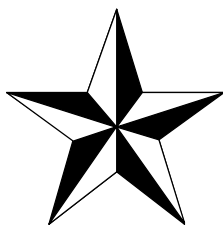


PDQ Owners Association (POA)

NEWSLETTER

Summer 2001



COMMODORE'S CORNER

Ruth and I have finally returned home and would like to thank Roger for taking care of the association needs so well in our absence.

We had a great winter as usual and managed to get as far as the Ragged Islands (within about sixty miles of Cuba) at the southern end of the Jumentos. We attended two PDQ get-togethers in Georgetown. The first was lunch at Cheaters with Dan and Sally Hofman *Duet*, Joe & Amy Lockley *A-Tack-Cat*, Sharon & Larry Duhaime *Lead Free* and ourselves *Cadenza*. The second was dinner with ex-PDQ'ers John and Suzanne Pew, formerly-*Dementia*, who now live just north of Georgetown. That get together included Richard Tanner *Feral Cat*, Don Wilson *Next Exit*, Chet & Sharon White *Allez Cat*, Merle & Jan Larson *Prairie Dream*, and ex-PDQ-ers but still POA-ers Craig and Mary Farnsworth *RumTumTiger II*. We also managed a few minutes with Mike Houghton in Marsh Harbour.

We saw occasional strong winds, which allowed us to measure anchor rode

From left to right is Kia Orana (the Wood's PDQ 36076 near), Distant Music (the Martin's PDQ 36075 far), and Anagyri (the Scharf's PDQ 36043) at the Scharf's dock in Deltaville Virginia.



From left to right is Liz Wood, Marya Martin, Nici and Jurgen (friends of the Scharf's visiting from Germany), Mike Martin, Dick Wood and Len Scharf on Len and Blanche's back porch doing what PDQ owners do best, rendezvous and party. Blanche is not in the photo because she is taking the picture.



tension for Cadenza, which is written up elsewhere in the newsletter.

News from PDQ

The best selling boat from PDQ is the MV-32. The construction of hulls #1 and 2 of the new 42' Antares are proceeding well and both are planned to be complete for the Annapolis Boat Show, one at the show and the other at the CCC docks. As previously reported, five have already been ordered. The 36' Capella is selling well with current delivery dates of next May for new orders.

Annual Meeting

We have made the decision to hold the Annual Meeting at our usual site – the Fleet Reserve Club on the docks in Annapolis. The alternative was the beautiful new Chesapeake Catamaran Center building on 3rd St. but that is not yet quite complete and it is not certain that there will be enough room for the numbers we expect.

So.....Come and join the fun, get all the latest PDQ news from Simon and meet all your PDQ buddies at the 2001 POA Annual Meeting at the Fleet Reserve Club in Annapolis on Saturday October 6th at 7 PM. Visit with Rory and selected accessory representatives. The food will still be buffet style but the menu will be substantially improved over previous years. The new menu will be:

Hawaiian chicken
Fettuccine Alfredo with shrimp and scallops
Carved roast beef
Vegetable du jour
Served Salad
Rice
Rolls and butter

Please complete the attached Reservations Form provided at the end of this newsletter. Note that we have increased the cost to \$20 per person (which we charged prior to last year) to offset the added cost of the new menu.

Chesapeake Catamaran Center

The new Chesapeake Catamaran Center building will be complete soon and John Farrow has invited POA members to join him to celebrate the opening

with a "beer bash" which will include free beer and snacks. Join us at 7 pm. on Friday October 5 at the new center on Third Street. Either take the water taxi or walk over the bridge, left at the traffic light then left on Third Street. If you couldn't get through the crowds to see the new Antares at the Show you will be able to see hull #2 at the CCC dock.

NEW OWNERS PROFILES

Chris and Nehama Randolph

I am a neuropsychologist here in Chicago, and I live with my wife Nehama and our four children (ages 7-13) in a house in the city (one block from Wrigley Field). I grew up on the coast of New Jersey, and have been sailing my whole life, but always in monohulls.

I lived in the DC area for about 5 years when I was working at the National Institutes of Health, and fell in love with the Chesapeake Bay. A few years ago, on one of my routine visits back there, we chartered a PDQ 32, and I was really impressed. I began looking earnestly at catamarans after that, and did a lot of comparison shopping, and some additional chartering. The more I looked, the more firmly I became convinced that the PDQ was the boat I wanted.

I was initially thinking that I would prefer the 36 (given the number of kids that I have!), but really preferred the layout in the 32 with the aft cabins and the panoramic view from the saloon. We figured that the boys could bunk on the fold-down saloon settees, and that the 32 would be easier for me to singlehand when need be.

For a while, we perused the used market, but the boats seemed to hold their value so well, (even when they had been pretty beat up!) that there were very few of them on the market. I eventually decided to go with a new boat and get it exactly the way I wanted it.

The folks at PDQ have been terrific to work with, and it was always a pleasure to call and talk to them; particularly Debbie and Rory. My wife and I were

PDQ Owners Association (POA)

up in Whitby last weekend to test our new 32 out (32047 - *Folie a Deux* - [a psychiatric term meaning a delusion shared by two people]), and had a great time. I am going back in two weeks with my two boys, my father, and my best friend to sail her down to the Chesapeake, where we will keep her in the Castle Harbor marina on Kent Island. I can't wait!

We are keeping her in the Chesapeake because the season is twice as long and the cruising is much easier and more interesting than on Lake Michigan. In addition, I am planning on moving her down to Florida in the winter (at least every other year) for brief cruises to the Keys, Bahamas, Cuba, etc. It's actually a quick flight from O'Hare, and the marina is less than 40 minutes from the BWI airport. My dad still lives in NJ, and he can look after the boat and get some extra sailing in himself. So even if this plan seems a little nutty (hence the boat name), I'm hoping it will work out pretty well and I'll be able to get more sailing time in than if I kept it in Chicago.

Look for us on the Chesapeake this summer, and we'll hopefully meet some more of you discerning PDQ owners at the Annapolis Boat show!

Bob & Cindy Johnson

We are both retired, My husband retired after 34 years with the General Electric Co., and I retired from an Administrative Assistant position with the town of Rowley. We picked the PDQ because they are easy to sail and we have limited experience. We did have a 12-ft Aqua Cat. We were going to name the boat Knot a Clew based on our limited sailing experience but, decided one day we may know what we were doing so we changed it to Knotty Cat.

Al Kayser

We live in Fort Myers, FL. Our cat, Hull# 008, (we named her *Catatude*) is docked in front of our home on the Caloosahatchee River approximately 2 miles west of the Franklin Locks. We welcome any other members that are passing by to stop in to say hello. We love the boat and look forward to cruising.

Mike & Joan Harris

Alisios is a PDQ 36 LRC tall rig, hull # 36082. We were first introduced to PDQ in 1998 when my parents (Jerry and Carole Harris) bought their Altair classic *Midori* #32032. After touring the PDQ factory that summer, I was impressed with the workmanship and personal treatment at PDQ. We ordered #36082 in late 1999 and took delivery in June 2000. After 4 weeks of sailing Lake Ontario, the Trent-Severn Waterway, Georgian Bay, The North Channel, Straits of Mackinac and finally Lake Michigan, we arrived home on the Grand Traverse Bay, Northern Lake Michigan on July 28, 2000. Our children, Ben (12), Sammie (10) and Kathy (8) have really taken to cruising and navigating the day's course. Once the lake melts, we look forward to our first full summer of leisure cruising.

This year we began home schooling with the intent to spend more time sailing and exploring as a family. At some point in the future, we hope to sail to the Caribbean (and maybe back).

Michael & Kim Penman

We purchased our boat a PDQ36 (36049) from John and Suzanne Pew. They were really wonderful and answered a lot of questions that we had. We renamed the boat *Amarula*, which is a South African liqueur, as it is Kim's favorite drink. It is relaxing, kinda like our boat. We are based in Sarasota Florida and keep our boat at Long Boat Key Marina.

Kim is from West Virginia and I am originally from South Africa. She is a physician practicing internal medicine and has her own solo practice here in Sarasota. When she is not sailing she "competes" in triathlons around the area. Kim grew up in West Virginia and then moved to Atlanta. She did her internship at Emory University, and practiced medicine by herself and as an ER physician before moving to Sarasota.

I run a software and application development company here in Sarasota, and have no real marketable skills. I am an entrepreneur by trade and have the Atlanta Bread Company (a small franchise based out of Atlanta with

about 120 stores) as a claim to fame. My previous life was as a tennis player on the ATP tour.

Kim had never sailed until we met and I took her for a sail on our Nacra 6.0. She loved it and insisted after reading cruising world that we buy a big cat. We were looking for a low maintenance coastal cruiser and the obvious choice was PDQ 36. I have been sailing since I was about 10 years old. First on windsurfers and dinghy's and then strictly beach cats from about '94. Kim and I do long distance racing on our Nacra 6.0 and have a 3rd place finish in class in the Miami Key Largo to our credit. We are planning on doing some cruising in 2003 and will see how we like it.

Matt and Debbie Ales

I'm a mechanical engineer and Debbie has a degree in computer programming but has been working in other areas for the last few years. We currently live 3 hours from the boat in Amherst, VA, so our near term plans are to sail it on the Chesapeake on weekends and vacations. We hope to move closer to the coast within the next year or so. Eventually we would like to head south with the boat to Florida and visit the Bahamas. We have thought about living aboard at some point but have not really decided yet.

Auspicious PDQ32025

WHAT'S IN A NAME?**Kia Orana**

Shortly before buying our PDQ 36 we went to the Cook Islands to help with medical problems under a program run by Global Volunteers. (Liz is a family physician.) While there we learned a little bit of the language that the Maori's use, especially the phrase *Kia Orana*, pronounced *Key Or-Ahna*. (The New Zealand Maori's say *Kia Ora*, a name we have seen on another boat.) It is an expression that is widely used to mean everything from "hi" or "hello" to "you're welcome", but a student of the language explained that the true original meaning is a wish that the hearer have a "long and healthy life". We found this latter meaning to be most appropriate for a boat upon which we hope to spend a long and healthy time,

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indeed a boat that can contribute to our health and well being.

Dick and Liz Wood - PDQ36079 *Kia Orana*

Neshamh

Neshamh is a Hebrew word. Doug, the gentile in the family, gets credit for researching and deciding on the name. A simple modern translation is SOUL. But the history behind it is actually Biblical. When, in theory, man was a lump of clay, it took the breath of God, a wind with spirit and soul in it, to bring him life. This wind that brought life to man was called *Neshamah*, and hence the modern *Neshamah* being your soul. And since the wind brings our boat to life and allows our way of life as live-a-board/ cruisers... he thought it was appropriate. Plus our boat has a lot of soul! I thought it would be fun to acknowledge my Hispanic roots and call the boat *Casa de Neshamah* (House of Soul) as a Hebrew/ Spanish hybrid... but Doug thought that was over the top.

Doug Vibert and Cindy Wallach – PDQ36003 *Neshamh*

Note: Congratulations to Doug and Cindy! They were married in May and plan to start their dream of cruising south in October.

Doublevision

We sold both cars, our condo and 90% of what we owned and have left the Northwest. We are temporarily in Michigan, eagerly awaiting the "birth" of our PDQ-42 and permanent home!!! (Hopefully by mid-Sept!!) We are hull #2, and have ALSO named it *Doublevision*, as the original PDQ-36 *Doublevision*

was renamed by the people who bought it. So *Doublevision* lives... good thing, cuz *DoublevisionII* is fairly redundant!

We came up with the name for several reasons: *Doublevision* because of the two hulls, the owner/couple who share a vision, a GREAT song by the 70's group *Foreigner* to be played when entering or leaving a port, and mostly-it's what we get from too much *Kalik* or rum!!!! (Our last dingy was named "Squint"... the dingy for the new boat has a CLEAR bottom, so we are still

working on that name!!! Suggestions accepted....)

Hope to see you all at the Annapolis boat show... ON the boat!!!!?

Pete & Amy Brubaker – PDQ42002
Doublevision

ANNAPOLIS AREA YAMAHA DEALERS

We recently learned of two recent additions to the Yamaha dealers on the Chesapeake. One is Sarles Boat and Engine Shop on Spa Creek in Annapolis. It is located just beyond the lift bridge, on the port side going up the creek. Phone number is 410-263-3661. They do not sell just the engines, but are an authorized repair facility. We found them most helpful and knowledgeable, but at this time they do not stock much of anything.

The other place is Fairwinds Marine, located on the south side of the Magothy river, near the mouth, on what is known as Cape St Clair. The phone is 410-974-0758. They sell "loose" engines and repair them as well.

Both shops are new to Yamaha, but have long histories of dealing with outboard engines

Dick Wood
Kia Orana

ALGOMA IN MAINE

July 6, 2001

John and I left Baltimore June 24th with my mom, and are now snugly moored at Isle of Shoals on the Maine / NH border. Thank goodness we were able to pick up a mooring, because anchoring would be a difficult. Little room, rocks, and deep water.

Thoughtful people have put down moorings, and it's free, first come, first served. We had a spendid sail, close hauled, from Provincetown, MA., 65 miles, reaching 8 knots at times. That's something for our very loaded boat. But thank goodness for catamarans - the ride was comfortable. Tomorrow we go to Pepperell Cove in Kittery, where we will drop mom off with relatives.

PDQ Owners Association (POA)

PDQ OWNERS GEAR SURVEY

We had a very limited response to the request for anchor and watermaker information. Nevertheless, the following is a brief summary of the anchor gear.

On the PDQ 32's, we had 2 responses. Dave and Shirley Jessup use a 25 lb. CQR with a FX-16 as a back up. They rate the CQR as "Excellent - EXCEPT for mud and gravel. Sharon & Lawrence Duhaime use a 32 lb. Bruce with a 32 lb. Delta as back up. They feel the Bruce is good, except in loose sand, which is when they go to the Delta.

We had five responses from the 36's. Two of those use the Delta as a primary anchor – one using a 25lb. and the other a 35 lb. Mike and Marya Martin said that their 35-lb. Delta works well in mud and sand and held in 40+ knots of wind. Another was Lee and Dottie Henderson who use a Bruce for the primary and a Fortress secondary. Lee says his 15 kelo Bruce (32 pounds) has never failed him in all bottoms and winds up to 40 knots. One time he had three PDQ's rafted on his Bruce in tidal current over 6 knots on the Shark River in the Everglades with no problems. The other two 36's use a Fortress as a primary anchor. Klaus Schmidt uses a FX-16 that he rates as very good – except in grass bottoms. We (Roger &

Our trip thus far has taken us from Baltimore to the Bohemia River for the night, down the Delaware Bay [calm and hot], then on to Cape May, where we decided the conditions were right to keep on going. So, 279 miles after leaving the Bay, we reached Block Island. The good part was that the sea was like a mill pond, the bad news was that we had to motor or motor-sail the entire way. It was Block Island Race Week during our stay, so there were lots of activities to watch. We enjoyed the walking and biking we did there.

On to Martha's Vineyard with a rousing spinnaker run, having initially crawled our way out of Block Island in thick fog. It really is like they say, but having radar sure helps. More walking, riding the local buses and exploring Vineyard Haven, Oak Bluffs and Edgartown. 3 days later we left thru Woods Hole Channel and made the short trip to Onset, MA. Again we had a great sail, enjoying our smooth ride as we watched the monos bobbing in the waves. If you time it right you can get a 4 knot push though this cut south of Cape Cod. Onset was a pleasant surprise. We'd never heard of it, but needed a stop before heading thru the Cape Cod Canal with the tide, and to wait out a front. We were treated to a great anchorage, and an unexpected 4th of July fireworks show.

Next, on to Provincetown for an overnight stop, and now, here we are crossing the border in to Maine. The coast of Maine and Nova Scotia are awaiting us, and we aren't sure today which direction we will go, but we will stay in touch. Lobsters and blueberries await!

Mary and John
Knight
Algoma

News Flash!!!!



On the right is the new PDQ Marketing Assistant Bronwyn Slater. She certainly does not get her good looks from her father. She must get those from Debbie.

Bonnie Ford) us a Fortress FX-37 that is excellent in the mud of the Chesapeake Bay.

Thanks to those of you who took the time to respond.

Roger Ford
KOKOMO

ANCHOR RODE TENSION PDQ 36

Catamaran owners require the lightest possible ground tackle (to minimize weight in the bow) with the maximum holding power. In principle, to design an optimum ground tackle system a captain must decide on the maximum wind speed for which he desires protection, determine the anchor rode tension that this wind produces, then size the Safe Working Load (SWL) of each component for this load. In practice, the chain outweighs all the other components and its size can thus be selected to minimize weight but still meet the required SWL.

This article describes the measurement of anchor rode tension for *Cadenza*, a PDQ 36, at wind speeds up to about 26 knots. The results are compared with those published for a variety of vessels by The American Boat and Yacht Council (ABYC) and by Robert Smith, (another authority on this subject). This comparison allows the extrapolation of the results for *Cadenza* to higher wind speeds (e.g. 60 knots) to give a maximum design tension.

An article in Practical Sailor (V.22, #13, July 1 1996) discusses this issue in detail and presents selected anchor rode tension data (sailboat, monohull) from these sources which disagree quite dramatically from one another:

ABYC Ground Tackle Load Monohull Data.

LOA in ft	Wind velocity - in knots			
	15	30	42	60
in pounds tension				
20	90	360	720	1440
30	175	700	1400	2800
35	225	900	1800	3600
40	300	1200	2400	4800

Robert Smith Ground Tackle Load. Monohull Data.

LOA In ft	Wind velocity - in knots			
	21	30	42	60
In pounds tension				
21	46	94	184	375
30	94	192	375	765
36	135	276	540	1102
42	183	376	736	1499

In view of this discrepancy it seemed desirable to measure the actual anchor rode tension for *Cadenza* and compare the results with these figures.

I acquired (via eBay auction for \$17.50) a 300 lbs. Chatillon spring scale and inserted it into a line from the anchor rode to *Cadenza* in winds of 12 – 18 knots in Chub Cay and 18 – 26 knots in Cat Cove, Georgetown. Conclusions were as follows:

Swithenbank Ground Tackle Load PDQ-36 Data.

Wind Speed in knots	Ground Tackle Load	
	Average	Peak
in pounds tension		
12 - 18	45	75 - 85
15 - 19	55 - 60	100
18 - 22	80 - 120	
24 - 26	100 - 150	200 - 220

Within the accuracy required for application to anchor rode components, the peak load data agrees reasonably well with the data given by Robert Smith for a 36' monohull. Using Robert Smith's data above allows extrapolation from the peak data of 200 – 220 lbs. for *Cadenza* at 24 – 26 knots to 1102 lbs. at 60 knots (highlighted data). Thus, if the captain of a PDQ 36 wishes to design his anchor rode components for a maximum wind speed of 60 knots, the minimum safe working load (SWL) of each should exceed 1102 lbs. For a safety factor of about 2, a SWL of 2000 lbs. should be acceptable.

This figure is easy to achieve: ¼" High Test chain has a SWL of 2600 lb and breaking strength of 7,750 lb., and yet weighs only 0.74 lb/ft. (Similar figures are obtained for 5/16" proof coil and BBB, at 1 – 1.2 lb/ft.). My personal preference is for about 60 ft. of chain, i.e. about 45 lb. The balance of the rode, for most cruisers, is ½" nylon

with breaking strength of 7,500 lb and negligible weight. Shackles, etc. are readily obtained with adequate SWL specs. Anchors will not be discussed here, but many PDQ 36 owners seem to select a 30 – 35 lb. working anchor, sometimes carrying a 40 – 50 lb. storm anchor.

One conclusion apparent from the data for *Cadenza* is that there is considerable differential between the average and peak rode stresses. Inserting a highly elastic pendant into the rode can eliminate this differential. One monohull sailor I talked to uses a 3/8" nylon line (breaking strength 4,400 lb.) clipped to his anchor chain to absorb these stresses. A ¼ - 3/8" nylon bridle should work well for a PDQ 36, allowing the ½" rode to hang loose but available as a back up in the event of bridle failure.

A related issue is anchor rode chafe. This is caused by anchor rode stretch between the bow cleat and the bow fairlead and can be minimized by replacing the stationary fairlead with a roller. Alternatively, a short auxiliary ½" nylon line can be attached to the anchor rode just ahead of the bow fairlead using a rolling hitch and bringing the line back to the cleat. The combined lines exhibit little stretch. A final option is to custom-make a bridle with a non-stretching component (e.g. chain or wire) from bow cleat through the fairlead, then attach the nylon rode where stretching does not result in chafe. A bridle designed along these lines will achieve the dual objective of eliminating chafe and reducing peak ground tackle load.

I would be pleased to send the Chatillon strain gauge to anyone who would like to measure anchor rode tension on their own boat. It is challenging to get data in winds above 30 knots

Colin Swithenbank
Cadenza

IT WORKS!!!

Honestly, I rarely get sucked into these gadgets; however, living on our PDQ36 catamaran begs for good organizational skills – and I

don't mean setting quality goals or managing for results. I mean finding a place for everything and being able to retrieve it within a day without complete disassembly of the boat. Well, here's another one – "Snap Hook"™.

On vacation in Florida, I decided to take a self-guided tour of "Tool World" while Bonnie shopped for Christmas gifts. Between the box of 25 "precision" sockets for \$2.99 and the 50 lb. vise for \$9.99 I found "Snap Hook"™.

They are suction hooks that supposedly will hold a bowling ball. The testimonial on the box has Snap Hooks holding more than 10 lbs. with a "powerful" vacuum seal and a silicone pad that instantly locks the hook onto non-porous walls, mirrors, windows, tile, metal and more. Now, I didn't see a need to hang up a bowling ball, but with a fiberglass boat, I just knew that these could be of use. I bought a box of eight for about \$10.00.



Since they work by suction, and since I have a real moral problem with drilling holes in the boat (I avoid if at all possible), this was a value-added feature. To use the Snap Hook, you moisten the suction cup, place it on the flat surface, and lower (or snap) the raised hook into position. The hook actually acts as a lever

activating a small cam that, when lowered, creates the suction that holds the hook in place.

Back at the boat, I tried to decide how to use these little gems. With only eight (four small and four large), I had to be selective. I finally decided that they might be good to organize the reefing lines. The actual hook was a tad small to hold the coil of line, so I drilled a small hole in the side of the hook and ran a piece of line through the hole to create a loop. That was over 4 months ago and, to date, those hooks have never fallen off.

All in all, these have been helpful in a variety of ways. We have found that they do release from our wood paneling at their own free will; however, they stick very well to fiberglass. So, where is your closest "Tool World"? - I have no idea! However, I also found these at "Lechters" (they sell kitchen gadgets) for \$9.99. A quick internet search showed that you can also purchase them from Harriet Carter's web site at \$7.99 – what a deal!!! (<http://store.yahoo.com/harrietcarter/snaphooks.html>). I've actually, bought a second box after turning half of them over to Bonnie to use to hang a variety of things in the boat. I would highly recommend Snap Hook to boaters – It Works!!!

Roger & Bonnie Ford
Kokomo

SOLAR POWER ANALYSIS

Everyone knows the different alternatives for generating electricity on board a boat. I thought it might be helpful to other PDQ owners to pass along our experiences with solar power and some of our generating measurements.

We have four Siemens solar panels (three 75-watt panels and one 100-watt panel). We've been running entirely on these solar panels for around 3 weeks. One of our major reasons for choosing solar power panels is they have no moving parts and are therefore almost indestructible. Our solar panels

have lasted years through tropical depressions, hail, strong winds and deep snow, all without any need for maintenance.

Let me just emphasize that last point, they are warranted to run for 20 years without the owner having to do anything to maintain them. This makes them the sole maintenance free item aboard our boat. They are also redundant. Because they are hooked up in parallel, each panel is an independent electrical unit. This redundancy helps ensure that in a disaster, you would still have the ability to at least connect the intact units back together and generate power from the surviving panels. Compare this to all other forms of generation which, when broken, usually don't provide any power. One last point is that catamarans are uniquely suited for having large amounts of solar panels on a rear arch or dingy davit.

Following is a chart of the type of power they should be able to generate on a sunny summer day and on an overcast day with light rain. (Yes, I actually measured this).

We can expect around 11 amps on a sunny day, and around a half that on a cloudy day. Many people we've met, including the salesmen at the marine store, said that solar panels would only

Solar Panel Analysis
Annapolis Area

Time of Day	Sunny day	Overcast
	in amps	
07:00	3	1
08:00	5	3
09:00	7	4
10:00	13/14	7
11:00	14	7
12:00	14/15	7
13:00	14/15	7
14:00	12	6
15:00	11/12	6
16:00	10/11	5
17:00	7	4
18:00	3	1
19:00	3	1

be useful in full sunlight. As you can see, that's untrue. Even the diminished

output is useful. As I mentioned, we've been working now for 3 weeks without anything else powering our refrigeration, lights, radio, fans, and water pump. These past three weeks have had scattered thunderstorms for typically 2-3 days per week.

We currently live-aboard our sailboat in Annapolis, MD and this is where all of the measurements have taken place. I measured the output of the solar panels in April, June and September and got fairly similar results. If you are south of us, expect more power per panel than we've measured and less power for those further north. We also have an Airmarine wind-generator, but it was broken by tropical storm Floyd. Good luck to all of you considering your options when cruising.

For those in California....wanna buy some power?

Doug Vibbert
Neshama

**PDQ 32 SEAT
MODIFICATION**

After long suffering with a sore back

after more than 5,000 nautical miles last summer driving one of our PDQ 32's up and down the US East coast, Hudson River, Erie Canal, Lake Ontario, and all the way back again for a total sailing time of 33 days, both Margaret and I had had enough!

Upon our return to Abaco for the



current charter season, I purchased the Todd #500 Chair, slider and cushion plus the 12 way locking seat swivel to secure and position the seat. Our comfort level on even the longest sailing distances has now made it a pleasure to sit at the helm.

The total cost was less than \$150 (US\$). There are a couple of points to be aware of should anyone wish to duplicate this solution to "sore back" sailing on their 32.

1.Position the seat and base so that you get 360 degrees maneuverability. It is

easy to do and there's lots of room. 2.To get underneath and secure the swivel, you can either remove the box cupboard lockers below and place either very large washers or a full sized custom made backing plate to ensure a proper and tight fit. If you can't get up and inside where you need to, use 4 1/4" x 4" bolts and 'toggle and screw' bolts and nuts, the kind used to put something through 'drywall' to hold a bolt secure. As the seat of a 32 has Corecell in it, you must be careful not to tighten it down so much it breaks through the fiberglass underneath. As well, be sure to place silicone around the bolt holes when securing the swivel plate

If I may be of any assistance to anyone wishing to tackle this solution, you can email us at charters@sailabaco.net.

Mike Houghton
Trinket

RECIPES CORNER

SUBSTITUTIONS - from the Galleys of WOMENABOARD

Even the most well-stocked galley occasionally runs out of ingredients. Here is a list of substitutes that can be used in emergencies:

POA ANNUAL MEETING

Please complete the attached reservation form and return it to Colin, preferably with payment in full of \$20 per person plus \$10 dues for next year. If you prefer to pay at the door please plan to pay by check if possible and return the reservation form anyway – we have to book for a precise number and pay for that number.

Annual Meeting Reservation

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

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

Name _____

Address _____

Boat Name _____ Hull Number _____

Enclosed: Dinner \$ _____ Dues \$ _____

- If You're out of CAKE FLOUR, substitute 1 cup minus 2 Tbsp. all-purpose flour.
- If you're out of 1 Tbsp. CORNSTARCH (for thickening), substitute 2 Tbsp. of flour or 4 tsp. quick-cooking tapioca.
- If you're out of 1/2 cup BUTTER OR MARGARINE, substitute 1/2 cup shortening plus 1/4 tsp. salt.
- If you're out of 1 cup SOUR MILK OR BUTTERMILK, substitute 1 Tbsp. of vinegar or lemon juice to 1 cup fresh milk or to 1/2 cup evaporated milk plus 1/2 cup water. You can also substitute 2 tsp. of vinegar or lemon juice to 1 cup reconstituted non-fat dry milk. Let stand 10 minutes.
- If you're out of SQUARE UNSWEETENED CHOCOLATE, substitute 3 Tbsp. cocoa plus 1 Tbsp. butter or margarine.
- If you're out of 1 tsp. BAKINGPOWDER, substitute 1/4 tsp. baking soda plus 1/2 tsp. cream of tartar.
- If you're out of 1 cup KETCHUP OR CHILI SAUCE, substitute 1 cup tomato sauce, 1/2 cup sugar and 2 Tbsp. vinegar (use in cooked mixtures.)
- If you're out of HARD BOILED EGGS, substitute leftover scrambled eggs.
- If you're out of 1 CLOVE GARLIC, use 1/8 tsp. garlic powder.
- If you're out of 1 cup BISQUICK, substitute 1 cup flour, 1 tsp. baking powder and shortening.
- If you're out of MAPLE SYRUP, substitute 2 cups white sugar, 1 cup water, and 1/2 tsp. Mapleine. Bring sugar and water to boil, then add Mapleine. Refrigerate to store.
- If you're out of 1/2 cup FRESH CELERY, substitute 1/4 tsp. celery salt.

This poem is provided in memory of Rudy Seybold, the original owner of *Venus* PDQ-36 Hull number ONE. Rudy paved the way in the early days of catamaran sailing, and then aboard *Venus*, with his ship mate Dorothy Merner cruised the waters of the Bahamas, Cuba, Mexico, Central America, US East Coast and Canada in the early years of PDQ History.

SOME TIME AT EVE

*Some time at eve when the tide is low,
I shall slip my mooring and sail away,
With no response to the friendly hail
Of kindred craft in the busy bay.
In the silent hush of the twilight pale,
When the night stoops down to embrace the day,
And the voices call in the water' flow-
Some time at eve when the tide is low
I shall slip my mooring and sail away.*

*Through the purpling shadows that darkly trail
O're the ebbing tide of the Unknown Sea,
I shall fare me away, with a dip of sail
And a ripple of waters to tell the tale
Of a lonely voyager, sailing away
To the Mystic Isles where at anchor lay
The crafts of those who have sailed before
O're the Unknown Sea to the Unseen Shore.*

*A few who have watched me sail away
Will miss my craft from the busy bay,
Some friendly barks that were anchored near,
Some loving souls that my heart held dear,
In silent sorrow will drop a tear-*

*But I shall have peacefully furled my sail
In moorings sheltered from storm and gale,
And greeted the friends who have sailed before
O're the Unknown Sea to the Unseen Shore.*

ELIZABETH CLARK HARDY

Editors Note:

Thanks to all that contributed to this newsletter. It is inputs from you, the owners that make your POA Newsletter possible. Keep the material coming!

Please send material (that's articles, Maintenance tips, recipes, pictures or what ever) to:

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