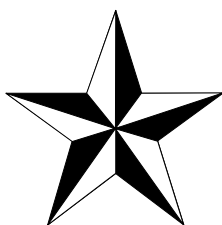


PDQ Owners Association (POA)

NEWSLETTER

Fall 2003



COMMODORE'S CORNER

For those of us who live and boat in the northern latitudes, winter is upon us. Boats are out of the water and sails are packed away. Now all we have to help pass our days are marine catalogs, boating magazines, good books, the past boating season memories, and the anticipation of next year and renewing our boating adventures with the POA family. Our thoughts are with the rest of you who continue to sail and motor. We wish you safe and enjoyable cruising no matter where the wind, the sun and adventures take you.

Mark your calendars for next year's annual meeting. We have reserved O'Brien's Oyster Bar & Restaurant at 113 Main Street, Annapolis. It is just a very short walk up the hill from the boat show. Saturday night of the boat show falls on October 9th next year. We will have the banquet room from 6:00PM until midnight if needed.

The dinner price per member will be \$35.00. A cash bar will be available as it was this past year. Included with the dinner are hors d'oeuvres, wine on the tables, a choice of three entrees, salad, rolls and butter, coffee, tea, iced



Our new Commodore, Rick Kilmer and Vice Commodore Pam Kilmer, *The Cat's Aweigh*, (left) with Lee and Dottie Henderson, *Brigadoon II*, at the Tug Boat Festival in Waterford, NY on the Erie Canal. Lee and Dottie were visiting while returning to Florida on *Brigadoon II* during their Great Lakes Cruise.

tea, and dessert. The dinner entrees will be available for selection when reservations are made, but will probably include fish and chicken dishes.

The POA now has an Employer Identification Number that allows for easier creation of banking accounts and deposit of checks other than those made out to individuals. The current balance on hand is \$1,473.00 after the \$500 deposit was made to reserve the banquet room. If you have not paid your dues please send a \$10.00 check payable to "POA" and send to Pam Kilmer, 1194 River Road, Schodack

Landing, NY 12156. Forty One POA members have paid through September of 2004, eight through 2005, and one through 2006.

We have received one new membership since the annual meeting. Welcome Aboard to Jackie and Dave Motley of Oakville, Ontario (*BobCat* #32045).

Pam and I have asked that Roger Ford, Lee Henderson, Colin Swithenbank and Kevin Smith act as an ad-hoc Board of Directors. Their primary duties will be to assist in the decision-making regarding some ideas that we want to "float out" (please

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11th Annual POA Meeting and what a meeting and party it was. A great time was had by all. Mark your calendars to attend next year.

excuse the pun) for consideration. (All POA members are more than welcome, and encouraged, to share their thoughts with us at rhkilmer@nycap.rr.com.) Some ideas we want to pursue are: a very simple and short set of by-laws; applying for non-profit and tax exempt status; creating our own web page in addition to the message board (thanks to Kevin Smith who has agreed to continue hosting the message board) and newsletter (thanks to Lee and Dottie who have agreed to continue writing the newsletter); creation of an incentive to write articles for the newsletter or web page; applying for a group discount from Boat US or alike; and providing a simple membership card with the member's name, boat name, hull number and alike for paid members. Since we have the banquet room for an extended period next year we may want to consider having some vendor displays, a speaker, and/or some sort of demonstration. Asking some vendors to advertise in the newsletter may offset the cost of printing and mailing. That would seem to be enough to think about for now. Please share your thoughts with us. We are truly here to work for you in creating the organization that you want to see. And don't forget, this is an organization

for all PDQ owners, so let's hear from the MV/34 owners too.

Next issue we will focus on PDQ news and updates. Until then, be safe, have fun, and keep in touch with the POA family.

Rick and Pam Kilmer
Commodore and Vice Commodore

POA MEETING MINUTES, 2003

The POA Annual meeting was held on Saturday 11 October at the Maryland Inn, Annapolis. After a buffet

dinner, the meeting was called to order by the Commodore, Colin Swithenbank, at 8:15 p.m. Colin welcomed new members and those who had not previously attended an annual meeting. He then recognized Lee Henderson, our founding Commodore, who was unable to be with us, and also Simon Slater of PDQ Yachts, who has contributed considerable financial support to the POA. Before the meeting, the POA account stood at about \$690.00 and afterwards is expected to be about \$1390.00.

Simon reported on happenings at PDQ during the past year. The company was sorry to lose the services

Notice from the VICE - POA Dues

I bring your attention to Rick's note on POA Dues in the Commodores Corner. Our POA Fiscal year is October to October and dues are renewable at the end of each Fiscal Year. Dues remain at \$10 per year so please snail mail a check to me at your earliest convenience. If you have already paid for 2004 please disregard this notice. Make checks payable to POA and mail to:

Pam Kilmer
1194 River Road
Schodack Landing, NY 12156

Pam Kilmer
Vice Commodore

of 12-year employee and friend Rory McGuiness. Despite some personnel and policy changes, the company has remained about the same size. Rob Poirier is now Vice-President of Marketing and Sales and Salwa Farah was hired as Webmaster. Jamie and Jackie Power took the summer off to build their new house and are now back at work.

This has been a poor year for all boat builders, however, sales have been picking up over the summer and a number of PDQ's are on order. The MV 34 now sports a re-designed fly bridge and one rolls off the production line every two weeks. Three have been sold to the charter company, Sunsail. After a slow start, sales of the 42' Antares are increasing, and three 32' Altairs have been built this year. Simon and David Slater's personal boat, the 36' Express (based on the Capella), at 8000 lbs is 20-30% lighter than its predecessor, carries 30% more sail area and has 8 1/2 foot dagger boards. Simon reports that it is a lot of fun to sail and has done very well in races. The boat will fly a hull in 18 knots of wind and also under spinnaker. They race with solar panels attached; powering the refrigerator, so there is always plenty of cold beer to toast their victories!

In the spring, a flotilla of six MV 34's made their way south down the Erie Canal and the Hudson River. This event, originally Salwa's idea, prompted an article in *Passagemaker*. Since many MV buyers are relatively new to boating, this joint trip served to familiarize new owners with the boat and the intricacies of cruising. Similar flotillas are planned in the future.

Bill Bartholet announced that he has available two rudders for a diesel 36' with skegs if anyone is interested in them. The rudders originally came from *Footloose*.

Don Wilson noted that five PDQ's attended the Farmer's Cay First Friday in February Festival (5F's) in the Bahamas last year, and suggested that any boats in the area congregate there again next year.

Colin mentioned that he planned to visit Lee Henderson in Marco Island for the POA Annual New Year's Eve Party and hoped to see other cruisers there. He is also planning a trip to the Rio Dulce in fall 2004 and would like to invite other boats on this trip. The proposed route goes south from Florida

to the Dry Tortugas, thence close to Cuba (without stopping) and on to Isla Mujeres and down the coast of Belize.

Colin then reminded everyone of two interesting websites. Kevin Smith's sailchicago.com is an interactive site, where PDQ owners can discuss topics of interest. The PDQ website, pdqyachts.com, has been completely redesigned by Salwa and the POA section contains photos and articles about owners and their exploits. Both are updated frequently and are well worth a visit.

The final order of business was the election of officers for the coming year. Dan Hofmann, last year's Acting Commodore has sold his boat and is no longer a member. Cindy Wallach, Vice Commodore, resigned due to increased traveling and pressure of work. Colin nominated Rick Kilmer and Pam Kilmer, owners of *Cat's Aweigh*, as Commodore and Vice Commodore respectively, and these nominations were accepted unanimously. The meeting adjourned at 8:30 p.m.

Respectfully submitted,
Ruth M. Swithenbank

ANNUAL POA NEW YEARS PARTY

The 4th annual POA New Year's Party will again be in Marco Island Florida. Hosts are Lee and Dottie Henderson. We begin the party on December 30th with the pre-party at the Henderson House to renew acquaintances and meet new people. We have followed the same (unstructured) program every year in the past, but new ideas are most welcome and everything is flexible. Volunteers to help coordinate the events and to host some of the parties are needed. The New Year's Eve party includes the funny hat contest so start getting creative. We can consider anchoring and rafting if weather permits if that is what most people want to do on New Year's Eve; otherwise the party is at the Hendersons. Here is the "schedule of events" we have used in the past.

December 30th:

- Pre-Party: Lasagna Dinner at Hendersons

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December 31st:

- Afternoon English Tea (we get to party but wait for the libations till sundowner time)
- Sundowners and Appetizers
- Funny Hat Contest
- Steak Dinner
- Midnight Toast and *Old Lang Syne*

January 1st:

- Brunch and Possible sail "around the island"
- Post Party Dinner

If you are planning to attend, please let us know before the Christmas Holiday if possible. We are usually in Annapolis until December 28th. If you would like to attend and are a "maybe", it would be helpful to know that info too. We hope to have a good turn out this year.

Contact us about attending, ideas, helping, or questions.

leehenderson@att.net

Home Phone: 239-389-5515

Dottie's Cell: 239-389-6480

Dottie & Lee Henderson
Brigadoon II

NEWS FROM THE FACTORY

Speed Thrills

PDQ 36 EXPRESS CRUISER TAKES 1st PLACE IN INAUGURAL RACE

The new PDQ 36 Express Cruiser placed first at its inaugural race at the Toronto Multihull Cruising Club Regatta — and continued to outperform the competition at the Youngstown Yacht Club Level Regatta last month. By revisiting the PDQ 36 Capella design and taking the same comfort level and superior layout found in all our boats, PDQ created a lighter-weight, high-performance cruising yacht.

A Great Year for PDQ in Annapolis

The sale of 10 boats during the course of the US Boat Show in Annapolis - four 42 Antares, a 36 Capella as well as the sale of five MV/34 trawler cats - confirms PDQ's position as the number 1 North American cruising catamaran builder. The sailboat show drew in an estimated 40,000-50,000 visitors to the Annapolis City Harbor to stroll the miles of docks set up for this annual event. And after

the effect of Tropical Storm Isabel that plunged the city under 7-feet of water, the flood of tourists was a welcome change.

The Antares Just Got Longer

We've taken the same solid design principles that make the 42 the best cruising catamaran on the market and made it even better by adding 2-feet extra. The increase in waterline length not only makes an impact on the performance, but also creates a more visually appealing line that reconciles the height of the boat to the length. The extended transom with a larger lower step opens to the inboard side allowing easy access to the dinghy and the water; hauling your scuba gear out of the water or just stepping off the dinghy becomes much easier. And the swim ladder that's neatly recessed into the top of the step means that there are even less obstructions. Computer simulated ergonomic studies also allowed us to determine the best angle for the steps to make access to the boat easy from a variety of dock heights.

BIG FISH

In June recording artist Eric Stone, his wife Linda, our good friend Scott Kessler, and owners Dennis, Lori and



Dennis Gill and his BIG FISH

son Walt Gill sailed our PDQ 32 *Schedar* from Blue Lagoon in St Vincent and the Grenadines through St Lucia, Dominique, Martinique, St Kitts, St Eustacius, St Thomas, San Juan, South Turk Island, Great Inagua (Bahamas) to Key West, FL where she is in yacht timeshare and charter service at Oceanside Marina. The highpoints of

the trip were catching more dorado (mahi-mahi) than we could eat [see photo], sailing downwind without a single storm the entire trip, picking up a 4.5 knot Gulf Stream current when there was no wind (causing us to landfall in Marathon with 1/2 gallon of fuel left), and being able to make cell phone calls whenever we were within about 20 miles of any island during the entire trip. *Schedar* has already had three charters in Key West and continues to book well. Our PDQ 36 *Sirius* is still in charter service in St Vincent. Dennis is captaining charters with Southernmost Sailing, Sailshare, and Key Cat in the Florida Keys, Marquesas, Dry Tortugas, and the Bahamas.

Dennis Gill
Schedar

GREAT CIRCLE ROUTE

One of the fun things about cruising is deciding on new places to go. So many places; so little time. Encouraged by the prospect of accompanying Lee and Dottie Henderson on *Brigadoon* for the early part of the trip we embarked on the Great Circle Route to see some of the heartland of the eastern half of the US, and our little convoy left the Chesapeake Bay on Thursday, June 5.

The first stage of our journey was marked by cold, rain and fog. We spent June 7 at anchor in Cape May enduring heavy rain and winds up to 33 knots, then motored up the Jersey coast in fog and calm. *Brigadoon* showed us several new and secure anchorages, and we in turn led the way using our radar. Traversing New York Harbor needed constant attention as we tried to avoid the small power cat ferries which buzzed around

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like busy bees. Here our two boats parted company for a few days, while *Brigadoon* visited friends and we continued north up the river to spend a couple of days with Rick and Pam Kilmer, new owners of *The Cats Aweigh*, and to enjoy their hospitality at Cocksackie Yacht Club.

The next task was un-stepping the masts before entering the canal systems. With the help of Rick and Pam and some other boat owners, we were able to un-step the mast ourselves at a self service crane at Castleton Yacht Club.

We rejoined *Brigadoon* in Troy and enjoyed the offerings of the local microbrewery before entering the first lock on the Erie Canal and beginning freshwater sailing. We hadn't sufficiently appreciated the advantages of being in fresh water, particularly the clean, clear, water we found most of the way to Chicago. The decks, stainless and the engine cooling passages all stayed cleaner.

We had come through the Erie Canal in 1996, bringing *Cadenza* home from the PDQ factory, and it was very pleasant to motor again through the peaceful backwaters of New York State. We hadn't previously appreciated the enormous social and economic significance to the development of the east coast and the Midwest by the Erie Canal. In the late eighteenth century, the Midwest was becoming settled and producing furs, cereals and lumber, but transport of goods and people were difficult in the absence of roads. It took a month to travel from the East Coast to Pittsburgh by pack-horse, and wheat which was 25¢ per bushel in the Midwest was \$1 per bushel in New York. Geographically, the most attractive route was the one selected for the Erie Canal, and the Mohawk and Oneida Rivers had been used for some time for the movement of goods using small boats. A short canal with three locks had already been constructed in 1780 to bypass the rapids in Little Falls, but portaging was required around other shallows. The Canal was completed by 1825 and was an economic breakthrough. One result was that New York went from being the fourth largest to the largest port in the US and became the key trans-shipment point for goods in both directions, to and from Europe. Baltimore responded with the

Baltimore & Ohio Canal and Philadelphia with the Philadelphia to Pittsburgh Canal. The latter used a combination of canal and (horse-drawn) railway and used barges which could be taken apart into three smaller units. These were strapped together for the river and canal sections of the trip, then broken apart and dragged out of the water on wheeled frames to be drawn by horses for the rail sections. A few long rises were accomplished by stationary steam engines! This route cut the trip to Pittsburgh to four days which was revolutionary, but it could not compete with the all-water route of the Erie Canal.

Since we wanted to visit PDQ in Whitby we went on ahead of *Brigadoon*. We were warmly welcomed at the factory and had a complete tour of the new construction facility. From here we returned to Trenton at the start of the Trent-Severn Canal, and *Cadenza* met up with *Brigadoon* again. We were joined by our daughter and grandchildren for the section of the trip up to Orillia.

The Trent-Severn Canal is of significantly later construction than the Erie Canal and from the start had to compete with road and rail alternatives. It never achieved the economic significance of the Erie. The locks are much smaller and the canal narrower and shallower, so both are ideal for shoal-draft cruisers. The area contains so many lakes that the canal simply joins the lakes together in a zigzag pattern that triples the rhumb line. This area is only one or two hours drive from Toronto and is set up for tourists. It is quite highly developed with vacation cottages lining much of the bank. The villages by the locks are charming and there is space at the locks to tie up for a visit or overnight. All in all it is a delightful cruising area, although not cheap, even with a favorable exchange rate. We bought a seasonal permit for overnighing at the locks which turned out to be a big mistake, as we found that anchoring out gave us more privacy and cleaner water. Our grandchildren were in the water the moment we stopped. There is lots of weed and we needed to clear the engines and rudders frequently.

Three of the locks were of special interest. The Peterborough and Kirkfield locks are based on a French design and consist of two huge

“bathtubs”, side-by-side, held up on seven foot diameter vertical tubes filled with water, these two tubes being connected. Boats enter the “bathtubs” at the upper and lower levels, and a slight excess of water is fed into the upper basin. This excess weight brings the upper basin down and pushes the lower basin up, the rate being controlled by a check-valve in the cross tube. This design makes locking much quicker than in conventional locks and uses much less water, an advantage in dry summers. Unfortunately this design was only developed when canal use was about over.

The third design at Port Severn uses an open wagon with side walls on a double track. The boat enters the wagon and is tied down, and then the wagon comes up out of the water, down a long slope, and back into the water on the lower side. The wagon is kept horizontal by the design of the rails.

At Port Severn, the northern end of the Trent-Severn system, we were guests of the Midland Yacht Club. *Brigadoon* rejoined *Cadenza* and we re-stepped the masts using the club’s crane. We then continued separately into Georgian Bay which is a whole new world - an infinity of small red rocky islands in deep water. Beautiful! Of course there are also as many rocks hidden just under the water, making any expedition away from the marked channel an adventurous proposition. Unfortunately we had lingered over the early part of the trip and now had only a few weeks for this, the real destination we had been aiming for. So after exploring the southern portion of the bay, we took advantage of a favorable wind and made our way into the North Channel, another offshoot of Lake Huron.

The scenery changed dramatically as we neared this area. There is a geological dividing line between dark red igneous rocks and brilliantly white limestone mountains, which look from a distance as if covered with snow. The highlight of our journey was the trip down Baie Fine which took us between two rocky ranges with outstanding views on all sides. We sailed under spinnaker to “The Pool”, right at the end, where we anchored for a couple of days and hiked to several of the nearby lakes. Further west we found ourselves back in the red rock and met up again with *Brigadoon* in the beautiful

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Benjamin Islands which we explored both on foot and by dinghy.

It was unfortunately time to move on, so we said a final farewell to *Brigadoon*, who was returning east, and enjoyed a couple of days of spinnaker sailing westward, reaching Drummond Island where we checked back in to the U.S.

We’d expected the most enjoyable part of our trip to be over when we left Canada, but to our surprise, we found Michigan to be a wonderful cruising destination. First we explored Mackinac Island, a touristy, but delightful place, where motor vehicles are forbidden and horse traffic is the norm. It was redolent with “fragrant” farm odors and we had to wash the decks after our visit. Then we spent a week in Grand Traverse Bay, visiting relatives, sailing and exploring the pretty small towns around its borders. Finally, we sailed (or mostly motored) south along the beautiful and impressive sand dunes created by the prevailing westerlies, each night finding refuge in a protected anchorage where a river has broken through the sand. But we ourselves saw very little of those prevailing westerlies, the wind having come from almost every other direction.

We spent three months on this first part of our trip and enjoyed it immensely, although time constraints prevented us from visiting all the places we wanted to see. Georgian Bay, the North Channel and Lake Michigan are all marvelous cruising grounds in their own right and each deserves a whole season or more of exploration. We hope to be able to return someday.

Colin Swithenbank
Cadenza

THE DUHAIME YEAR

2002 was a fun yet challenging year. We spent the beginning of the year in the Bahamas with good friends and family and had a fine time taking them to our favorite snorkeling holes and caves in the Exumas. By spring, we were headed back to the USA. En route to Michigan, we decided to give up sailing for medical reasons (carpal tunnel) and put our name on the list for the PDQ Power Cat. As luck would have it, they had one available that would be completed by September. We

immediately put our sailboat up for sale in Annapolis. That meant we had to clear out the boat and get our entire belongings home. Larry's sis from the Chesapeake was driving to Michigan for a visit, so she took one load in her truck. The rest we loaded in the van until we couldn't see out the rear view mirror. We were worn out after 4 days of cleaning and packing. Tinker, our cat, was nestled atop boxes at the ceiling of the van. Our plants had to be left behind. The important items made it home, though.

The summer was wonderful, nice and hot. We visited friends and relatives, caught up on the yard work and spent a number of days in Whitby checking on the building of our new boat, making changes that would be necessary for us to be safe and comfortable. The Power Cat is similar to our sailboat but has twin 75 horse Yanmars and more room inside. It moves comfortably at 14k and without a mast we can go under many more bridges when going down the Intercoastal Waterway. As summer waned and the boat started to look like something one could live on, we drove two vanloads of belongings to Whitby. The staff couldn't believe we would get everything on the boat and in place. We finally left Whitby, Ontario on September 18, 2002, and entered Lake Ontario with 6-8 'waves. Luckily, they were on our stern and allowed us to cross to the SE corner of the Lake quickly. We entered the Oswego Canal, which dumped us into the Erie Canal and then the Hudson River and then out to New Jersey. From there, we went up the Delaware Bay, across the C&D Canal and finally into the Chesapeake. We experienced several mornings of snow on the deck and more of frost. We had hoped that by the time we got to the Chesapeake, we would have warmer weather. Wrong! We stopped for a few days to visit with some of Larry's family but then headed south as fast as we could. We didn't wear shorts until we arrived in Florida-- Southern Florida. Along the way, we met up with several of our sailing friends and moved along with them until we arrived at Stuart. Larry's folks invited us for Thanksgiving and we decided to stick around for Christmas. After Thanksgiving, most of our friends left for the Bahamas. That was difficult, as we wanted to be

with them but wanted to fly home, too. The only consolation is that we would be joining them to enjoy the Bahamas after Christmas.

In the fall we had to leave the PDQ plant before they were completely finished with the boat as the Erie Canal was closing for the winter for repairs. That meant that once we got to Stuart, a PDQ staff person came down and spent a week with us working on the final touches to make the boat function at top performance. Now we really look forward to trying her out in the Bahamas for the winter. The process of aging has started to take effect with an increase in aches and pains that can be absolutely frustrating, as they can't be fixed. I had several fainting incidents during the summer and ended up in the hospital but came out with no diagnosis! Recently, a friend on a sailboat had the same thing happen to him. The nice part about the whole experience is one comes out knowing one is healthy. Tinker continues to do well and seems to like the new floating retirement home. She has more room to get around and or hide when she needs to. We so enjoy her antics and even the occasional standing on my head to see out the hatch that is open to sniff the evening air. We continue to feel blessed that we can enjoy both the north and south, travel, and enjoy friends along the way.

Larry & Sharon Duhaime
Lead Free Too

STARLIGHT ADVENTURES

May 22, 2003

Bob & Louise arrive at Marsh Harbor in the Abacos and went directly from the airport to the Marsh Harbor Boatyard, where *Starlight* has been "on the hard", getting the props changed and her bottom painted with "U.S. illegal" paint. We look at the paint job and our new 3-bladed max props, and are pleased with the outcome. We watch and take pictures of the boat as Ian, the proprietor of the yard, personally drives the 85 ton travel lift with *Starlight* on a sling underneath, and drops her back into the water. We throw our luggage on board, pay our bill, then take the boat back to Tom and "Boo" Leffler's Marsh Harbor Marina

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and Jib Room Restaurant, where SV *Starlight* had been parked since we brought her here after her appearance as the PDQ 42 display boat at the February 2003 Miami Boat Show. We find that Tom, "Boo", and dock master Jason have taken excellent care of her while we were back at work in Newport Beach, CA.

May 23, 2003

We go to downtown, Marsh Harbor to get a few provisions for the boat. We spend the day sprucing up things and getting ready for the arrival of our terrific crew members, Greg Webster, Trish White, and Jim Geisling. We inspect the new SSB 802 installation done while we were gone by Pat McFadden of Merlin's Marine Electronics of Marsh Harbor. It works well. Dinner tonight is at Mangoes, across the bay from Marsh Harbor Marina and next door to the Moorings location.

May 24, 2003

We attend what has to be one of the world's best barbecue dinners, the weekly Saturday night "Steak Night", at the Jib Room, featuring one pound New York steaks, salad and baked potato. The large weather system that the east coast experienced this week tries to dampen our enthusiasm by pouring down rain on the event, so instead of sitting on the outdoor dockside tables, we all crowd inside, where there is room for maybe 100 people. The party is bigger than that, so we end up eating on the second shift-- it was still great. Bahamian steaks at the Jib Room are simply outstanding, as many PDQer's who have visited Marsh Harbor can attest. We dance a bit to the music of "Brown Tip", who does Bahamian reggae, primarily by whacking and bending a wood saw with amplified sound.

May 25, 2003

Crew members Greg and Trish arrive for their first trip to the Bahamas. They are fellow members of our yacht club, BCYC, and own a 42' "half boat", *Marilyn*. They took off and cruised for a couple of years in Mexico, and are great sailors. Greg owns a flight school at Gillespie Field, San Diego, and is featured this month on the cover of Private Pilot magazine, flying his private Paris Jet, which he imports from

Toulouse, France, for markets in the US.

May 26, 2003

The four of us take *Starlight* on a post dockyard mini-shakedown cruise to Green Turtle Cay. The new props work fine, and after a 2 ½ hour trip across the Sea of Abaco, we arrive on the Atlantic side of GTC at about noon. We tie up at dive site can #8 and enjoy a terrific snorkeling outing at this Green Turtle reef location. After a quick rinse off, we leave the site then go around the north side of GTC, and at 2:30 pm we park the boat at the Bluff House Marina and Resort. We make reservations and order dinner by VHF. The last time we were there, we renewed our acquaintance with the Executive Chef, Sam, and his wife Julie. Sam, a Hawaiian gourmet chef from Lahaina, Maui, and Julie, a beautiful Bahamian girl, had just moved in April from a similar posting at Spanish Cay. The Hawaiian rack of lamb and fresh grouper was outstanding. After dinner at about 9:30pm, Sam and Julie came down to the boat to hang out with us and talk about life in the Abacos. Sam and Julie, who manages the Jolly Roger dockside restaurant, will help attract a lot more attention to this side of the bay, which has been long dominated by their competitor, The Green Turtle Club.

May 27, 2003

We get up in GTC, and after Greg and Trish cook up wonderful omelets on board, we take the boat back to the Marsh Harbor Marina. We get there at 1pm, just in time for the arrival of Jim Geasling, our other crew member. Jim is from Annapolis and works at the Chesapeake Catamaran Center for John Farrow and Tommy Smith. We get him settled in and made familiar with the boat. Jim tells us of his adventures being brought up as a youngster on board his parent's boat, and his experiences sailing catamarans on the east coast. Greg cooks up a couple of pie tins of terrific quiche and gets it ready for the trip.

May 28, 2003

We check the weather on this, our intended day of departure. The weather window is closed, due to the aftermath of the storm that rocked the Midwest and east coast of the U.S. with tornados

during the week. We contact Commanders Weather Service, out of Nashua, New Hampshire. They tell us over the sat phone and via fax, that the window will open slightly tomorrow, and as long as we stay south of 30 degrees north, and take a more westerly heading for the first 2 days of our trip, (rather than sticking to the rhumb line), we should be OK. This will make the trip 714 NM, rather than the planned 658 NM, so we plan to leave 24 hours later. We hang out for the day, and Greg and Trish visit the impressive Abaco Beach Resort across the bay.

May 29, 2003

We say goodbye to Louise, who heads for the Marsh Harbor airport at 8:30am. She has to go back to run the printing business in California, so Bob can afford to play boat captain with the money she earns. We check the weather again . . . same basic answers as yesterday: Winds OK for today, but tomorrow they become south at 25-30, gusting to 40 by midnight as long as we track west of the rhumb line and don't get farther north than 30 degrees. We put an extra 50 gallons of diesel on board in 10 yellow jeep cans, and finally leave the dock at 10 am, heading out to the Atlantic via the Man-O-War channel, and turning to the northwest. The winds are 90 degrees off our port side at 20-24 knots, so we shut off the engines and enjoy the ride. We decide on a 3 on 9 off watch schedule which turns out to be pretty comfortable for the four of us. Jim ends up with the nightly graveyard shift, which was OK with him. Trish makes a wonderful salad for dinner.

May 30, 2003

We are out about 160 NM when the weather becomes as advertised at a steady 28 knots, and seas 6-10 feet. We take in the first reef on the mainsail and are still cooking along at about 10 knots. Later on that night, we put in the second reef. We are now experiencing 30-34 knot winds, still going along at 10-11 knots, and we are only at 29 degrees north, 110 miles off the northern Florida coast in 8-12 foot seas. The boat is doing a bit of a "bucking bronco" number, but handling the upset seas very well. Trish makes another wonderful salad for dinner, along with our defrosted lasagna.

May 31, 2003

The weather takes a breather today, and we enter the Gulf Stream off Georgia. We immediately pick up 2.5 knots, as the sea temperature changes from 67 degrees to 84 degrees. Our two jury rigged fishing lines finally produce results, as we catch a 20 lb. dorado. Bob's dinner portion is sautéed, but the other crew takes it sushi style. Try as they may, they can't convince Bob to eat fish that isn't cooked. The fresh dorado was absolutely delicious along with another of Trish's now famous salads.

June 1, 2003

We are off the coast of South Carolina today in moderate winds that have clocked around to the northwest. We take a 30 degree heading toward Cape Hatteras. Jim and Greg continue to pray for more fish. We are close hauled, are motor sailing with one engine on at a time, and are making 8-9 knots SOG in the Gulf Stream. We tell sailing stories to each other and watch a couple of DVD movies on the TV. Trish makes another great salad and we polish off the rest of the lasagna.

June 2, 2003

We make progress toward North Carolina today, and catch 3 more dorado and a large wahoo that are cut up and put in plastic bags in the freezer. Bob has to tell Jim that we have only limited space for fish in the freezer, and that if he catches more fish, he might have to release them, because our two bags of ice have priority over several bags of fish. Jim is visibly dejected, because he has visions of a giant fish cooking party with his buddies in Annapolis this coming weekend. Bob allows as how Jim must limit himself to one more dorado. The fish must have heard, because the next dorado that hit wiggled off the hook before he made it to the swim step. We never hooked up again.

June 3, 2003

We pass Cape Hatteras and Diamond Shoals today, heading for Cape Henry. At 4:00 am today, we lose the portside engine while motor sailing with both engines running. We try to diagnose it, and think we're smart, but after several tries, the engine still won't start. We consign ourselves to a single

engine night time arrival at our destination. At the northern end of Cape Hatteras, we exit the Gulf Stream and the water temperature goes back down to 68 degrees with a corresponding drop of 2.5 knots in the SOG. We call Portsmouth Customs and Immigration on the cell phone; he asks us a few questions, then gives us an entry number and tells us we're cleared back into the U.S. We round Cape Henry at 5:00pm. The Norfolk / Portsmouth harbor has a traffic control tower to handle the Navy and commercial traffic in this busy entrance, and he spots us on radar to ask our intentions. We tell him, and he informs us that we must give an outbound cruise ship a wide berth, because it has a U.S. Coast Guard escort, and we must stay at least 500 yards away from it at all times. We wonder what political VIPs are on board the cruise ship to require a Coast Guard escort, when a port pilot usually fills the bill. We stay on the outside of the designated arrival lane, heading up the bay to our destination at the Bluewater Marina in Hampton, VA, still on the single engine. We cross the Hampton-Norfolk bridge tunnel and arrive at the marina at 9:30pm. Bob executes a FLAWLESS single engine approach to the floating T-head dock, and we end up at the marina restaurant just after it closes, somewhat happy to be on dry land after 4.5 days at sea. We call a cab and he takes us to the late night hot spot, which turns out to be a seafood oyster house and dining and dancing establishment 15 minutes away from the marina. After dropping off the crew at the restaurant, the cab takes Bob to the Williamsburg airport to pick up the rental car for tomorrow's run to Dulles International and home. Jim gets lucky and meets a girl. He tells us to go on back to the boat after dinner, but that he would be home late.

June 4, 2003

Bob, Greg and Trish get up at 5am, because the Websters have a 7:20am flight out of the airport via Delta to Atlanta. They need to get to Calhoun, GA today for a video shoot of Greg demonstrating the Paris Jet, a 400 Mph twin jet four place private plane. Bob says goodbye to them and goes back to the boat to get Jim for the trip to Washington, DC. Back at the marina, the engine mechanic tells us that he is

unable to find the cause of the engine failure and needs to call the local authorized Westerbeke dealer for a second opinion. Jim, Bob, their luggage and the remaining fish in an Igloo ice chest are put in the trunk of the rental car and head up to DC via US 95. Because of time constraints, Bob drops Jim off at a DC Metro station with his duffel bag and his Igloo ice chest with the fish in it. Jim is happy to have his weekend party fish, and heads on the Metro for his buddies house, ice chest in tow. Bob has an uneventful "nap trip" back to Long Beach on a \$99.00 Jet Blue flight. Louise meets him at the airport and they hug a lot. It was a great trip.

Bob Sasine
Starlight

MAINTENANCE TIPS

Hang On There!

In heavy weather we found the cockpit on *Cadenza* (PDQ 36) short of hand holds. We have fabricated a simple, strong, removable system by connecting the rear hardtop support tubes together with 1" S.S. tubing, then connecting the center of this to the center forward support (see photo). Although probably not necessary, additional support is achieved by attaching to the hardtop just forward of the juncture of the two tubes. For maximum strength, the set screws can be replaced with S.S. pop-rivets.

The required parts are available by mail order from Bo'sun Supplies (www.bosunsupplies.com) 1-888-433-3484/1-631-642-9118:

Description	#	Catalog #	Price
1 1/4" Take-Apart Slides	3	DL7801-0125	\$32 each
90° Tee	2	L7777-10042	\$37.57 each
Top Cap-Heavy	3	S3680-1001	\$6.52 each
1" S.S. tubing		DL10049	\$5.39/foot
1" Hinged Top Cap	1	S3684-0001	\$13.11

Check the diameter of your support tubes before ordering.

Colin Swithenbank
Cadenza

Plexiglas Scratch Removal

Start with a wet sanding with 1200 or 1500 grit paper. Don't overdo any one area. Keep the paper wet and work the entire surface. I generally used a circular pattern, but a linear pattern

seemed to work just as well. I then used a heavy rubbing compound that you can get at most auto parts stores. It is sort of pink in color and does not have any wax added. This is a very aggressive rubbing compound. Apply it to your electric buffer pad and work the surface for five minutes or so. I then worked the surface as above with a medium rubbing compound that has some wax added. West Marine carries it, as do most auto parts stores. Finally I worked the surface with West Marine gel coat restorer. Almost all of the imperfections disappeared and the Plexiglas looks almost as good as new.

As for the leak problems: We removed the inside plastic frame (lots of screws) and were very careful not to break it. The frame has a tendency to hang-up or stick to the compound used to seat the windows originally. It is extremely flexible and I could see it breaking if one is not careful. We then caulked the entire interior perimeter with automobile windshield caulking. It is clear and not difficult to work with. We then reset the interior plastic frame. I caulked around the entire exterior of the windows with the same compound. Finally I bought new plastic washers at the hardware store and replaced most all the original washers. The ultraviolet light dries out the washers and they crack and fall apart. Twice this summer I re-tightened the screws (just snug, do not over tighten them). To date we have not had a single leak, and before it was a mini Niagara Falls each time it rained.

Richard H. Kilmer, P.E.
The Cat's Aweigh

Leaking Windows

BACKGROUND: The ten (10) flush windows (i.e., the ones with all of the screws) all began to leak about 2 years ago. We took the boat to the largest boat yard in Seattle and they removed all 10 windows and reinstalled them using a "special" high tech sealant and adhesive. Well you can probably guess where this is going ... they all have started to leak again after about 12

months. We took the boat back and the boatyard followed-up with the technical folks from the sealant manufactures and found that the sealant they used needed more expansion room between the window and the metal frame. So the job needs to be re-done. However, they are afraid that the windows are too brittle to try and remove again. They expect they will break several or all getting them out.

QUESTIONS:

(1) Are these windows still available already drilled for the screw holes? How much would it cost to buy ten of them and simply start over with new windows? I have already tried to use an existing window as a pattern template and route-out the shape, but drilling the holes so close to the edge was a disaster, very expensive and slow. Does anyone have any suggestions here.

(2) Assuming I can get the adhesive removed from the metal frames and the surfaces cleaned, does anyone have any recommendations regarding re-installing the windows so that they will not leak?

(3) The black vinyl strip that wraps these windows has turned, due to sun damage, an unattractive grey. Is that something that can be easily removed and replaced?

If you have any helpful suggestions or actual experiences on this please contact me at: dicks@sba.pdx.edu.

Richard Sapp
Zephyr Hull # 360016

PDQ_36 FOR SALE

2001 PDQ 36 (Hull # 36090) LRC CATAMARAN: Family ending two-year cruising sabbatical. Extraordinary fit out and proactive upkeep by USCG 100-ton Master (original owner). Phone for color flyer and details.

Contact Mark Doyle:
Email: semi-local@pocketmail.com
Cell: 781-929-9004

EDITORS NOTE

I want to give a special thanks to all those that contributed material for this newsletter. We could not have done it without your inputs.

We are always looking for newsletter material. Please send anything you have, in any format you want, for the next issue. Send material to:

Lee Henderson
686 Thrush Court
Marco Island, FL 34145

Or, Email to: LeeHenderson@att.net

Or, Fax: 239-389-5514

Or, Phone: 239-389-5515

Thanks for your help,
Lee and Dottie Henderson
Publisher and Editor

RECIPE CORNER

CHICKEN & STUFFING SKILLET

Prep Time: 5 min. Cook Time: 15 min.

Ingredients:

1 tbsp. butter **OR** margarine
4 boneless chicken breast halves (or 2 lg. cans of chicken breast)
1 box (6 oz.) chicken flavor stuffing mix
1 can (10 3/4 oz.) Campbell's® Cream of Mushroom Soup*
1/2 cup milk (or condensed milk diluted 1/2 water 1/2 milk)
1/2 cup shredded Cheddar cheese

Directions:

HEAT butter in skillet. Add chicken and cook 12 to 15 min. or until done. Remove chicken.

PREPARE stuffing in skillet according to pkg. directions **except** let stand 2 min.

TOP with chicken. Mix soup and milk. Pour over chicken. Sprinkle with cheese. Cover and heat through.

Serves 4.

Tips *Also delicious with Campbell's® Cream of Celery **or** Cream of Chicken Soup. Serve with a vegetable combination.

Pam Kilmer
The Cat's Aweigh

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