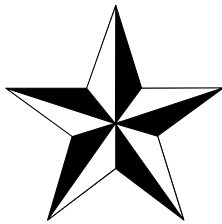


PDQ Owners Association (POA)

NEWSLETTER

Summer 2002



COMMODORE'S CORNER

Ruth and I have finally got our land legs operational after last winters "trip around the block" (see spring newsletter). We've decided to do the Great Lakes/Mississippi/Gulf trip next year starting in late spring and won't be going away this winter. In preparation for storage I removed the engines from Cadenza and found serious electrolysis on the lower units, possibly due to improper installation of the SSB last year. I will need help on this one!

Annual Meeting

We will hold the Annual POA Meeting during the Annapolis Boat Show week, on Saturday, 12 October. The gathering will be at our usual site, the Fleet Reserve Club, starting at 6.30pm. Come and do what POA'ers do best – eat, drink and talk. Get the latest PDQ news from Simon and visit with Rory and our other good friends from PDQ.

We are considering a small display of unique, hard-to-find items of interest



On the Right is Alan Kayser (*Catatude*), and in the center is Lee Henderson (*Brigadoon II*). On the left is Lee's brother Ron. Photo was taken aboard Brigadoon II at Alan's dock on the Calosahatchee River just west of the Franklin Lock. . . Catatude is in the background. Another great time at Karen and Allens place. You should stop in if your cruising the Okeechobee Waterway in Florida.

to cruisers – if you have anything bring it along.

The menu will be the same as last year except we will revert to the keg of beer and the wine will be bottled. The good news is that Fleet Reserve Club has a new manager and it has been completely refurbished and is reported to be beautifully upgraded. The bad news is that the room price has been increased from \$500 to \$800 and this, along with the loss of the CCC sponsorship necessitates a substantial increase in the cost to \$30 from the \$20 we charged last year.

Please complete the attached reservation form and return it to Colin, preferably with payment in full of \$30 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 any way - we have to book for a precise number and pay for that number.

If you give an email address I will try to acknowledge your reservation. If you do not receive an acknowledgement, show up anyway. We haven't run out of food yet.

News from Whitby

The new MV34 is selling very well and the factory is producing one every two weeks.

Hull 42004, *Stray Kitty* was launched at the end of March and will be available for charter in North Channel (see www.straykitty.ca). Hull 42005, owned by Bob and Louise Sasine has been available at the factory for demonstration through the summer. Representatives from *Cruising World*, *Sailing*, *Canadian Yachting*, and *Multihulls* visited the factory recently and will publish reviews in upcoming issues.

Hull numbers 36094 and 36095 are presently under construction and orders are on the books through the end of the year. Interestingly, Harvey Griggs' new 36 will be equipped with a self tacking jib on the forestay, a bowsprit for light air sails, and a Strong sail slide system (tidesmarine.com) which a number of 36's have installed as an aftermarket option.

We regret to announce the death of Jose Fernandez, Triton Sails, the sail maker to PDQ. The business will be continued by his son.

Officers

The Association needs new officers. After a couple of years of being the de facto Commodore, Roger and Bonnie will fulfill their long term plans of retiring and sailing off into the blue yonder on Kokomo. Our faithful founding Commodore, Lee, would like eventually to relinquish responsibility for the newsletter, and Ruth and I will not be around. Please contact Roger, Lee or me if you are willing to serve in any capacity, or to make your recommendations.

Colin Swithenbank
Commodore

VICE COMMODORE'S CORNER

Correction: In the spring newsletter we mentioned that you could contact Harley Craig for any questions

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regarding the new fiberglass process. PDQ has requested that all contact be made through Lynne Sheahan at Lsheahan@pdqyachts.com

Roger Ford
Vice Commodore

ALGOMA ADVENTURES

Dateline July 2, Clifton, Union Island, SVG

First we heard the shots. There were two in a row. Bang. Bang. We looked around to see where they were coming from, and to make sure that no one was shooting at us. Up ahead, there were two men with rifles on the road - the road we planned to walk on as we headed to the village of Clifton from where we had tied up the dinghy. What was going on? Was there an island rebellion? Should we retreat? As we got closer, we saw that the men had been shooting at goats that were nearby, and 2 had been wounded and were nearly dead. As we tiptoed closer we saw one of the gunmen pull out his very sharp knife and slit the throat of one flailing goat to put it out of its misery. Then on to the next one that was struggling to live (or die??). A woman from a nearby house came running up and words were exchanged with the gunman. She wanted the goat, but she did not want the head. So the gunman with the knife quickly cut off the goat's head. Then the woman and her friend carried the dead, headless goat away. Again we asked, what is going on? As we passed the place where the goats were killed, (and the 10 others in the goat group walked away) we saw a young girl outside a restaurant beside the house where the dead headless goat went. We asked her what the scene was all about. She informed us that goats were not supposed to be loose, and that there were problems with them eating plants and flowers that belonged to others, so any goats not fenced in were "open season". We did believe that the local restaurant would be serving goat roti and goat stew for a few days. John and I can vouch for its freshness!!

In addition to the adventurous trip to town, we had an exciting anchorage behind the reef, and got to enjoy 30 knot winds for a day, dragging a bit in the process, and getting to have a big French (what else?) catamaran anchor too close to us. I was glad to leave that place and move on to Carriaco, an island that is part of Grenada. But I haven't yet told you about William Livingston and Janti, recently of Union, who befriended us. Well, they were boat boys, and very enterprising. When they first approached us and invited us to their happy hour at their newly built 'bar', we looked skeptically at the makeshift hut. It was built upon a reef of heaped conch shells and sand that these guys had been building over the past several days. They were trying to come up with a way to get \$ from any white tourists on boats that came into Union. We were them. We actually went over in the dinghy, waded ashore (well, shore is too strong a description for it), and enjoyed their rum punch. We wanted to help out before the first storm came along and blew it all down. The next day business was too slow for them because of high winds and rain so they delivered "take out" drinks to boats, hoping they could sell a few. And such are the Grenadines.

We are chilling out here in Tyrrel Bay, Carriacou; friends Dwayne and Susie, on PDQ, *Tortilla Flats*, just came in today, so we caught up on each others' news. We did washing today on the boat, sheets and clothes, and tomorrow we tackle the towels. I am glad for the watermaker.

And so it goes. There will be more to come, probably from Grenada.

Mary and John
Algoma

YAMAHA FRESH WATER FLUSHING

The PDQ's that headed south for the winter brought back fond memories; however, they also brought back tales of wounded or dead Yamaha outboards. One prime reason for their death was the buildup of salt within the engine. Some time ago, Don Baker on *Wildcat* (32023) at BakerID@aol.com provided

information about a flushing system being installed by Regency Boats in Marina Del Rey. As it turns out, they're using a Mercury flushing attachment (Part Number **16841A 2**) at less than \$9.00 each) that also fits the Yamaha wash hole. These flushing attachments can be purchased from any Mercury dealer or over the Internet.

You may know that Yamaha makes their own flushing attachment (Part # ABB-FLUSH-JD at \$9.95); however, that Yamaha attachment uses a 3/8" hose. The Mercury attachment uses 5/8" and that increased diameter allows you to use other standard marine plumbing parts to route the hose as you desire. I opted to install a 90-degree elbow. I then ran 4 foot of hose up into the engine well. The end of the hose was fitted with a standard garden hose attachment and a plug for when it's not in use.

This arrangement allows the engine to be flushed while running in the tilted position.

The marine stores sell a product called "Salt-Away" (West Marine #377517 @\$33.99) that includes a hose attachment to dispense the product that is supposed to dissolve salt. However, there is some concern about this protrusion picking up debris. I haven't had any problem to date in the Chesapeake Bay.

Roger Ford
Kokomo (36080)



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We had a wonderful candlelight dinner which was the highlight of the day after a wet dinghy ride ashore for a hike. The menu included a couple of those wonderful Omaha steaks from Jerry and Judy White.

The wind has been blowing steady for two days now and we hope it will settle down so we can move south on the inside toward Georgetown about 60NM away. Seas on Exuma Sound are running 8 to 10ft which is not our idea of fun.

Meanwhile we visit the nice people ashore who are very poor, but very friendly, and do little projects on the boat. Projects like replacing the sponge rubber seals on the compartment hatches (which were never done right at the factory), replacing the up switch on the windlass, the propane solenoid, and securing the shift cable and clamp screws on the port engine which had come loose ad infinitum. By the way, when we were in Chub Cay Marina on the way down, a big blow with 40kt winds pushed us hard on the pilings squeezing out the fender. This happened at high tide and as the tide ebbed the port rail caught on the head of a protruding large carriage bolt. My first inclination something was wrong was when the boat was not level inside. Seeing the situation was quickly getting worse with the falling tide (the port hull was now almost out of the water with 3ft of tide to go), I called for help from the dock-master and fellow cruisers. With 8 people on the starboard hull and two 2X4's we were able to lever the rail off the bolt bending the rail out. A good hammer fixed that with no visible damage. At least this all happened at 8AM instead of the usual 2AM. Never a dull moment cruising!

Tonight we'll probably watch a movie on the TV/VCR as there is no radio or TV here unless you have a dish on the boat with one of those expensive tracking systems to compensate for the boat moving around. We also read a lot.

19 March 2002

It is regatta time this week in Georgetown and we just watched a wonderful sailboat race around the inner harbor while rafted up to *Wings*, a 39ft Prout cat. First across the line was a 42ft trimaran called *Triad* that swept

BAHAMAS CRUISE: A RUNNING LOG

2 March 2002

We are hanging out (literally on the 35# Delta) in Blackpoint Settlement located on the north end of Great Guana Cay in the central part of the Exuma Island chain, while the wind howls at 30 knots. Even the local fishing boats are hunkered down here in the protected anchorage. When I say protected, this bay is shielded from winds NE thru S but if the winds go W to NW this is no place to be. Normally the winds clock from strong NW (after a cold front passage) to strong NE to SE to SW as the next cold front approaches. These frontal passages seem to be every 5 days lately so you have to move quickly when the conditions are right and find a protected anchorage to ride out the frontal passage. Fortunately there are lots of good anchorages in the Exumas.

across the finish line at 20kts. It was really beautiful seeing all those white sails against the blue sky and turquoise water.

Tonight is the dinner dance at Two Turtles with a great dance band booked and we look forward to that. The events we witnessed the last two days include small sailboat races, dinghy rowing races, kayak races, kid's games, sand sculpture competition, church on the beach and many others.

We now plan to leave the harbor in the morning with two other PDQ cats, *Distant Music* and *Feral Cat* for the Jumento or Ragged Island chain. This is a very remote set of islands with no settlements so we must take enough food, water and fuel. We hope to spend about a week exploring but it will depend entirely on the weather.

28 March 2002

We arrived in Georgetown after 4 great days in Jumentos. We visited Water Cay and Flamingo Cay. The water is indescribably clear and beautiful. We snorkeled on several reefs and met a commercial fishing trawler, *Ladie Marie* from Spanish Wells. We met Captain George Sweeney, his son Ivanhoe and soon to be married son, Devin. They showed us how commercial fishing trawlers operate and hundreds of pounds of lobster tail in the huge ship's freezer hold. They get \$12.00 /lb so this is big business. They are all excellent divers and you should see them clean a fish or conch. We left with a sample of hogfish (light flaky white meat better than grouper) and conch which Sharon made yummy fritters out of. They enjoyed playing dominoes on board one of our boats a couple of nights and were really looking forward to heading home soon days after being out over a month. The lobster season ends the end of this month.

On Tuesday we enjoyed a sail to Flamingo Cay, 14NM south. Wednesday we explored the Island by dinghy including the beautiful north beach and a wrecked Lake amphibian airplane in about 3ft of water. In the center of the island is a large cave where you can drive the dinghy right into a large garage-like boathouse. Nearby is a path leading up a high hill

with a spectacular view of the whole island and surrounding reefs. It looked like something out of *Survivor*. At the top was an old, small lighthouse with the date 1934 on it. The island looked very tropical with lots of small palm trees on it. Most of these islands have only scrub vegetation as there is little rainfall here.

Our return to Georgetown today was primarily a motor trip as winds were very light NE at 5 to 8kts. Seas were very calm. We now provision and think about heading north.

30 March 2002

After a great month in the Georgetown, Exuma area we leave tomorrow morning (Easter Sunday) for a leisurely sail north up the Exuma chain to Nassau and then on to the Berry Islands and Lucaya, Grand Bahama. We will be traveling initially in the company of *Distant Music*, a 42ft trimaran, and perhaps *Feral Cat* and *Next Exit*.

The weather here is now fantastic with sunny, blue skies, air temp in the 80's, water temp 80, and light Easterly winds at 10-15kts. This makes for great sailing, swimming, snorkeling, beachcombing and shelling, and island exploring, better known as gunk holing!

Wish you could see the beautiful pastel colors of turquoise water, azure blue sky, with puffy white clouds, and crimson red and pink at sunset.

10 April 2002

We are now at Yacht Haven Marina in Nassau after three days on the hook at Rose Island five miles east of here. We arrived on Friday only to find all the marinas full because of a forecasted "blow" coming so we decided to anchor at Rose Island rather than Nassau Harbor. The harbor here is very crowded, the bottom has lots of junk to foul an anchor, and there is a lot of commercial boat traffic including Chalk's seaplanes taking off, and there are security concerns. Rose Island was pretty but the lights and restaurants of Nassau beckoned. We did take the dinghy one day five miles each way but it was a wet ride and could be dangerous in the big waves outside the harbor. The "big winds" arrived Sunday with steady 25-30kts gusting to 35kts.

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The waves began to build on the ocean and our protected anchorage, though safe, became very rolly, On Monday, Yacht Haven Marina advised us that they had made space for us behind a mega-yacht and we are now sitting out the winds in comfort. We are bidding our friends on *Distant Music* farewell and hope to leave here Friday for the Berry Islands and Lucaya, Grand Bahamas as the high pressure system over the Atlantic weakens and the winds subside. Meanwhile we are enjoying local restaurants, provisioning the boat, and helping our friend, Jerry Lugert on *Cant-anchor-us* fix or replace his Yamaha outboard on his Iroquois catamaran. He has been here almost a month now trying to get it fixed but all they do is make it worse. Temperatures have dropped to mid 70's at night to upper 70's daytime after Friday's cold front passage. It is very cool and unusual for this time of year but pleasant and comfortable.

7 May 2002

This is the last in the saga of Chet and Sharon onboard *Allezcat* in the Bahamas. After waiting a few windy days in the Lucaya Marina, we left at 0630 hours, just before sunup, for a crossing to Lake Worth (West Palm Beach) 80NM, planning a diversion to West End, Grand Bahamas if conditions got ugly. Initially winds were SE at 15-20kts with seas 5-7ft on the port quarter. We ran with the jib and both engines at about 8kts enjoying sunny skies. The wind and seas slowly subsided and then, with 40NM to go, the port engine took a hike as the prop spun uselessly on its hub. I did have a used spare but decided not to try changing it in the 6ft seas as it would be very difficult working under the boat. The other engine and sail were pushing us about 6.5kts. Of course the wind god noticed this immediately and within 15min the wind went to dead calm. We then motored at 5.5kts across the Gulf Stream (flowing North at 3.5kts) slowing our forward progress to about 4kts. We entered the inlet at 7PM and anchored just to the south; tired, but safe & happy to be back in the U.S. The next morning we checked in with customs, found a Yamaha dealer that had two props, and motored to the

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North Lake Worth anchorage. The next five days were a transit of the beautiful Okeechobee Waterway including a stop at Indiantown where we met some fellow cruisers at a potluck. We saw several of the cruising boats stored "up on the hard" and they truly look like ducks out of water. *Allezcat* is now tied up at Pirate Harbor in Punta Gorda where we are going to have a lift built. The entry channel was 4.5ft at high tide. We are remodeling the 1961 rambler that came with the property. Our first day home yesterday we enjoyed a dinner with family and a visit by our wonderful grandson "Joshua" whom we both really missed. We now are returning to the landlubber life.

Chet & Sharon
Allezcat

FOR SALE - PDQ-36

1996 36' MKIII - Hull #36049
Formerly she was known as *Dementia*, and now she's called *Amarula*. She was given over to us in fantastic condition by John and Suzanne Pew, and we have also

lovingly taken care of her. Currently *Amarula* is in Longboat Key, Florida. The bottom was painted and the A/C was installed 4/02. Asking price is \$190,000. For any questions, or to have more photos, call Kim Gibson at 941-928-5136 or e-mail me at

kgibson@methodfactory.com

We LOVE the boat and it has been a great starter boat, but we want to move up to something 45 - 55 ft to cross the ocean in.

Kim Gibson and Michael Penman
Amarula



ANNUAL POA MEETING & PARTY RESERVATION FORM

Place: Fleet Reserve Club, Annapolis, MD

Date: October 12 and Time: 6:30 PM

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

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

Name _____

Address _____

Number in your party _____

Email _____

Boat Name _____ Hull Number _____

Amount Enclosed: Dinner _____ \$30.00 per person

Dues _____ \$10.00 per year

FOUR SHEETS TO THE WIND?

When reaching or sailing downwind, monohull sailors use whisker poles to pole out their jibs for extra speed. With their wider beam, catamaran sailors can achieve the same effect more easily by sheeting to the toe rail and a number of PDQ owners use this tactic. We find it so useful on *Cadenza* that most of the time we run four sheets to the jib, one pair to the travelers on the coach roof, and the second pair down to a block on the toe rail on or near the inverted U-bolts (put there by PDQ for this purpose), back to a second block just forward of the stern cleat, across to a third block on the inner toe rail which puts the line at an ideal angle for leading up to the winch.

The only time we remove the outer sheet from the sail is tacking in strong winds. If the sail is allowed to flog the sheets tangle quickly and create quite a mess.

Colin Swithenbank
Cadenza.

FOOTLOOSE ADVENTURES

Wednesday, July 03, 2002

We have returned to the States and have been back for about two months. We had a great time in the Bahamas and Florida on the way north. We are now at our dock in Oriental N.C. The weather has been awful. Last week it rained all week. This week the temperature is in the nineties. All the

rain as enabled the mosquito population to grow. Just going from the boat to the car you need to have transfusion from being bitten so much. We used to complain in Trinidad about the weather. It's worst here. The good side is we are at our on dock with good electricity and water. And the prices on food are very good in this country. We have been looking at house plans for the past few weeks. We hope to start building a house this year. Our plan is to sell *Footloose* when we build the house and then buy a powerboat. We are always motoring anyway. That could be a year or two away, who knows. If anyone is looking for a cruising catamaran, they can contact us at our email address. We still have our sailmail address but this one, footloose@pamlico.net is a better one to use. If you pass this way give us a call. Our phone number is 252-249-1660.

Mike, Nancy, Roxanne, and Skipper
Footloose

PDQ OWNERS LIST

We need your help in maintaining the accuracy of our PDQ Owners list.

The following seven pages is our latest version of the PDQ Owners list. Many times boats are sold and we lose track of the owners, people move and we lose track of addresses, or phone numbers or email addresses are changed and we do not get the updates. We ask that you please take a serious look at this list and if you see corrections that need to be made on yours, or data of others please let us know so we can update the master list. The master List is maintained by Roger Ford, POA Vice Commodore

Corrections should be sent to:

**Roger Ford
500 Harborview Drive, Slip I-9
Baltimore, MD 21230**

**Phone: 410-837-4491
Email: Rford@sha.state.md.us**



Thanks for Your Help