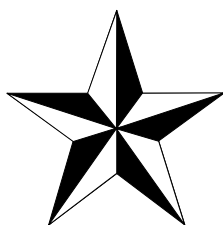


PDQ Owners Association (POA)

NEWSLETTER

Fall 2002



COMMODORE'S CORNER

The Annapolis Sailboat Show documented the increasing enthusiasm for catamarans in general with more on display than ever and emphasized the continuing popularity for PDQ's. At least one manufacturer, Outremer, didn't show up because their order books are full. Orders are up in spite of the state of the economy.

Similar trends were evident at the Power Boat Show with an increased number of catamarans exhibited. The interior design of these is still in it's infancy with emphasis on entertaining at the dock rather than long term cruising.

The highlight of the POA year, the Annual Meeting, was a great success as usual. With just short of seventy attendees in the newly redecorated Fleet Reserve Club, we welcomed new members to the Association and missed those (an increasing number) who are off cruising. *Algoma* is off in Venezuela, *Anagyri* is on the way to Marco Island, Cuba and then Mexico and Belize, *Cats Meow* is in Marco Island and about to return to Guatemala and *Double Vision* is in the Bahamas.



Louise Sasine is proud of her new PDQ, *Starlight*, Hull #42005. See the article on *Starlight's* maiden voyage on page 5.

We've lost touch with *Kopy Kat*, last seen in Luperon D.R., heading south.

Please see Ruth's report for details of the meeting. Note that there is some question of the availability of the Fleet Reserve Club for next year – an issue which should resolve itself by Christmas. We were pleased to welcome Dan Hofmann as our new Commodore and Cindy Wallach as Vice-Commodore at the meeting. Dan and Sally are headed for points south for the winter and the transition of responsibility will be gradual.

The POA was well represented at the party held on the Friday night of the boat show at the Chesapeake

Catamaran Center (CCC) and a good time was had by all.

We have been delighted to have Ted and Retta Reilly of *Highlander* with us at our house on Still Pond prior to leaving for points south, and a flying visit from Lee and Dottie Henderson.

We always need contributions for the newsletter. Send travel articles, maintenance items, recipes, photos, or other items directly to our publisher, Lee Henderson, at LeeHenderson@att.net or to any POA officer. The newsletter is a compilation of material contributed by you, the members. Lee just puts it all together.

The display of "Neat Stuff" at the annual meeting --- unusual or hard to find items of interest to cruisers --- was well received at the annual meeting.

Colin Swithenbank
COMMODORE

POA ANNUAL MEETING MINUTES

October 2002

The POA annual meeting was held on October 12, 2002 in the newly renovated Fleet Reserve Club in Annapolis after the Sailboat Show closed for the day. The Commodore, Colin Swithenbank opened the meeting by welcoming attendees and emphasized the close and warm personal relationships which have developed between POA members to an extent unusual in similar boating associations. In addition, PDQ boats have shown themselves to be bullet-proof, with a well established record of surviving years of heavy use under challenging conditions unscathed. He then acknowledged the contributions of Lee Henderson, our founding Commodore and editor of the POA newsletter, Simon Slater, President of PDQ Yachts, and Roger Ford, Vice Commodore and Acting Commodore for the last two years, who is stepping down to go cruising.

Colin presented the Treasurer's Report. The annual budget is about \$3500.00, of which about 80% goes toward the annual dinner and 20% to the quarterly newsletter. A "float" of about \$1000.00 has been maintained over the last three years. A \$500.00 sponsorship of the annual dinner by PDQ Whitby was gratefully acknowledged.

Simon reported that PDQ has had an incredible and busy year. Since acquisition of the new PDQ plant site two years ago, the staff has approximately doubled to about 70 persons. A new MV32 leaves the factory every 2 weeks and a new sailboat is launched every month. The new 42 Antares is at the Annapolis Show for the first time and has been extremely well received with 4 new orders expected. Simon also introduced his daughters Samantha and Bronwyn

who were attending the show and the meeting for the first time.

Rory asked for pictures of owners and their boats, and stories about their adventures, to put on the PDQ website. He said that the 32 continues to sell, with two presently on order. The 36 also sells well with 2 or 3 sales expected from the show and one phone order received recently. The 36 show boat belonging to Harvey Griggs has several new and interesting features including a bowsprit with a second roller furling sail. Harvey also had the Strong Mainsail track system installed. This system is becoming very popular with PDQ owners. Comments on the 42 show boat, belonging to Bob and Louise Sassine, have been excellent. The MV32 is a strong seller. It goes well to weather and is sparing of fuel. At this point Colin recognized Ted Osinsky, owner of MV32010 and the first MV owner to attend the annual meeting.

Harvey Griggs paid tribute to Jose (Joe) Fernandez, President of Triton Sails, who died in early August. Joe was a Portuguese immigrant who set up a sail loft over 20 years ago. Simon began his career working for Joe as a sail maker, then when PDQ started up in 1988, Triton made the PDQ sails. The last sail made by Joe was the large light genoa for Harvey's new 36. The company will now be run by Joe's son, Ron.

Lee invited POA members to the annual New Year's Eve party held in Marco Island, Florida. A show of hands indicated that 6 PDQ owners and 1 Catana owner planned to attend. A flotilla cruise to Key West and the Dry Tortugas was suggested after the celebrations were concluded. Lee also requested articles and pictures for the newsletter.

Bill Bartholet reported on last season's PDQ1500. Two boats, *Cadenza* and *Kia Orana* traveled to the Virgin Islands via Bermuda. Two more boats, *Algoma* and *Kopy Kat*, reached the Caribbean via the Thorny Path, through the Bahamas, the Dominican Republic and Puerto Rico.

Colin suggested a PDQ cruise to Belize during the winter of 2004/2005. The proposed route will be via Key West, the Dry Tortugas, the north coast of Cuba (without landing) and Mexico. Please contact Lee Henderson if you

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are interested in joining this cruise. Don Wilson reported that PDQ owner Dan **Kruzan** is now in Belize and will be a good resource for us. Craig Farnsworth expressed his intentions to sail to either Belize or Mexico this season (2002/2003) and asked anyone interested in joining him to get in touch. *Anagyri* is already en route there, planning to stop in Cuba. Lee and Craig reported instances of boat owners who had repairs done in Cuba being fined by the Treasury Department, making Cuba a less desirable stop.

Colin mentioned the two websites of interest to POA members, sailchicago.com and the POA section of pdqyachts.com and encouraged everyone to send submissions to both.

A table was set up at the side of the room to hold unusual items that members had found useful for cruising. These included:

1. Dynajet hand wringer
2. Infrared thermometer (used to check thermostat housing temperature)
3. Insulated coffee jug
4. Pilot charts
5. Odor buster (removes odors from holding tank vent)
6. Prop Saver (keeps prop clear of crab pots and improves efficiency)
7. Snap Hooks (super-efficient hooks that won't mar surfaces)
8. Rubberized flexible baking dishes that fold into a small space.

A partially dismantled Yamaha 9.9 was also available for study showing water passages and stator and thermostat inspection and replacement.

Lee recognized Dan Connelly as the person present who has owned a PDQ for the longest time. Dan is owner of *Lynx*, hull 36005.

Rich Tanner reported that since the year 2000, the U.S. Customs Dept. will notify the appropriate State authorities when a boat is imported into the US, and that state sales tax will then be charged.

Rory offered a vote of thanks to the owners of the two boat show boats, Harvey & Sue Griggs and Bob & Louise Sassine for allowing their boats to be demonstrated.

Nominations were requested for the offices of Commodore and Vice Commodore for the coming year. Dan Hofmann was nominated for Commodore and unanimously elected. Ted Reilly, Bill Bartholet and Cindy

PDQ Owners Association (POA)

Wallach were nominated for Vice Commodore, however Ted and Bill declined the nomination and Cindy was unanimously elected. Colin asked for volunteers to form a nomination committee for future

POA ANNUAL MEETING: Having good times is our first priority!



REMINDER

Membership dues for 2003 came due in October. If you have not already paid for next year please send \$10.00 to:

**Cindy Wallach
980 Awald Rd., #15
Annapolis, MD 21403**

**Cindy is our new Vice Commodore. If you have any questions you can contact Cindy by:
Phone at: (410) 295-6548, or
Email at: cindywallach@yahoo.com**

NOTE: You can pay ahead for multiple years if you like. This saves on paperwork each year.

elections of officers. Dottie Henderson, Rich Tanner and Bill Bartholet volunteered to work on this committee.

The meeting adjourned at 9:05 pm.

Ruth Swithenbank
SECRETARY

POA NEW YEARS ON MARCO ISLAND

The 4th annual POA New Years celebration will take place again on Marco Island, Florida. Lee and Dottie Henderson are the coordinating hosts. This is a participative party that extends over a three day period. We have the pre party the day before, on New Years Eve. We raft up at Coconut Island for the big event, and then we have the post party on New Years Day. We will continue tradition with the lighted ball which we lower from the mast of a selected PDQ at midnight. Participation involves each boat taking its turn at hosting events. As usual for PDQ owners, we anticipate a great time.

Two years ago we had ten boats, all rafted up in the Henderson's canal. This was fun, but we do not want to impose on the neighbors. If we get a lot of boats we will collect at a raft up on Smoke House Bay, less than a five minute dink ride from the Henderson's. Also, the Winn Dixie Super Market is a two minute dink ride from Smokehouse Bay.

This year we are planning a three legs POA Cruise with as many boats as possible. We plan to sail from Marco to

PDQ Owners Association (POA)

Key West (95 nm), and from there to the Dry Tortugas (75 nm) and back to Marco (100 nm). We plan to depart Marco Island around 4 January after the New Years Party.

Let us know in advance if you plan to participate by calling Lee and Dottie at 239-389-5515 or by email at

LeeHenderson@att.net

. We plan to travel to Maryland on 12/18 for the Christmas Holiday and back by 12/27. Our cell phone is 239-571-7143.

Lee & Dottie Henderson
BRIGADOON II

ANAGYRI IS OFF CRUISING AGAIN

Anagyri and crew are heading south for the winter. Our plan is to take the boat to the West Coast of Florida and leave it for the holidays. The early part of Jan, 2003 we will continue south to the Everglades to do some exploring, then to Key West, the Dry Tortugas, Cuba and then the Yucatan and Belize. If the good Lord and the weather gods permit, that is. We expect to be back home late spring. We will be picking up e-mails along the way to Florida and would love to hear from you if you have the time, but no long or involved attachments please. Hope all is well with you and you have a HEALTHY and happy New Year.

Blanche and Len Scharf
ANAGYRI

ALGOMA - VENEZUELA

SEPT 22, 2002

Hola. We arrived in Isla Margarita Sept 20, at 0930 Friday morning after a

lovely full moon sail from Grenada. It was about a 20 hour trip, sailing most of the way, averaging 7 knots with a 1.5-2 knot current giving us assistance. (We do wonder what the return trip will be like). We are anchored in sand in 10 ft of clear water, pretty good for a crowd of 80 or so boats, mostly non U.S. The breeze is steady, quiet in the am, picking up in mid morning. Sleeping has been good with a breeze and minimum boat action. It is hot and dry here, no rain, so the nightly drill of opening and closing the hatches when it rains, as it did in Grenada is not a problem. On the other hand, we caught enough water there to keep our tanks full, and that will not happen here. We will be back to our watermaker. The solar panels are back earning their keep, and the wind generator is not getting as much of a workout.

First trip ashore --- While I cannot say this place, Polamar, is beautiful, the food we have eaten was delicious and lower priced than anything we have seen since the DR. The big talk is the \$.25 beer. There is more information on prices later for interested cruisers. A taxi to town and most everywhere, the basic means of cruiser transport, is \$2.00 a ride. We will try busses sometime. The shops do live up to their reputation. Grocery/super everything stores made my eyes pop. It was close or perhaps better than the one in DR Santo Domingo. The main streets and the pedestrian shopping streets, make for interesting strolling, lots of shoes and good prices. John got Texas at the U.S. price. I bought a \$12 hammock. Not gorgeous, but functional, and a good trial one for the boat. The grocery store, Rattan, had a coffee and pastry shop with \$.30 small espresso. Sorry to go on about the prices, but after the Eastern Caribbean, this is such a treat. Not just the prices, but the stuff at all!

First impressions - A lot of this place suffers economically. Empty hotels and high rises scattered all over. Some parts look like a war zone. It is safe to walk in the normal town places, and we covered lots of space and had a good time looking at everything. People are nice and patient with us gringos. We haven't talked yet with anyone who has gone to the mainland. We heard that a big protest of some sort is scheduled, Caracas is bad, folks are

staying away from the lovely coastal cruising grounds, and I have no Puerto La Cruz news. We have seen inland tours advertised from here for reasonable prices. The water here is okay for swimming, and the noodle sessions continue. I have not yet found the craft shops.

Sample prices: Toblerone 100 gram bar - \$1.40; good bottle of rum \$2; President UHT Whip cream \$3.20; butter 200 gr - \$.91; quart fresh milk \$.70, gal OJ - \$1.32; Ital Parmesan Reggiao 1 kilo \$12.87; St Andre 7 oz -

fitting a bigger fuel filter on the engines, and figuring how to replace or repair the exhaust elbow. Now that sounds like fun!!

Mary and John Knight
ALGOMA

STARLIGHT'S MAIDEN VOYAGE

Simon and Rory had made us a deal. PDQ would ante up for some dock space in Baltimore for a while if they could use our new PDQ42 as the demo boat for the Annapolis Boat Show. After CCC finally found a buyer for our 36, the lender allowed that we had waited long enough and they closed the deal on the 42. After a couple of days of practice sailing around Lake Ontario,

the PDQ crew laid the mast down across the hardtop and we loaded the boat. With California crewmembers Don Cole and wife Judy, we set out from Whitby on the Wednesday before Labor Day. Don, a former Commodore of our Southern California yacht club, BCYC, is an experienced racer in monohulls (Annapolis-Bermuda, Transpac, Newport-Ensenada, etc.) but hadn't done much time on a Cat. Needless to say, Don and Judy were a great help and were duly impressed with flat sailing.

We had a sneaking suspicion that this trip across Lake Ontario in our new 42 was not going to be like our first one 3 years ago, when we brought 36074 *Catatonic* across. On Memorial Day weekend in '99, we had a full moon and almost a dead calm lake, and the overnight trip from Whitby-Oswego was a glorious, almost uneventful trip. This one, however, was a bit different. We left with about 6-8 knots of wind in

Whitby Harbor. About 4 miles out and with the wind kicking up to 10-12 on our nose and the lake misbehaving badly, we found out quickly that 6 knots of boat speed just wasn't going to cut it. At that speed we found that the 50' mast, mounted on the hardtop with special fore and aft mounts, had begun to move backwards and forwards about 12", with each "hobby horse" movement of the boat, despite being tied down at more than 30 lash points. To fix the problem, we slowed almost to a stop and put our dock lines to use on the temporary mast rig by using them as spring lines. This reduced the fore and aft movement to about one inch, and we were able to continue across the lake, albeit at a seriously reduced speed. Needless to say, we didn't get to Oswego until after lunch.

The check-in with Customs and Immigration went smoothly, thanks to the completed paperwork provided by PDQ's Lynne Sheahan, and we made the canal transit in 3 nightly stops. During the final day's canal run at lock 6, a guy on a big trimaran going west called out to us as we were passing. He told us that someone at the Cocksackie YC wanted to talk to us. We didn't know anyone at this yacht club, nor were we planning to stop, because we were headed for Catskill and the Hop-O-Nose Marina, where we were to put up the mast on Tuesday, the day after Labor Day. After clearing the rest of the locks, and heading south down the Hudson on Sunday, the day before Labor Day, our curiosity got the better of us. We decided to make a swing by the docks at the Cocksackie YC, and try to find the guy who was asking about us. Anyone familiar with this club knows that it: A. sits behind a mile long island which protects it from the Hudson on the west side of the river. B. the approaches (and it turns out--- most departures) are from the north, because the south exit from behind the island is a bit shallow in places.

When we approached slowly abeam the docks, we observed a very large party going on, with more than 100 boats parked and rafted up. It turned out that this was the day of the annual Labor Day Cocksackie YC "Pig Roast". We looked for anyone trying to hail us, and finding no one waving to us, we decided to press on southbound--- bad mistake. About 100 yards past the

COMMODORES NOTE

We have invited the PDQ Power Vessel Crowd to join us as members in the PDQ Owners Association (POA). A hardy welcome aboard goes to those that have joined:

MV32003, *SARA R* - Sara & Lang Gibson
MV32006, *WHITE LABEL* - Kathy & Charlie MacNider
MV 32008, *MOLLIE ANNE* - Mike Stanley
MV32010, *LANDFALL* - Ted Osinski
MV34011, *unknown* - Sheila & Bill Steele

Don't hesitate to stop, visit and share when passing on the Seaways.

**Colin Swithenbank
Commodore**

\$4.90; 2 rolls Scott PT -\$1.06; 6 rolls Scott TP - \$2.45; Best Raisin Bran 20 Oz - \$3.35; Bumblebee Solid tuna in water 1.85 gr - \$.72; Tonic water, Schweppes .27 cents. This was a nice discovery. All soda seemed to be this same price per can! Pringles \$1.42 per can. spaghetti noodles 500 grams priced .50 - .80; limes 1 kilo for .25; Thai Kitchen Fish Sauce \$4.45 (but they have it!) Roland Hearts of Palm 7.75 oz for \$1.90; eggs 1 doz \$1; And so it goes. Any special requests? We gave mostly products that are available in the US. Naturally local stuff is better priced, but I wanted you to see that everything you want is here.

With boat jobs, reading, exploring, and meeting new people, we think there is enough to "entertain" us for at least a month, so we will see. More travelogues to come. I really do miss my Spanish speaking niece, Mary Nelle, and nephew, Jesse. I could use a translator by my side, but I am trying to make my way. John is working on

southernmost dock, Captain Bob, not paying due attention to the depth sounder, brought the new 42 to an abrupt stop on top of the Cocksackie YC's favorite sandbar at 2:30 in the afternoon, and in the process pitching 1st mate Louise thru the closed screen door, tearing it from its internal roller. After failing to power off the sandbar, we decided to seek help from any Good Samaritan from the YC who observed our plight. An 18' launch soon came up and informed us that we were going to be there until high tide, at about 10pm. A second launch came up about 10 minutes later with a nice looking couple on board. As they approached, the man called out, "are you Bob Sasine?" We were somewhat taken aback, because we had never seen these people before, and didn't have a clue as to why they were calling us by name. The "mystery of the trimaran at lock 6 was soon cleared up, because they identified themselves as Rick and Connie Kilmer, the new owners of our PDQ36, *Catatonic*, and had spoken to the folks aboard the tri as they went by the YC. They turned out to be great people and were officers of the Cocksackie YC. They were going down the following week to pick up our "old" boat from Chesapeake Catamaran Center, and bring it north to its new winter home at Summit North Marina on the C & D canal. They told us that they were re-naming our '36 *Cat's Paw*, and hoped we didn't mind. "No problem" we said, and asked them to join us in Annapolis at the annual PDQ owners meeting. They allowed as how they couldn't make it this year, but would try to make it next year. Our newly found friends gave us free tickets to the Pig Roast, so we called our son Ron, who lives near Peakskill, NY and had him bring our 4 NY grandkids to "eat pig" with us. After dinner, we were taken back to the stranded *Starlight* at about 7:00pm. At about 9:30pm, while playing dominoes, we felt a slight movement of the boat. We looked up from the table and found that we had finally begun to float off the sandbar. We started the engines and cruised back by the YC, where most of the guests were feeling no pain. Again, the Good Samaritans of Cocksackie came to our assistance by sending out a "painless" 18 footer to show us the way to the anchorage, where they helped get us anchored for the night. Needless to

say, we will always remember their kind hospitality.

The next day, Labor Day, we motored down to the Hop-O-Nose Marina at Catskill, and settled in for the night in front of a truly gourmet restaurant, where we took due advantage of the great side tie dock space. The next morning we disassembled the mast tie down rig and Don, the proprietor of Hop-O-Nose, had the 3 point mast back up in 35 minutes flat. Using pictures of how the 9 sail control lines were installed under the bridge deck channel to the stern winch; we got the sails back up and connected to the appropriate lines. We left at 11am, headed for New York City and the Liberty Landing Marina, where we pulled in just after midnight. The next am, we gassed up and headed out past Ellis Island and the Statue of Liberty, pointing ourselves at Atlantic City. We got there just after sunset and parked at a small marina across from Trump's Hotel. We caught a cab and headed for Caesar's Palace, where we had the best dinner of the trip. Next day it was back out to the Atlantic, headed for Cape May and up Delaware Bay to the C & D canal, where we got to the Summit North Marina at about 8:30pm. While parking the boat at this narrow approach marina, the port engine shift lever vibrated loose from its connection to the transmission, necessitating a somewhat "hairy" single engine approach and docking. After trouble shooting this problem, we re-connected the transmission linkage and left the next am for our final destination at Harborview Marina, Baltimore, the home of *Kokomo* and terrific owners Roger and Bonnie Ford. We went back to work in California the following day-- we didn't even see the Fords---they were out for another weekend of fun aboard *Kokomo*.

On Oct. 5th, we went back to BWI and downtown Baltimore to get the boat and take it to Annapolis for the boat show. Rory came in on Monday afternoon, the 7th of Oct. to stay overnight with us in the *Starlight* guest suite. That evening, the weekly party at Little Havana Restaurant for Harborview Marina residents began at about 6pm. We had a terrific time showing Rory how American "boat people" have fun at a local watering

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hole---and he didn't even have to buy for all of us!

Next morning, we pulled out of Harborview, heading for Annapolis with Rory and Mike Pilolla, a terrific neighbor at the marina, who lives on a Hunter 46 across the dock from *Starlight*. Mike was a great member of the crew, ending up at the Hunter complex at the show, showing prospects the Hunter 450 display boat. On the way down, we played a bit of dodge 'em with the Chesapeake Bay crabbers then pulled in to the dock at about 1pm at Gemini boat works on Back Creek, right next to Harvey Griggs and his new 36. We loaded the PDQ carpet, podium, chairs, etc. and various other boat show display stuff on the foredeck trampoline, then headed back out across the bay to park the boat at the show. With James and Jackie Power on board, we headed out for our 5pm rendezvous docking time at the show, closely followed by Harvey and Rory aboard the 36. After waiting out some stragglers from Lagoon, we finally got to park at our designated spot in the show, the docking staff locking us in by bolting a dock right behind us. This old catamaran wrangler has never had a more challenging and fun time parking a boat, and we didn't even scare the neighboring guys aboard the Lagoon '57---very much!

When we came back to the show on Friday from a short visit to with our freshman college student grandson, we were delighted (?) to find that our '42 had been covered with signs and banners indicating that it had been named a "Top Ten" nominee for Boat of the Year 2003, by both SAIL magazine and Cruising World magazine. Needless to say, Rory and the marketing folks from PDQ were kept very busy showing both the 42 and Harvey's 36. On demo day, Simon, Rory, and fellow 42 owner Pete Richmond took the "Top Ten" judges for a sail on Chesapeake Bay aboard *Starlight*. We have heard that the judges were very pleased with the boats performance, which obviously helped make the PDQ marketing team happy with the results of the Annapolis Boat Show. We heard that they have several "hot prospects" from among the large number of visitors to the show.

Next up for *Starlight* is a trip down the ICW to Charleston SC, for the first leg of the trip to her next appearance as the PDQ display boat at the Miami Boat Show in February. It's going to be fun, as always, aboard a PDQ Cat.

Bob & Louise Sasine
STARLIGHT

CATATUDE OFF TO THE RACES

Al Kayser of *Catatude* Hull 34008, and Bill Cook from *Whiskers*, Hull 36085, recently competed in two club races in Southwest Florida. Al is a new member of the Caloosahatchee Marching and Chowder Society, a strange name for a sailing club. Nevertheless, the club has been organizing cruising and racing events for over two decades. With 200+ active members there is much for a sailor to gain from this group.

On Labor Day weekend, Al with crew Bill Cook and Bill Pella entered *Catatude* in the multi-hull class of the CMCS's 37th annual Summerset Regatta from Fort Myers Beach pier to Gordon's Pass, approximately 24 nm. As usual, the winds were light to non-existent for most of the race (hence the nick name "Summer-Sweat Regatta"). The exception was a squall, which produced torrential rain and lightning. Because of time constraints and light winds, the crew elected to drop out of the race. However, at the catered awards dinner in Naples Saturday night, all had a good time.

Still feeling confident, Al and Bill Cook entered *Catatude* in another race in mid October. This time it was from Naples to Boca Grande and back. It was a night race of 88 nm sponsored by the Naples Yacht Club. The conditions were much better for the cruising cat this time around. The first leg yielded a steady breeze at 20 knots. Under full main and genoa, Al & Bill (short handed as they were), reeled in 8 of the monohulls and passed them before reaching Fort Myers. The second leg was down wind. They encountered trouble with the chute sock getting rolled into the genoa. That caused a loss of several positions in the fleet. They rounded the mark at Boca Grande close

hailed. The wind freshened and *Catatude* sailed back to Naples at a steady 8-9 knots. The Naples Yacht Club provided free dockage and the awards dinner was great fun. Even with the crew of 2 (all the other crews were 4 or more), *Catatude* placed 3rd in class and 5th overall in corrected time. First place was very possible, had they been able to fly the spinnaker. However, the races were just done for fun anyway.

These events are available to any sailor with a cabin boat over 24 feet. It is not necessary to be affiliated with any sail organization or yacht club. If anyone is interested in participating with their boat, or crewing on *Catatude*, in any of the above events or others in the future, Al would be happy to share information with you. He can be reached at 239-694-2015.

Al Kayser
CATATUDE

DREAM COME TRUE

Susan and I are finally realizing one of our retirement dreams. We will be leaving in the first week of November for an extended cruise to Florida and the Abacos in the Bahamas. We probably will be gone about six months. As such, our means of communication will change.

Our home phone number will still be active but we can not promise we will check the answer machine on any frequency. We will have our cell phone on during daylight hours. That number is 252 362-1287.

We will not be checking our current email after November 5. We will have a new email account. It is designed to only receive brief messages and no attachments. Please do not send jokes etc; and pictures to this email account. The address is tanahkeeta@pocketmail.com

Our regular mail will be collected and sent to us periodically.

We look forward to hearing from you and will send you a note now and then about our travels.

With great excitement,
Ron and Susan
TANAH-KEETA

PDQ Owners Association (POA)

SIMPLE TIPS

We would like to share some of the things we have found that make things a bit easier. Most are copied from other folks, such as John and Mary aboard *Algoma*, and Mike and Marya aboard *Distant Music*, some are my own ideas; but the source is not that important; we have found them handy.

1) Hinges on the screens: putting two small hinges on a hatch screen allows the screen to remain in place and be opened and closed easily.

2) Color-coded sail ties - easy to make, easy to use; ours are black, red, white, blue from forward to stern on the boom.

3) We use solar shower bags, but have changed the difficult-to-use spray device with a standard spray hose from a kitchen sink. This is also longer, so we can hang the bag from the hard top and use the hose in the head's shower compartment. With a hinge on the screen there, it is easy.

4) The wind screens at the forward side of the hardtop folds back and is held in place by a combination of shock cords and turnbuckle fittings. We can easily have rain protection or wind in our faces. We also use shock cords to turn the plastic windows in the top of the hardtop into wind scoops.

5) The SSB is below; we often want to hear weather, etc in the cockpit speakers. We use a tape-cassette adapter to get the SSB output to the stereo input, so we can hear the SSB anywhere. In conjunction with the above, we still may need to hear/use the VHF in the cockpit, so there is a switch at the helm to turn the cockpit stereo speakers off or on.

6) We marked the shore power cord and power receptacle with a black felt pen so it is easy to make the connection without looking at the pins.

7) We have added a length of small line from the lazy-jack up the mast to the pad-eye and then down to a small cleat added to the mast in easy reach. We can then loosen the line to bring the lazy-jack lines out of the way along the mast to raise the sail, or tighten the line to use the lazy-jack to gather the sail. It makes raising the main a lot easier.

Simple to do, these things have all made our life simpler as well.

Dick and Liz Wood
KIA ORANA, 36076

EDITORS NOTE

We need continuing owner participation to make this newsletter the best possible. The material is yours and the benefit is yours. We particularly need maintenance tips and photos. We also need MV material from/for our new Motor Vessel members. This newsletter is our way of sharing experiences and lessons learned with fellow owners. Thanks to those that contributed to this issue. Keep the material flowing. Send it to:

Lee Henderson
686 Thrush Court
Marco Island, FL 34145

Phone: 239-389-5515, or
Email: LeeHenderson@att.net

Lee Henderson
686 Thrush Court
Marco Island, FL 34145