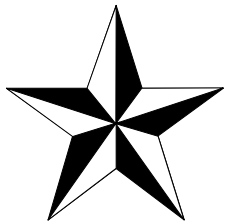


PDQ Owners Association (POA)

NEWSLETTER

Spring 2004



COMMODORE'S CORNER

The good news is that we made it on to Punta Gorda to become residents of Florida. The bad news is that our PDQ still sits on the icy shores of the Hudson. Hopefully late this summer or early fall we can start the trip south. If anyone plans to be making the voyage south along the east coast during that time period please let us know. Perhaps we can get together and make the cruise down at the same time. We were welcomed in Punta Gorda by Terry Green and Bob Stein, and have had an invitation from Chet and Sharon White to get together. The PDQ database shows six PDQ's right here in Punta Gorda. All tolled there are 47 PDQ's in the state of Florida.

Our ranks continue to grow. Thanks to Sherri we have added more new members over the last few months, and have even sold some burgees. Our bank account (without the \$500 paid to reserve the annual dinner) tops off at \$1868.72. We have 83 currently paid members. That is up ten from our last reporting.

We must apologize by having great hopes for new projects, but finding out that moving has pushed most of them to the back burner. Regretfully no new



Colin Swithenbank riding CADENZA and Lee Henderson riding BRIGADOON II were jousting in Midland, Ontario on Georgian Bay. You might expect Colin to delight in this sport with his British upbringing but Lee??? Did you know jousting is the state sport of Maryland. The duel ended in a tie.

progress has been made on the by-laws, a POA web page, or a group discount from West Marine or alike. If anyone would like to volunteer to help with these projects please let us know.

Finally, we dodged a bullet regarding the annual dinner/meeting facilities. As reported last year we were going to meet this year at O'Brien's Oyster House. However, they are going through some renovations and just this week informed us that they could not handle the banquet as planned. As you can imagine, finding a new location at this late date is near impossible. The owner and we have, however, gotten the banquet/meeting back

on track for the October 9th date. All the exact details will be provided in the next newsletter. I would strongly suggest that as soon as we publish the details you make your reservations. With our growing numbers there may be limited space available.

New contact information for us: Phone 941-575-7105, Fax 941-575-9105, emails: Rick is RHKILMER@Earthlink.net and Pam is MPKILMER@Earthlink.net.

Rick and Pam Kilmer
Commodore and Vice Commodore

OLD BOATS

I've spent the last year resurrecting *TechnoCat*, hull #15. The boat was launched in 1992, and spent the next five years on a mooring in Tortola. In 1997 a 57 foot monohull dragged its anchor in a hurricane and lodged across T-Cat's bows, grinding away at them until it broke T-Cat off its mooring, which sent T-Cat onto the beach. Both bows were ground down to the boot stripe, the port keel cracked, and the port rudder bent. Poor T-Cat then spent the next 5 years sitting in the yard at Nanny Cay, regularly basted with dust from the then dirt road, salt from the near by beach, all slow cooked by the tropical sun. I discovered some hidden problems which owners of other older boats will want to check:

1. The hoses in the fuel system rotted: especially the fill hose. The hose was so bad it literally collapsed when we stretched it out on the store floor to measure a replacement. (I felt terrible for creating such a spectacular mess in the middle of the store's clean aisle.) I understand from talking with other older boat owners that the aluminum tanks pit to the point they seep. If you smell gas better lift the floor and start taking things apart.

2. A splice in the bilge hose had come apart in the aft cockpit locker. While trying to re-attach it I discovered the bottom of the bilge hose had worn through where it rubs on the floor. It would be hard to pump out a hull when the bottom of the hose is missing. I assume stacking stuff on the hoses wore through the plastic thereby creating the holes.

3. Tortola is an interesting center of stainless steel crevice corrosion. All of the older boats surrounding T-Cat in the yard were replacing chain plates and swages. On T-Cat the starboard cap shroud swage shattered when the rigger brushed his tool box against it. We had already replaced the forestay and he was returning to replace the cap shrouds. It didn't break across the threads or in the swage, but instead in the clear metal between the two. In Tortola the rigger sees so much SS corrosion he could just run his hands over a swage and tell it was bad. My best suggestion is to polish the swages so they are clean and shiny, and then study them with your Sherlock: a

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powerful magnifying glass. Any hairline cracks or remaining rust discoloration means the part needs to be replaced. There have been several interesting letters on crevice corrosion in past issues of *Ocean Navigator*. Boats around me were replacing chain plates; the damage being especially bad in the portion out of sight under the surface of the deck.

4. T-Cat has corrosion in the steering. I had to install an inspection port in the binnacle below the wheel so I could spray lubricant into the tops of the steering cables. This cured a horrible grating noise which seemed to originate right at the steering wheel. The connections in the aft locker are suffering from dissimilar metal corrosion and will have to be replaced. While back there I oiled everything I could reach, also spraying lubricant up into the cable tubes. Be sure to inspect the connection between the chain at the bottom of the wheel and the SS steering cables. I've had a break here and unless you have a big enough crew to dedicate a helmsman exclusively to the emergency tiller it will paralyze you until repaired.

The nuts which hold the steering tube to the top of the rudder quadrant arms rusted to nothing. The nuts under the quadrant arm are holding only because the dissimilar metal corrosion has welded the remaining parts together. It's going to take lots of heat to get them apart. After searching all over Tortola, the US Virgins, and much of Florida, I gave up on the Whitlock metric nuts. I purchased a common tap to resize the threads of the studs to the common size stainless steel nuts available at Lowe's.

5. All of the portholes needed to be removed, the edge slightly sanded (to improve the caulks grip) and then reinstalled. I use the Boatlife blend of polyurethane and silicone. The small Lewmar side hatches are leaking past the O-rings, which continues to be a problem. The O-rings can be obtained from Lewmar, but thus far I haven't managed to install them properly as the replacement O-ring also continues to leak. Any suggestions would be welcome.

6. Pay attention to your winches. I doubt T-Cat's had ever been serviced. I got to them right at the point where more neglect would have led to damage. The grease

had dried and contained so much sand and salt it resembled crumbly mud.

7. I have over the years discovered a small grease gun which functions on the (non-zerk) grease fittings on the Yamaha tilt tubes. I haven't been able to find any identifying markings on the head of the gun itself, my recollection is that it came in simple blister pack. It is a simple spring loaded push knob grease gun head which screws on the threads of a plastic tube of grease. It is crude: you have to squeeze the tube to force the grease into the injector. The key is the convex plastic cup in the tip of the gun: it will fit the Yamaha fitting as well as a standard zerk fitting. I notice a similar product in my bicycle catalogs called a "grease injector", although the bike injector has the wrong tip. If you don't inject grease into these tilt tube grease fittings, I can assure you from experience your life with Yamaha engines is going to be much less rewarding. Now that I have one I can't seem to find it in the boating catalogs. I recollect buying it in a boat dealership. If I notice one for sale I'll forward the particulars.

It has taken me two boats and lots of visits with other PDQ owners to figure this out, but here is a gimme: if you take the little cover/trim rings off the stateroom reading lamps the amount of usable light at least doubles. Handy after middle aged eyes have spent the day in bright sun and stinging wind.

I would like to thank everyone who helped with ideas for repairing *TechnoCat*, especially Lee Henderson and Bill Bartholet, who each have had to overcome similar problems with their boats.

Rick Gordon
TECHNOCAT

GEORGETOWN, BAHAMAS REGATTA WEEK

The race awards ceremony took place at Volleyball Beach, so named because there are five volleyball courts laid out on the sand, along with a picnic area and a small beach bar called Chat & Chill.

Allezcatt placed 2nd in the Inner Harbor Race, Multihull Class, and 2nd in the Around Stocking Island Race, Multihull Class. These results include the PHRF handicaps. Each prize consisted of a

certificate, a red pennant, and a bottle of Island Rum (to embellish the race experience). The largest fish award went to another boat that caught two mahi-mahi's, one of which was 48" long versus our 38".

I need to thank the Larsons on *Prairie Dream*. We off-loaded so much stuff to their boat before the race it sat 5" lower in the water; generator, anchors, chain, canned goods, soda, tools, spare parts, etc. They kept all this "stuff" aboard for three days!

In addition to the awards, we also gained some recognition in the boating community and a positive impression of PDQ performance by several boaters. All in all, it was great fun.

It would be great to see more PDQ's here for next year's Cruiser's Regatta.

From Georgetown, Great Exuma

Chet & Sharon White
ALLEZCAT

THE MV34

Most of you know us but for those who don't, some history. We started out in a PDQ 32' sailboat called *Lead Free*, as it had no lead keel. We moved up and down the ICW and to the Bahamas for two years before we realized that we really didn't have an opportunity to sail that often and when we did, we both experienced pains due to arthritis the day after. That's when we decided to purchase the PDQ MV34, *Lead Free Too*. It took us a good year to get over the fact that we were no longer sailors. (We had sailed for 30 years.) And our sailing friends allow us to travel with them even though there is a lot of kidding back and forth. The MV34 certainly has given us more room inside and more fun moving down the ICW and through the Bahamian shallows, especially with the 2' 2" draft.

We knew we needed to make some changes in the standard format of the boat before it was built. We spent time at PDQ on an MV moving around it inside and out. We brought some ideas from our sailboat and had those add-ons included, like a shelf over the microwave oven, a shelf over the chest refrigerator, bookshelves added above the cabinets by the window mid-ship on the starboard



side, and shelves in all the hanging lockers. We added some of the handholds that were on the sailboat, especially at the table and going down into each hull. We added handholds coming into the boat and at the steps from the lounge area down to the salon. The handhold at the lounge seat coming down the steps into the boat is wonderful as it gives me something to lean against or hold onto when the going gets rough. Handrails were extended beyond the steps at the top of the fly-bridge. Some of the most important handrails were added in the head. They included one under the window and on each side of the doorway. Everyone uses the handholds when moving around the boat. A full sized toilet bowl was installed as were hooks in the front locker for lines and fenders, hose and power cord. Since we were going to use the boat

in the Bahamas, we knew we would need screening on the doorway so had the phantom screen door added.

After the first winter living aboard we realized that the boat needed even more additions for living comfort.

One of the first items was 4 fans, one on each side of the salon, one above the salon hatch in the fly-bridge, and one in the head. The first lengthy stop was in Stuart, FL where we were tied at a dock and faced south. That resulted in an obvious need for sun screens for the three front and back windows. I already had drapes installed on the side windows. This made the interior cooler, so more comfortable. We found that we wanted better lighting at the salon table so we could read whether we were sitting or lying. We changed out the tiny (and useless) lights in the corners of the salon shelf area with brass lights on a gooseneck that filled the bill nicely. We changed the courtesy lights to red LED lights and added one to the head. After the navigation lights bulbs went out for the 4th time, we changed both the port and starboard lights for LED fixtures.

They don't draw as much current and have 2 mile visibility range. The light in the head was not bright enough for me so we changed the fixture out to be able to install a 20 watt bulb.

The medicine cabinet was surrounded by that beautiful cherry wood. It was difficult but we decided to have another mirror added to the cabinet door as this seems much more useful. And since we do a fair amount of snorkeling once we get to the Bahamas, we needed space for fins, masks and snorkels by the back steps to the water. We built boxes of starboard that we attached under the back bench at each end that serve that purpose. Of course, lots of other "stuff" gets put in them. And last but not least, we purchased Direct TV to go on our Follow-Me-TV, added a flat screen LCD TV and mounted it on a pole at the corner of the lounge seat and piano bar. It swivels so it can be seen from the lounge or the salon.

The boat still isn't perfect yet, but a whole lot closer to what we want, so that we are able to live on it in comfort for nine months out of the year.

Sharon Duhaime
LEAD FREE TOO

A MATTER OF LOGISTICS

In the last newsletter I reported on our extended trip from Florida to cruise in Ontario, Canada and the Great Lakes last summer. What I did not mention is that *Brigadoon II* picked up a plastic bag around the lower end of the starboard Yamaha 9.9 while transiting through New York Harbor. A word of caution: there is a lot of debris floating in New York Harbor. To make a long story short, the bag blocked the cooling water intake and the engine overheated. I removed the bag and I thought that the engine was okay. However, up the Hudson in Troy, New York the engine started to misfire. This condition continued to get worse and then in the eastern end of the Erie Canal it quit all together. Upon removing a sparkplug I found water in the cylinder and at this point I knew repairs were not possible in transit. Dottie and I continued with one engine on the Erie Canal to Brewerton, New York where we took refuge at the Ess Kay Marina. This is a very nice Mom

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and Pop sort of marina if you are ever passing this way.

I called all over the Northeastern US. and there was not a replacement engine anywhere to be found. I called the PDQ factory and they had a new engine available. Now the question was logistics. Well, POA members Craig and Mary Farnsworth live in North Rose New York, not far from Brewerton, and Craig was willing to drive us around Lake Ontario, 520 miles roundtrip, to pick up the new engine. Thank goodness for good friends like Craig.

When we arrived at PDQ to pick up the new engine and we met with Rory, Simon, and Harvey. Harvey happened to have another engine that was like new with only 100 hours on it. Since my good engine had over 2,000 hours on it I decided to buy both engines.

We had some concerns about customs when taking them back across the border at the St. Lawrence River at Kingston. There was no problem. This was due to some quick maneuvers by Craig. He has a lot of experience with this sort of thing. Of course, we had the proper documentation from PDQ, just in case.

It took me one day at the Ess Kay Marina to change out both engines. I wanted to keep the two old engines since one was running good and the other had a known problem that was fixable so I stored them in the two forward sail lockers. It made *Brigadoon* a bit nose heavy but it was doable, besides one of them was good so I had a spare engine aboard. The next morning we checked out of the marina after only a three night stay and were back on our way to Oswego, across Lake Ontario and through the Trent Severn Waterway in Ontario. Problem solved, except for being nose heavy. Well, at this point the mast was down anyway, so no problem at least until we wanted to sail again on Georgian Bay.

AND NOW FOR THE REST OF THE STORY: After traversing the Trent Severn we arrived in Midland, Ontario, stepped the mast up and my friend Bob Leigh, joined me to sail the Georgian Bay and North Channel (see the article in the Spring POA Newsletter). Dottie took Bob's car to drive to the Detroit area for a two week trip to Washington State. She was worried about customs again. We loaded the engines into the car and Dottie drove them across the US. border

to my sister's place in St. Clair Shores Michigan. After her trip west, the engines came back with her across the border into Canada. There was never a question about the engines by U. S. or Canadian customs. At Kincardine, Ontario, Bob departed *Brigadoon II* and drove with the engines back across the U. S. border again and then to his home in Annapolis, Maryland. No problem with customs for the fourth time. (Actually the fifth border crossing, they went across Lake Ontario on the boat when we went to the Trent Severn). When we arrived in Annapolis on *Brigadoon II* on the return trip to Florida, we transferred the engines (which Bob had kindly stored for us) into our car. We had stashed a car there for a return trip south. We drove them back to Marco Island Florida. I later returned to Annapolis to sail *Brigadoon* home.

After a major overhaul on one of the engines, I now have four good Yamaha 9.9 outboards, two operating on the boat and two spares in the garage.

The story on the engine overhaul follows:

Lee Henderson
BRIGADOON II

YAMAHA 9.9 OVERHAUL

Continued from the previous article A MATTER OF LOGISTICS

After returning home I decided to completely take the damaged engine apart for a complete overhaul. I knew for sure it had overheated and blown a head gasket. This motor has roughly 2,200 hours, all in saltwater and I wanted to learn the inner workings of this motor so I could better cope with problems while cruising. For this reason I thought it best to go through a complete overhaul. I must say the result was very rewarding.

If you ever try this you will need a Maintenance Manual from Yamaha. It provides all the specifications, tolerances and procedures. It cannot be done without this information.

I would like to discuss some important lessons learned:

1. I thought that I would experience bolts that were corroded and difficult to break loose. This was not the case. The head and other parts came off very easily.

First the entire power unit comes off and then you remove the valve cover, head and other assemblies. The head bolts are easily accessible and the head separated without any problems.

2. Once the head was removed I found two problems. The first I already knew and that is the blown head gasket. What happened is the engine overheat weakened one head bolt and it stretched to create the compression leak. The second was a surprise. An exhaust valve had warped and was not seating on the race properly. I replaced the broken valve with one from an old parts motor that I had in the garage. Then I ground and resealed all the valves. I used some of the head bolts from the parts motor.

3. I also found serious mineral deposits plugging up the cooling water jacket around the cylinders. This I scraped out and then cleaned with muriatic acid. All water passages were completely cleaned.

4. I then removed the exhaust plate which exposed the oil pan and I found severe corrosion in both the plate and the pan. After removing the Aluminum Oxide corrosion I found the plate nearly corroded through and there was actually a hole corroded in the oil pan. The only thing that was keeping the oil in was the corrosion residue. I replaced with a new oil pan, new exhaust plate, and a new exhaust pipe.

5. Then I removed the lower unit in order to replace the water pump impeller. In doing so I found the brass cooling water pipe that supplies water from the pump to the power unit corroded through. I replaced it with new. The water pump impeller was in good shape but I replaced it anyway.

6. The rest of the engine looked in good shape including the oil pump and the pistons. The rings and bearings were in good shape so I kept this part of the motor as is. In reassembly I used all new gaskets and o-rings. There are a lot of o-rings in this motor.

7. Then I found that the carburetor was in need of cleaning. It had water and corrosion inside the chambers, probably from storing it in the wet forward sail locker for a month or so. Using my air compressor and a can of carburetor cleaner I had this job completed in no time.

8. I put the engine back together but it would not start---no spark. I found that a

secondary problem, probably caused by the engine overheat, was a burned out magneto coil in the ignition circuit of the stator. With a new stator the engine ran great.

9. In doing all this I also found that the Yamaha 9.9 can be flushed with fresh water without starting and running the engine. Just remove the thermostat and run water under pressure from a hose into the top cylinder hose fitting. When doing this you need to block the water hose to the piss tube so all the water exits around the oil pan and through the lower unit.

10. Also, solids that plug the cooling water passages in these outboards are driven out of solution when seawater is heated. If you run the engine without the thermostat it will run a little cooler and minimize water jacket fouling. I do not use a thermostat for this reason. I notice no degradation of performance, at least in the warm waters of the tropics where I sail. This may save a lot of headaches in the long run.

Parts for this engine overhaul cost me about \$700 total. So now I have 4 Yamaha 9.9 engines for my PDQ. Two are running in the boat and I have two working spares in the garage.

Lee Henderson
BRIGADOON II

PDQ-36 FOR SALE

PDQ36 Classic 1993 *Au Naturel* for sale. New engines (2003, 2004), new dinghy motor (2002). All new electronics. Generously equipped. According to recent survey, "in better than average condition". Available after May 20. Please leave message on cell phone: 239-826-4926.

Klaus Schmidt
AU NATUREL

NORTH G3 SPINNAKER & GEAR FOR SALE

After going to the Miami Boat Show and looking at the alternatives, we decided to keep *Semi-Local* and de-rig her to use as a power cat. We want to combine the shallow draft with a low bridge clearance and explore the rivers and creeks that remain inaccessible to

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sailboats. We'll store the mast somewhere and try this out for awhile.

So, while our spinnaker is "new" (flown three times), we think the time for selling is now!

If you know of someone interested in a PDQ spinnaker with gear, please send them our way. Also, if you can cascade this to any friends with "reach" (club newsletter, marina bulletin boards, etc.) we'd sure appreciate it. Thanks a bunch!
Phone: (612) 729-4411, or
Email: mark@semi-local.com

Mark, Diana, and Morgan Doyle
SEMI-LOCAL
(hard aground in Minneapolis)

AIRLINE TRAVEL TROUBLES FROM NOVA SCOTIA

We are sitting here in Marathon, which is about 40 miles north of Key West. It is cloudy today, no sun. Too bad!! Al and I went for happy hour last night at Dockside, a local hangout for boaters and landlocked people. Boys what a happy hour. On Monday nights, which is local night, all well drinks and bottled beer are two dollars all night long. Let's say an interesting time was had by all.

Yesterday was gorgeous here. T-shirt and shorts material. It had been cold up to that point, with low 70 degree weather!!

Al and I have been having a great time. We have met a lot of great people, both

on land and water. But the start of the trip, from the airport in Halifax to our final destination in Vero Beach, was a different story. At the airport we were informed at the Air Canada check-in counter that our plane had left 10 minutes ago!! They had changed our tickets and not informed us. So after 40 minutes of trying to get on a flight that would connect us, we had tickets in hand and an upgrade to first class, since they could not fly us in to West Palm Beach but to Fort Lauderdale instead. It was then up to us to get to West Palm Beach, which is about an hour drive away. Anyway, in Toronto we were able to connect to our original flight to West Palm Beach and the ticket agent took us to the front of the line for customs. Let me tell you, that no one standing in line was impressed!!!! A couple of men had stated (politely, but stated), that they, who were next in line, had been waiting over an hour. Well we were lucky. Once we were about to board this flight, I noticed that the ticket agent in Toronto had changed our tickets from first class to coach. Well not impressed with that, I went back to the check-in counter and told them that I wasn't changing my ticket from first class to coach for nothing. I reminded them that they had to give me first class because that's what was given to us because of Air Canada's mistake in changing our ticket. So we got first class. I am definitely considering that when we fly again, we are going first class. The best!!! All the food and drink is for free! Now that Air Canada is charging for you to eat, it was great when they asked me what I wanted to eat---we had two courses for breakfast. Then afterwards, the stewardess wanted to know what we wanted to drink - and I mean alcohol, I was surprised. So what do we do, we ordered drinks. And I had a real wine glass, from which she poured from a large bottle of wine.

Well half way through this last flight the stewardess informs us that my baggage will not be arriving with us and would I like another drink, but probably not in that order, and that United, which is a partner with Air Canada, will deliver my bag to me in Vero Beach. Well that sounded all nice and fine, but it wasn't. To make a long story short, it cost me approximately \$150.00 in cellular phone bills to track down my bag, which went to Tampa with Air Canada, next to West

Palm Beach with SouthWest, and ended up in the office of United, who told me that it wasn't their problem to deliver my bag, it was Air Canada's. Well after leaving about three very nasty messages on their answering machine, my bag arrived at 8:30 the next evening. Air Canada is going to get a very nasty letter when we get back, so is United!!! Not impressed!

We also had to wait two days for our wind generator to show up, which should have been at the marina when we arrived. We were compensated for that error.

The sun is starting to break through, so I am off and running.

Michele Shortt

1 COOL CAT

(It looks like Michele is taking it all in stride after a few months of island time)

SOUTHWEST FLORIDA TRAVELS

Monday March 22nd

At anchor 5 miles north of Marco Island Florida, between Little Marco and Kneeland Island.

We came up from Long Key Bite in the Keys a couple of weeks ago and after a fast sail to Cape Sable, we stayed on the cape about 50 feet from the shore for about four days altogether. Those sandy beaches stretch almost a mile in either direction. I think we walked all of it. Once one section was done we moved the big boat up a little and did some more. The cape consists of East Cape, (the lower most point), then Middle Cape and then North Cape before the sand peters out to mangroves. Mary was in her glory picking up shells as we moved along and of course Winnie enjoyed the runs. This year we did not go into Lake Ingram for some reason. It has a canal that runs across the lower Everglades to Flamingo, the only town down there. On a Saturday I believe at 3 pm I got the itch to move and again it was a fast sail up to Hillborn Beach. Well it was a mistake. We got to within about 200 yards of shore and we were in four foot of water and the "coputer" said we were at high tide with four foot of drop so we turned out and finally anchored nearby; one mile from shore in seven feet.. At night I was sure we would hit bottom but if so I never heard it. Soft mud anyways I assume. On

Sunday we said the h--- with that beach and sailed slowly up to Marco Island, one of our favorite spots. The water is clean and not too many mosquitoes. Down in the Everglades come 5pm you better shut the doors and screens and even then they sometimes get in.

Here in Marco we visited Lee and Dottie Henderson for a couple of days. Got propane and groceries, filled the liquor cabinet---whoa, that's important, and just hung out at their house. Beside his house is a vacant wall we can tie the boat up to. We have known these folks since Annapolis when we were both chartering the PDQ and hoping to make a buck. WRONG. But now we are back to Little Marco. A trawler that we met up in Vero is here and we have been keeping tabs on each other via phone since we parted. They have a something sheep dog on board that runs back and forth the length of the boat when someone comes near. And with his toy in his mouth at the same time he barks, whines and in general tries to attract their attention. Crazy mutt. Name is Murphy. Our days here consist of walking the beach for shells, reading books, swimming finally, and partying each night with the other folks on their boat or here. It's been a trip.

Tomorrow we head out as the weather report I just got says east winds. We move a whole 8 miles up to Naples and try to find a mooring to latch onto in the town anchorage. We'll stay a couple of days more than likely, and then move up to Ft Myers. That will be an all day 50 mile run I think.

Craig Farnsworth
RUM TUM TIGER

EDITORS NOTE:

We need more articles and pictures for the POA newsletters. All owners have interesting material to share. Please send me whatever you have, in whatever condition you want, by whatever means available.

Send material to:

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