get his spare anchor. We hauled the Danforth on deck and snaked up the chain and rode, then Lee jumped down into the locker to untie the end of the rode. I can tell you anchor, chain, and rode all in one package is a heavy and awkward load to be muscling down the side of the boat and into the bow of a dinghy. Revving up the trusty Nissan we bounced back to *Heaven's Aweigh* and handed the end of Lee's anchor rode up to the waiting hands on the foredeck. Then we turned around and motored back into the wind to pay out the anchor. I might mention here that Lee has some unique enhancements on his anchor rode. His length of anchor chain has a large and heavy knot of smaller chain in the center: a home-made anchor sentinel. The shackle, which holds the rope rode to the chain, is chafing through one side of the thimble spliced into the end of the rode. So Lee has tied an overhand knot in the rode at that point so that the anchor shackle rubs against the sound side of the thimble. As the crew member who was paying out the anchor and rode, hand over hand to keep it from chafing the side of the dinghy, with the choppy waves of the wind wracked harbor slopping over the bow, I kept discovering these innovations by surprise. Finally I reached the anchor and heaved it over the side of the dinghy. *Heaven's Aweigh* came to a gentle halt. Lee and I climbed back aboard to consult with the other rescuers: the most notable was AJ, who owns the huge Chris-Craft motor yacht moored in the center of the harbor and also John Knight from *Algoma*, which was anchored on the far side of *Brigadoon*.

Heaven's Aweigh hadn't finished traveling. We didn't need compass bearings, we could see we were slowly sliding along the length of the shrimper moored close to starboard. After a hurried conference, John raced

back to *Algoma* for a portable VHF, and AJ jumped into his dinghy to zoom over to the nearby (very nearby at this point) Miami Motor Boat Club to call the Coast Guard. In the meantime, Lee hopped into *Nessie* to try and catch the Coast Guard vessel that was giving tickets to jet skiers way down the harbor by the Miami Yacht Club. I remained on the foredeck of *Heaven's Aweigh* to contemplate the steadily larger and closer causeway rocks. SeaTow finally managed to make the promotion in my esteem as a preferable option. I had progressed to the point where I was selecting the actual rock I planned to jump on to with my bare feet, when Lee returned leading the Coast Guard. The three man Coast Guard crew were in a 27-foot Boston Whaler with twin 200 HP monster Mercury outboard engines on the transom. I figure salvation has arrived. With no radio I engage in a shouted description of the slow drift, and AJ returns to volunteer his vessel as a place to tie alongside, if the CG would tow the Endeavor back to the center of the harbor. The 27-foot Coast Guard vessel tells us he's too small! Imagine what Lee thinks of his 3HP Nissan now! Instead the Coast Guard crew radios for a bigger vessel and passes a new towline to hold *Heaven's Aweigh* in place while we wait for a 41-foot cutter.

After 10 minutes the cutter arrives with a chief mate at the wheel, a younger leading seaman managing the deck, and four youngsters, two boys and two girls. More shouts, accompanied by the realization that the hand held VHF now delivered by *Algoma* isn't working: the battery must be flat. Using only the throttles the chief eased the cutter alongside and the children pass lines at his command: #1 bow, #2 aft spring, #3 forward spring. The lines are massive and will only fit when the eyes are led completely over the Endeavor's cleats. The chief starts to apply power, but he's forgotten the #4 line at the stern and the prop wash kicks the cutter's stern away. The kid just across the rail on the cutter won't give me #4 line without orders: more shouts and finally we are lashed securely to the

cutter's side ("on the hip"). Next Lee and I rush to the bow to haul in his anchor as the 41 footer eases both boats ahead. Lee now has an opportunity to explain about all of his anchor rode enhancements as we struggle to lift them over the Endeavor's small bow roller. Then we pull up *Heaven's Aweigh's* anchor, which we bundle up in a muddy pile on the now mud encrusted foredeck. Finally we are towed to AJ's Chris-Craft, where the chief eases us gently up to the side. Lee and I have gotten out all the bumpers and dock lines we can find, and are scrambling with AJ, who has returned to his Chris-Craft, to fender and lash the two unfamiliar boats together. Finally the chief bellows to his children to hop over the side and help us "make up the "friggin'" lines" At last *Heaven's Aweigh* is secure. The Coasties engage in another round of "cast off #4, cast off #3" etc, then motor off with lots of thank yous all around, leaving instructions to have the captain of the endeavor to call the Coast Guard Station.

Two hours after dark, four hours after we lashed *Heaven's Aweigh* to AJ's boat, the Endeavor captain and his first mate show up, beer bottles clutched in their hands. We shout a brief recitation, ending with the Coasties admonition to call the station. The first mate is kind enough to shout a thanks over her shoulder as her captain turns his dinghy around to slink back to their rescued boat. We never hear from them again, nor do we hear them call the Coast Guard, and when we left two days later they were still tied to AJ's Chris-Craft.

The moral: buy anchors based on the boat's beam (Bruce has a very interesting table relating boat beam to anchor size), use lots of rode, and stay aboard in deteriorating weather! With enough scope *Heaven's Aweigh* probably would not have dragged. As for Lee and I, we need to remember to dress in old clothes and to grab freshly charged handheld VHF before rushing off to a rescue.

Rick Gordon

PDQ Owners Association (POA)

Rick is the Previous owner of *SMAY* (36006) and crewing aboard *Brigadoon II* at the Miami Boat Show

Captains Footnote: I did get a thank you note a few weeks later from the Endeavor's captain expressing his gratitude. He asked John Knight aboard *ALGOMA* to deliver it, as he didn't know who his rescuers were.

NOTES FROM GEORGETOWN

Part I

Twelve PDQ owners and former owners gathered at the beautiful home of John & Suzanne Pew of *Dementia* near Georgetown, Exuma, for good times and good food plus a spectacular view of Elizabeth Harbor with over 400 boats gathered for the Cruiser's Regatta. Attending were Merle & Jan Larson from *Prairie Dream*, Colin & Ruth Swithenbank *Cadenza*, Don Wilson *Next Exit*, Rich Tanner *Feral Cat*, Chet & Sharon White *Allez Cat*, and Craig & Mary Farnsworth *Rum Tum Tiger*. Getting to *Watercolours*, the name for the Pew's new home, was a real experience with 10 of us jammed in "Taxi 12" bumping over coral roads. After hors d' oeuvres provided by Don & Rich and a wonderful dinner, plans were made to race *Feral Cat* in the regatta. Everyone here is enjoying the beautiful crystal clear turquoise water, the warm sunny breezes, the white sand beaches, and of course our PDQs. Those of you who haven't experienced this wonderful paradise should consider coming this way if you ever get the chance.

Part II

Here we are hanging out (literally), in Georgetown on the hook, a 35lb Delta anchor with 150ft (using 75) of 5/16 hi-tensile chain and a nylon bridle. We are anchored in 6ft of water near town and the bottom here is sand with good holding. It is only a short dinghy ride to town, which is nice when the winds pipe up, as we don't

have to cross a choppy bay. Several other boaters walk around town with "dinghy drawers" wet from the ride to town. The past two days have been dead calm, sunny clear days and we are now paying our dues. Winds today built to 42kts with an approaching cold front and clocked from SW to NW with the frontal passage. The rains came (welcome rain for the islands) and it is now cloudy, windy, and cool (70's).

We have met many boating friends from previous trips and are making new ones. It seems we are "all in the same boat" down here. We even checked out a new restaurant the other night called "Cheaters" with Craig & Mary Farnsworth on *Rum Tum Tiger*, a 40-ft French built Catana catamaran. They are from Sodus Bay, NY, North of Syracuse. The food was great and the guys even got a wild ride in the back of a pickup by the Bahamian owner.

Tuesday morning: the sun is shining brightly again with some of that cool Canadian air. Only in the 70's today.

Part III

We had a great time racing *Feral Cat* in the Regatta Inner Harbor Race and the Around Stocking Island Race but got creamed by the larger multihulls, particularly the Catanas. We did manage to beat an old Gemini in the inner race for 5th of 6 boats and 5th of 5 boats in the round the island race. To be fair I think the PHRF numbers were way off with *Cisco Kid*, the 42 Lagoon, start just 2 minutes behind. It was a beat into 25kts and 4-5 ft seas around the island and a beat into 15-20 kts on the 2nd leg of the inner harbor race. Aboard were Don Wilson, Captain Rich Tanner, Merle Larson & yours truly.

The weather throughout the week of the regatta was great with sunny skies, 80's, and SE winds 0 to 25kts. Incidentally the dates for next year's regatta is Mar15-Mar22. A website for the regatta is www.ornot.com/regatta

Chet & Sharon White
ALLEZ CAT

WHAT'S IN A NAME?

One blustery, candlelit evening three PDQ couples were musing after dinner on the origin of certain boats' names. The Hendersons told of choosing the name *Brigadoon* because it is the magical place where time stands still and all is serene---as long as you don't leave; so tells the Lerner and Lowe musical which is set in Scotland. Lee and Dottie are Scottish, you know. Isn't that the way many of us feel about being aboard our boats?

The Knights explained that their boat, *Algoma*, is named for her family's farm. According to Mary's information, *algoma* supposedly means "fields of flowers." Again, a peaceful, pleasant place to be.

The Martins are often asked about their boat's name, *Distant Music*. Mike chose it; it's from an old lover's toast -- "to ancient knights & distant music." Marya adds that Mike's been her "knight in shining armor" for 35 years; he's still chivalrous and his silver hair does give him an ancient patina. Also, you'll probably hear music as you approach the Martin home; they especially enjoy listening to light jazz. And they've certainly followed the Siren's song, beckoning them from Idaho to the sea. The Houghton's have a PDQ 32 named *Trinket*. Margaret told me that a couple of years ago, Mike asked her what she wanted for Christmas. She replied, "Oh, just some little trinket." She was and is thrilled to have a boat of her own, but she kindly shares it with Mike -- as long as he's good.

Reader, what prompted your boat's name? Surely the name is special to you and there's a story behind it. Please share it with other proud PDQ owners by sending an E-mail to:

Lee & Dottie Henderson
LeeHenderson@worldnet.att.net

Mike and Marya Martin
DISTANT MUSIC

PDQ Owners Association (POA)

FLORIDA ADVENTURES

After 3 months of moving, moving, moving, I made my first goal. New Year's at Marco Island.

After Christmas dinner with some folks in Vero Beach, to which, naturally, I contributed the wine, I blitzed across the Okeechobee Waterway, looking for "gators"---unsuccessfully, I might add. I then met some folks in Stuart who helped me to a mooring, then had me over for "a" beer, which lasted well into the evening---nice people who I'm not sure will ever leave their spot. At the last lock, which only opens every four hours, I discovered Al and Michele from Nova Scotia, on *I Cool Cat* (PDQ 36004). We must be getting along as we're still hanging out together, although they have taught me that I have a drinking problem: I can't keep up.

I made it to Marco on the 30th. What a sight! 7 PDQ's in front of the Henderson's house and their neighbor's. 3 more came in the next day. With 36 feet by 18feet of boat, it tells you what their homes are like. Had an excellent New Year's party, I even stayed awake. On New Years day we had a boat parade with 9 in attendance, through Smokehouse Bay and out under the Jolly Bridge with a newspaper editor on *Brigadoon II* and a photographer on the bridge. Later in Flamingo I met a cruiser who had been anchored in the bay and he was much impressed. After staying at the Henderson's long enough to remind me of the adage about fish and guests after 3 days, 3 of we PDQ's headed down the West Coast on the outskirts of the Everglades, anchoring in lonely rivers. I took one extra day to replace mainsail batten pockets, which had been smashed in some rough weather on the Chesapeake. Naturally it was a full day's job when the installation instructions turned out to be incorrect.

Next, after rounding East Cape, the southernmost stop in the continental U.S. we got to Flamingo, a serious canoeing and hiking place in the Everglades. Immediately after checking in, I took a boat tour into the

'glades through the mangrove swamps. The first wildlife I spotted was one of the only 800 American crocodiles. The rest of the tour up was uneventful but I learned about the flora. Coming back to the dock we passed a 10-foot croc swimming around. In the late afternoon I walked to the ecopond and finally saw alligators up close, as well as hundreds of magnificent birds. An enjoyable stop, especially when I discovered that they had the lowest gas prices in Florida.

Now we are at Marathon, one of those places where cruisers stop and don't depart from. Long scruffy beards and earrings everywhere, and you ought to see the men! I went out fishing on *I Cool Cat*. Fortunately dinner had been purchased. I've told those who asked where I was going, that I was looking for sun, warmth and clear water---finally found at Sombrero Key. But keeping in the spirit of this year, Wednesday set a record low for the Keys. We plan on heading to the Dry Tortugas tomorrow. This is being written at an outdoor table a few feet from the laundromat. Not a cloud in the sky or a ripple on the water, boats at anchor everywhere. Neat people I've met; haven't made but one meal for myself in a week.

I almost can't remember the cold...

Don Wilson
NEXT EXIT

FITZCAT UPDATE

Tiki bar etc. The golf course is across the street. So we have relaxed and have gone to the pool each afternoon. We continue to meet new people and enjoy. Carrie and Paul (Don's daughter and significant other) came and spent a week with us. We took them to Bahia Honda to anchor out and explore, to the Keys train museum, and went to Key West. Now if you have never been to Key West, this place is a real trip. It is quite eccentric and laid back. At sunset every day, there is a big celebration on the wharf. Just before sunset, locals and tourists gather at Mallory Square to celebrate the setting of the

sun. There is much entertainment such as escape artists, jugglers, fire-eaters, dog and cat acts, and many more. These folks just come to entertain, but they do hope you will offer a tip. In addition, there are local crafts for sale; T-shirts, paintings, candles, and more. We went both nights that we were there. Key West is very liberal and reminds me a lot of the 60's. It is very environmentally conscious, and in contrast to many other Florida cities, they will not allow high rise condos and hotels. There is the touristy part too--along Duval Street, where there are a million T-shirt places mingled in with places like Jimmy Buffet's Margaritaville, and Sloppy Joe's bar where Earnest Hemmingway spent a lot of time. We also went to Earnest Hemmingway's home. All and all it was great fun. We had a nice sail back to Marathon until the wind shifted and we had to motor. It is much more rewarding to sail here--we don't have to worry about the crab pots unless our motors are running.

Diane and Don Fitzgerald
FITZCAT

Editors Note:

Thanks to all that contributed to this newsletter. Without them there would be no newsletter. We need more pictures!!! Articles are always needed, but pictures add a special touch.

Dottie and I will be heading up the East Coast in BRIGADOON II this summer. We depart Marco Island the first week in May and plan to be back in November. We intend to sail the Great Lakes and be back in Annapolis in October for the boat show and POA Annual Meeting. Since we will be gone, the summer newsletter will be produced by Roger Ford in Baltimore. I intend to help him on my way through in July.

Since we will be gone sailing until Fall, please send material for the Summer Newsletter to Roger Ford:

EEmail: rford@sha.state.md.us

Thanks again for all your help.

Lee and Dottie Henderson

BRIGADOON II

Points of contact until November

BOAT cell phone: 941-571-7143,

BOAT Email: LHHenderson@pocketmail.com

FROM THE GALLEY

CHICKEN MARSALA

6 boneless skinless chicken breast halves
1 tsp. chopped garlic from ajar
8 fresh mushrooms, sliced
1/2 cup Marsala wine

Pound chicken pieces until very thin and double in size. Saute the garlic and mushrooms in a large sprayed non-stick skillet over medium heat for 2-3 minutes. Remove mushrooms.

Cook chicken pieces 2-3 minutes on each side. Remove the chicken and keep warm. Add mushrooms and Marsala to the pan and heat for one minute. Place chicken on a serving plate and pour mushrooms and pan juices over.

Dottie says: white wine and canned mushrooms could be substituted for the Marsala and fresh mushrooms. Sprinkle some parsley on top before serving for color.

Calling all galley cooks: Please share your recipes so we can all enjoy. Hand printed or by E-mail---any way!

**Lee Henderson
686 Thrush Court
Marco Island, FL 34145-1932**