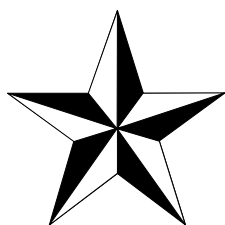


# PDQ Owners Association (POA)

NEWSLETTER

Winter 2004



## COMMODORE'S CORNER

Happy New Year.

With Sherri from PDQ and Lee's help we have managed to reach a much higher comfort level with regards to the PDQ/POA database. Our POA ranks have swollen over the last couple of months to 73 paid members and one honorary member. For those who like statistics... 36% of PDQ-32 owners have joined POA; 75% of PDQ-34 owners have paid their dues; 45% of PDQ-36 owners are in; 43% of PDQ-42 owners sent in a check; 22% of MV32 owners and 22% of MV34 owners have also become POA members. Thank you all for helping us grow and for helping us improve the information we have with regards to each and every PDQ.

From strictly a dollars and cents standpoint, our treasury has kept ahead of the stock market and now totals \$1,801.96. (That includes the grand sum total interest amount of \$1.56 cents.)

As reported in the last issue we are interested in developing our own POA web page. The BOD agrees, and those of you whom I have spoken with, also agree that having our own site would be beneficial. Rob from the PDQ home office, Jim Fleming, and I have been talking about just how the site should be set up, how it should work, and the types of information that will be made available. Hopefully within a few months it will be up and running.



On left is Lori Gill with son and daughter Walt and Megan. Denis and Lori own PDQ-32 *Schedar* and PDQ-36 *Sirus* in their Sailshare business. On the right is *Auriga* owners Joe and Michelle Szmer. Picture was taken at the NAS Boca Chica Marina, Key West.

So far I have not made much positive progress on finding a marine supply company that will give us a group discount on purchases. If any one knows how this can be set up please let us know.

We are working on the simple set of by-laws that will be ready for presentation at the next annual meeting. If you haven't marked your calendar yet make sure the 9<sup>th</sup> of October is circled in red with POA Dinner noted. Rob and I have also had some discussion about having a spring event to celebrate the new batch of PDQ's that will be navigating the Erie Canal and the Hudson on their way to new homes. Keep watch for an announcement about a possible rendezvous where PDQ and POA will be kicking off a new season.

If anyone is interested, we have a few PDQ burgees available for sale at \$20.00 each plus shipping and handling. Please send your check to POA c/o Pam or me at 1194 River

Road, Schodack Landing, NY 12156. While we are speaking of addresses, there is a good chance that before the next issue hits the stands Pam and I will be living in Punta Gorda, FL. There will probably be a short period that communications will be lost, so please be patient and we will get back to you as soon as we can re-connect to the phone and Internet. Be safe, post your messages on the BB, share your thoughts and adventures with Lee, and thank you all for your interest in POA.

Rick and Pam Kilmer  
Commodore/Vice Commodore

## BRINGING IN THE NEW YEAR ON MARCO ISLAND

They've done it again! The Hendersons have hosted another successful gathering of

## PDQ Owners Association (POA)



5<sup>th</sup> annual POA New Years Party at Marco Island with *Cadenza*, *Brigadoon II*, and *Someday Soon*.

conceived and executed by the Whites on *Allez Cat* for the very first year that PDQ's convened at the Hendersons. A Happy, but tired, group of sailors toasted the New Year ---and themselves for staying up so late.

A beautiful brunch with quiche, muffins, grits and fresh fruit started out 2004. As far as this attendee can remember, we were only drinking coffee, tea and juice by this time. The relaxed, joyful sharing of stories continued throughout the day which included a boat parade around Smokehouse Bay and an afternoon raft-up at Coconut Island. It should also be mentioned that our hosts provided beautiful weather and a heated pool throughout the festivities.

Our afternoon cruise was followed by Bill and Carolyn's traditional salmon dinner and later by heart-felt farewells as good friends old and new, headed off into a new---and hopefully, wonderful year. Among the new "friends" were the two felines---the Henderson's very young and enthusiastic "Thistle" and the Swithenbank's more mature and sophisticated "Lady". May health, happiness and calm seas follow us all.

Carolyn Barholet  
*SOMEDAY SOON*

### THE GREAT CIRCLE ROUTE

#### CHICAGO, IL TO APPALACHICOLA, FL

Continuing the odyssey.....

Leaving Chicago by the Illinois River we traveled about 330 miles to the junction with the Mississippi just north of St. Louis, then 220 miles south to the junction with the Ohio at Cairo ("Kayro"). Two days up the Ohio, then one day each up the Cumberland and the Tennessee brought us into the Kentucky Lakes. Continuing up the Tennessee, we went through the cut into the Tombigbee river (the "Tenn-Tom") and on down to Mobile AL. From here we turned east along the Gulf Coast ICW to Apalachicola.

We found this section of the Great Circle Route to be the story of the development of water transportation of both goods and people in the heartland of the US starting way back to the earliest days of settlement. Both Indians and early traders used these rivers extensively and the volume of goods transported has risen steadily.

On the previous leg of the Great Circle Route we had found that the Erie Canal had effectively opened up a route through the Appalachians and made New York the premier U.S. port in the late nineteenth century. The importance of the Erie, however, lasted less than 100 years. In contrast, movement of goods on the Mississippi and its tributaries

(25,000 miles total!) is still on the increase. The reason is pure economics. A single barge can carry 1,500 tons and barges are invariably tied together into a single "tow" pushed by a single tug. A typical tow on the Tenn-Tom may consist of eight barges carrying a total of 12,000 tons. In contrast, a tractor-trailer traveling by road has a capacity of about 25 tons, and one rail car 100 tons, resulting in significantly lower freight charges by water. Without cheap water transportation, agricultural products, for example, (corn, soybeans, etc.) would not be able to compete on world markets.

The number of barges in a tow varied on the different rivers. In the Illinois River from Chicago to St. Louis it was common to see tows five barges long and three barges wide for a total of fifteen barges, and on the Mississippi (which has few locks below St. Louis) we saw tows of thirty to forty barges! Each barge is 195 feet long and 35 feet wide. Since the locks are 600 feet long and 110 feet wide, i.e. just enough for a nine (three by three barge) unit, they have developed an interesting method for transit. On the Illinois, a fifteen barge tow is pushed into the lock and the forward nine barges are released from the tow and secured in the lock. The gates are closed and the lock filled/draind. The nine barge unit is then pulled out of the lock with an auxiliary winch until it is clear. The remaining six barges and the tug follow and the two units are reunited to continue.

Typical loads are grains (corn, soybeans, etc.), coal, scrap metal, wood pulp, and stone. The rivers we traveled varied in character. The Illinois started in downtown Chicago, deep among the skyscrapers, like taking the boat through Times Square. Once out of the City, the canal section which allows water from the Great Lakes to drain towards the Gulf is entered. This short section was perhaps the most challenging of the trip because it is only about 160 feet wide, has single barges tied up to the bank, and tows three barges wide coming in the opposite direction. Once beyond this section the river widened, ultimately to 1200 feet (1/4 mile). There are a few widely spaced small towns and occasional elevators. The towns are high above the water and protected from flooding by elaborate levees which made them hard to see from the boat since the water level was so low.

The Mississippi was quite a contrast. It is usually at least 1200 feet wide and has only two locks on the section we traveled. The water was much swifter at about three to four knots. Barge traffic has problems with both high and low water. High water causes disastrous floods, and swift current makes transit difficult both upstream and down stream. Loaded barges need about ten feet of water depth and low water causes grounding. This is such a serious problem that over the years two different types of groin have been constructed

PDQ's to welcome in the New Year. This year's celebration was particularly exciting because of the presence of Dorothy Merner, the long-time and beloved first mate of Rudy Seybold on *Venus*, PDQ Hull # 1! We lost Rudy in 1998 and those of us lucky enough to have known him still miss him. It was wonderful to see Dorothy, happy again and joined by her new "captain", Geoffrey.

Already at the Henderson's dock, awaiting hosts Dottie and Lee when they returned from a flu-infested family Christmas back in Maryland, were the Swithenbanks on *Cadenza* and Barholets on *Someday Soon*.. On New Year's Eve Bob Stein and Terry Green of *Second Wind* arrived. They were soon followed by Dorothy and Geoffrey. As always the evening also included friends and family of the Hendersons as well as phone calls by several absent and missed PDQ'ers.

A pattern begun the first year by the Knights on *Algoma*, currently in the Caribbean, continued in the afternoon with a lovely high tea. The Swithenbanks were a great help in providing legitimacy---and Ruth's homemade scones. After evening cocktails, we enjoyed the traditional fillet mignon dinner cooked to perfection by Chef Bill Barholet on Lee's amazing new grill. Of course there had to be the highly anticipated crazy hat contest with this year's winners being Dottie, Geoffrey, Dorothy, and Ruth. Champagne capped the evening as we awaited the dropping of the ball from the mast of *Someday Soon* at midnight. This cleverly, brightly lit contraption was

to maintain a navigable channel. One type is a rock wall built out from the banks to direct the current back to the main channel. The other type is deep under water across the main channel (we saw them 20-30 feet down) to prevent the formation of very deep but narrow channels.

The Ohio, Cumberland, and Tennessee Rivers are more similar to the Illinois being slower flowing (about two knots in the fall) and more uniform in depth. There are surprisingly few communities along the banks, and the huge annual variation in water level makes landings hard to construct. There are few of them on the Mississippi, Ohio, or Cumberland. To get ashore we put out an anchor and dinghied in. The Illinois and Tenn-Tom have a few marinas, but in the former river the water was so low that access was limited.

The Federal Government, recognizing the importance of water transportation to the economy, has played a major part in improving the channels, dating back to the mid-nineteenth century, dredging, removing debris, and building locks. The Tenn-Tom is the most recent addition and was opened in 1985, after much controversy, at a cost of about \$2 billion. It is an alternative to the Mississippi to the Gulf Coast, and cuts up 800 miles off the trip. The advantages expected from the Tenn-Tom were primarily for water transportation, but flood control, electric power generation, and recreational facilities were also envisioned. It was also hoped to be a source of development for an economically depressed region. The peripheral objectives have probably been achieved, but the jury is still out on the transportation utility. The number of tows has not reached predicted levels. Partially this is because the canal is only 300 feet wide making it difficult for tows to pass in opposite directions and restricting the size of the tows dramatically from those on the Mississippi. Another problem is the number of locks which are quite time consuming to lock through. In the planning stage the locks were thought to be an advantage because they reduced the water flow dramatically compared to the Mississippi and maintained water depth in the fall when the Mississippi was impassable due to low water. On the plus side, from the recreational boater's point of view fewer tows mean less time locking through.

We anchored out at night most of the time, stopping in marinas about every ten days for fuel, water, pump-out, and grocery shopping, (using the courtesy car usually provided). We never had much trouble finding places to anchor, preferring in general to be up T-junctions off the main channel. We had been concerned about anchoring on the Mississippi because the books indicate that so few are available. In fact, the stone groins stick out a long way into the river and we were able to tuck in behind them in 5 - 6 feet of water. Nevertheless, it can be important to plan ahead

for the night. There are some significant sections where acceptable anchorages are a long way apart.

We saw lots of bird life. American eagles and white pelicans were common in addition to cormorants and a variety of ducks. Turtles could be found sunning themselves on the banks and we saw our first (and only) alligator south of Demopolis, AL. There are reported to be many deer and turkey but hunting pressure is very high and we saw few of the former (usually swimming across the river) and none of the latter. The Tenn-Tom was built with recreation in mind and there are Visitor Centers and other interesting stops, including antebellum houses as we went further south.

Low bridges have been a concern over the whole trip. We took the mast down at Castleton-on-Hudson with the kind help of Rick and Pam Kilmer (*Cats Aweigh*) and in the company of a Gemini and a monohull, so lots of manpower. We put it up again through the kind cooperation of a friend at Midland Yacht Club in Georgian Bay, and then back down again at the Chicago Yacht Club in Belmont Harbor with kind help from Kevin Smith (*Phenix*). In Kentucky Lake we raised it for the last time. Using the facilities of cooperating Yacht Clubs cut our total cost to \$165. Both the Erie and Trent-Severn canals need the mast down. All the bridges on the Illinois can open, but those in Chicago will not open for single boats. Once past Chicago the mast could have gone up again. There are only two bridges south of the Kentucky Lakes which we needed to have opened for us. Our low mast height turned out to be a major advantage on the Gulf Coast. A number of bridges are 50 - 52' high and most of the bigger monohulls have to go offshore.

Ruth and Colin Swithenbank  
*CADENZA*

## GEORGIAN BAY AND NORTH CHANNEL

*BRIGADOON II* departed Marco Island, Florida to cruise up the east coast to Canada and the Great Lakes on 26 April, 2003. After passing through Annapolis, and meeting up with *Cadenza* (Colin and Ruth Swithenbank) on Maryland's Eastern Shore, we stopped briefly at New York City, went up the Hudson River, stepped the mast and make our way through the Erie Canal. Dottie and I arrived in Trenton,

## PDQ Owners Association (POA)

Ontario on 30 June. This is where *Cadenza* and *Brigadoon* headed up the Trent Severn Waterway. We had a great trip up the Trent Severn and arrived in Midland, Ontario at the south end of Georgian Bay on 16 July where we again met up with *Cadenza*. With the help of the Swithenbanks, their friend Ray Achurch, and Jon Hains of *Vindand*, we put our masts back up at the Midland Sailing and Yacht Club and were set to cruise north in Georgian Bay. Jon & Cherele Hains came over to visit. They keep their PDQ *Vindand* at another marina in Midland. Dorothy Merner who used to sail with Ruddy on *Venus* also stopped by.

I was then joined by Annapolis friend, Bob Leigh and Dottie went ashore to take a trip to Seattle. The first night after leaving Midland we anchored off a beautiful half moon shaped sandy beach on the south end of Hope Island. To our south was Christian Island and to the Southeast was Beckwith Island. This is a beautiful pristine anchorage with good holding and good protection from the weather from all directions. We had a good swim and sundowners as the sun set over the island with a spectacular array of colors in the west. This spot is highly recommended.

The next day we sailed north in Georgian Bay. The wind was Northeast at 15 to 20 knots so we sailed close to the weather for most of the day. *Brigadoon's* performance to windward was excellent though and we were making 8 to 12 knots. It did require a few tacks, however. Then it was late afternoon and we had to get into a safe anchorage. This is always a challenge in this part of the world because the bottom is not mud, not sand, or even grass but rather hard rock. This is Laurentian Granite, some of the oldest rock on earth and it is not forgiving if it meets up with a PDQ keel. Therefore, paying very close attention to navigation will pay off great dividends when cruising in these waters. We were headed for Snug Harbor at 45 22.6N by 80 18.6W and there were many submerged banks and rocks between us and this safe harbor. We made it in OK though and what a beautiful harbor! It is



well worth the trouble getting in. Another great evening was spent with the birds chirping and a gorgeous sunset.

The next morning we were up and at it early as our goal this day was to find Harvey and Sue Griggs (*Mice Will Play*) cottage on Pointe au Baril Channel. We were to meet Harvey and Sue there that afternoon. After a few more challenges in the narrow channels and between the granite boulders we arrived at the cabin in early afternoon. Harvey's place can only be accessed by boat. There are no roads. We tied to the dock, had a great swim, and had a great evening at the cottage and in Pointe au Baril that evening. Thank you Harvey and Sue for a great day.

Our next stop as we headed north was the Bad River, another highly recommended anchorage. In the early 1600s the French explorers came from Ottawa and Quebec through Lake Nipissing, down the French River, through the Devils Door to the Bad River and out into Georgian Bay in their canoes. This was the normal trade route from the east. The Devils Door is the rapids above the Bad River Anchorage (45 56.1N by 80 58.3W). This country, shaped by a series of seven ancient ice age glaciers, is truly breathtaking. Some of the cruisers were shooting the Devils Door Rapids in their dinghies, but yours truly was not about to try it. I could just see me messing up a dinghy 3,000 miles from home. This is also the home of the Massasauga Rattlesnake so be cautious if you are walking on the rocks. We flushed one out on the rocks above the Devils Door Rapids. They will not hurt you unless cornered but a bite from this guy will mess up your cruise.

Still working our way north, we reached another great spot in Georgian Bay, Beaverstone Bay and Collins Inlet. This is a must if cruising in this area. Once you make it through the rocks and reefs and get in from Georgian Bay, you can sail up Beaverstone Bay. Just follow the markers through this beautiful area. You would not believe the beautiful scenery. At the top end of Beaverstone Bay you enter Collins Inlet which is a natural cut with sharp cliffs on both sides. It is like a long and beautiful hallway. You see beaver and otters in the water and an occasional black bear along the shore. In the middle of Collins Inlet is Mill Lake, another great place to anchor. The best anchorage location is at the Southwest tip on the lake at 45 58.2N by 81 15.0W. This is another great spot.

At the west end of Collins Inlet you come out at the north end of Georgian Bay and not far away is Killarney, Ontario. This is a famous spot for those cruising in the North Channel. They have great English Fish and Chips at the Fish and Chip Wagon. You eat at picnic benches out on the docks.

Another great spot just north of Killarney on the north side of Frazer Bay is Baie Fine which is a cut between Blue Ridge and

Killarney Ridge. The entrance between McGregor Point and Frazer Point is tricky but if you follow the markers you will be OK. This is a long passage between two ridges and there are numerous boulders just below the surface, but if you hug the north shore you will find it smooth sailing. For the best experience, go through the narrow passage at the end to a smaller cut and then a short distance to what is called the Pool (46 02.2N by 81 28.6W). This is the spot to anchor and spend a night or two. Do not go too far up the Pool or you will run into thick water grass that will foul the props. From here you can dinghy ashore and follow a path through the woods to Topaz Lake for a refreshing swim. This is another fabulous place. Lake Topaz is a deep crater. There are white quartzite cliffs and saying it is beautiful does not begin to describe it. It is unbelievable scenery.

Then we sailed further west through Little Current to Kagawong (45 55.0N by 82 15.5W). This is a picturesque little town nestled on the waters edge and if you walk up the river a bit you will find Bridal Veil Falls---more spectacular natural beauty.

Then it was off to the Northwest to the Benjamin Islands where we met up with *Cadenza* again. We had been meeting together off and on since departing Annapolis. Two days in the Benjamins is not enough. The most fun here is climbing on the rocks and exploring by dinghy. There are numerous small inlets and cracks in the rocks to dinghy through. Just north of here is Fox Island where we tied up to a flat sided Rock which made a great dock.

By now it was mid-August and if we were to get back to Florida before the snow flies we needed to move southward. We headed back through Tobermory at the north end of the Bruce Peninsula. From here we sailed down Lake Huron and stopped at Kincardine, where Bob went ashore and Dottie came back on board. We proceeded down the St Clair River to Lake St Clair. I grew up on Lake St Clair so we spent two weeks here visiting old friends and relatives. Then it was the Detroit River and Lake Erie. We had a nice visit with Don and Jill Wilson who own *Next Exit* berthed in Port Stanley on the Canadian side of Lake Erie. We put the mast back down at Buffalo, New York to go back down the Erie Canal. We stopped to see Rick and Pam Kilmer from *Cats Aweigh* on the Hudson River. Rick and I had the mast back up in two hours. I am getting pretty good at this mast stepping project. In Annapolis I rode out Hurricane Isabel on the Magothy River backed into a cove with three anchors out front and tied to two trees in back. Our kitten, Thistle, and I had no problems with Isabel.

After over 6,000 Nautical Miles and 132 Locks Brigadoon returned to Marco Island, Florida on 11 November 2003.

Lee Henderson  
*BRIGADOON II*

## MV-34 TIPS

Here are some selected tips regarding what has worked well for us and that might be helpful for others:

- The 110 V outlet topside allows us use a double sided electric grill up there instead of propane. This is a big convenience and we use it regularly.
- I use the combo convection microwave oven every morning and also regularly to bake pizza.
- Although we installed flame suppressors for the Yanmars I believe our best safety step has been to install two Radio Shack wireless thermometer senders [\$25 each] to provide engine room temp readouts at the helm. This is the best early warning system I can think of.
- Oil changes are fast and simple using the cylinder unit that your Yanmar distributor uses.
- The bow flood/spot lights located under the brow are essential for any night river travel.
- Nancy and I use Toys R Us headsets for anchoring and up/down conversations - real marriage savers.
- Running at night is safest with helming topside and with partner watching chart progress below so driver has full night vision.
- We found that four 6 foot 2x4 fender boards lashed to 8 fenders and 4 more fenders at the corners [to power out against dock/lock wall] allowed us to do 2500 miles without a scratch or concern. All these lines go to bronze snaps [\$1.50 each in qty], so all adjustments are very quick--- no knots.
- My two laptops work best side by side on the helm countertop so moving the compass was essential.

Brian and Nancy Strong  
*DANA LOUISE*

## HOW THE BAHAMA BANKS FORMED

One of the things that PDQ cruisers do very well is sit in the cockpit in the evening in a secluded Bahamian anchorage with a drink in hand contemplating the beauty around them. On reflection one realizes that the landscape is quite unique. Columbus records never having seen anything like the Bahama Banks - many miles of shallow water rarely getting much more than twenty feet deep, then perhaps a small island followed by a vertical wall down to the ocean depths. He called them "Baja Mar", which anglicized to Bahamas. Study of the charts shows the Bahamas to consist of huge vertical columns of rock rising up from the ocean depths which inexplicably become virtually flat at sea level. I eventually became interested enough in this remarkable geology to acquire a fascinating monograph by Neal E. Sealey entitled *Bahamian Landscapes: An*

*Introduction to the Geography of the Bahamas*, available from bn.com or amazon.com (ISBN 0-9643786-0-4) for about \$20, which summarizes the status of studies to date. The following is a brief abstract of parts of this book.

Drilling of bore holes many thousands of feet deep across the Bahamas show them to consist entirely of limestone rock derived from coral and other forms of calcium carbonate extracted from sea water either by the action of living organism like algae, sponges, or sea urchins, or simple precipitation. There is no sign of rocks of volcanic origin as would be found in the atolls of the Pacific with which the Bahamas have some similarities.

But how did these immense flat-topped vertical columns come to be composed of calcium carbonate in a form normally found only in shallow sea water? The answer appears to start two hundred million years ago when all the land on the planet was in a single land mass known as Pangea. This land mass began to break apart to form the continents as we now know them. North and South America began to move away from Africa at a rate averaging about one inch per year. Florida and the Bahamas are thought to have formed a long peninsula at the junction of these separating continents. At some stage, the forces of the separation caused huge rifts to form in this peninsula which became the Florida Straits and all the other deep passages down to the Turks and Caicos. The result was a series of islands at sea level whose composition is not known, but which was probably not calcium carbonate. These islands, being on the edge of the continental shelf, began to sink. However, while still at the surface, coral began to grow around the periphery of these islands in the ideal conditions of warm temperatures and strong currents to bring nutrients. Within the islands, the current is not strong enough to support coral in any major way but it has been found that other organisms, notably calcareous green algae which are simple marine plants which use sunlight by the process of photosynthesis to produce chlorophyll and extract calcium carbonate from sea water. Other living organisms including sponges, sea urchins, and shellfish, etc. also make their contribution to the build up. In addition to the contribution of living organisms, physical processes are important. Sea water is saturated with calcium carbonate and requires only mild warming/evaporation and turbulence for the latter to precipitate in the form of tiny spheres known as oolites and huge banks of this oolitic limestone sand can be observed in areas of fast tidal flow.

Estimates of the rates of deposition of calcium carbonate from these various sources correlate well with the estimated rate of subsidence and a picture emerges of the Bahamian islands being huge "buckets" whose walls consist of coral and whose centers consist

of algal and oolitic limestone building up until beds three to four miles thick have been deposited. It is not clear to what extent the subsidence is actually caused by the weight of the deposited carbonate.

There have been some interruptions in this process. Over the last two hundred thousand years there have been a series of ice ages each resulting in temporary drops in sea level of up to 475 feet. During these periods the surface of the islands were molded by the prevailing winds. The oolitic limestone sand was particularly susceptible to dune formation, similar to that observed on the outer banks in North Carolina, and on rising of the sea level, these dunes became the islands that we now observe. Note that the islands are normally formed on the windward side of the banks, and conjectures can be made of the prevailing winds at the time of island formation by their position on the banks. When the level of sea water rose again during the interglacial periods, weather altered the landscape into karst formations of caves, sink holes, and solution pits. These conduits honeycomb the islands. Because of the great porosity of the limestone, water from rainfall and runoff is rapidly delivered underground through these conduits, resulting in a scarcity of freshwater rivers and streams in the Bahamas.

How about the geology of the adjacent areas? Just to the north of the Bahamas lies an area of water known as the Blake plateau. It presently lies in about 3000' of water, but is thought to have the same genesis as the Bahamas except the rate of subsidence exceeded the rate of deposition of limestone. Much of mainland Cuba is a flat limestone plain with the same history as the Bahamas, but the eastern and western ends are built up through volcanic action. Florida also has much in common with the Bahamas. Southern Florida is similar to Andros. The upper Keys, down to Pine Island are primarily coral limestone, but the lower Keys are oolitic limestone.

In a break to the mudane, it occurs to me that the ease of precipitation of calcium carbonate from sea water may relate to two boating problems: 1. The line from the head to the holding tank becomes lined with solid after protracted use in the Bahamas, and 2. The cooling system in the Yamaha outboards accumulate sufficient solid to block the cooling passages. In both cases the solid may be calcium carbonate formed in the same way as the oolitic sand, and can be removed by treating with acid. Vinegar (acetic acid) works for the head. Starbrite sells "stabilized" muriatic acid for outboards which I have not yet investigated.

Colin Swithenbank  
CADENZA

## PDQ Owners Association (POA)

### ELECTRIC WATER HEATER ON CLASSIC PDQ

*Someday Soon* has installed an ISOTHERM six gallon water heater beneath the Nav Station bench seat. It has been wired to the AC side of the house and runs off of either shore power or our Honda 2000I generator which plugs into the boat's shore receptacle. It takes approximately 45 minutes to heat the water fully, with the generator using less than 1/5 gallon of gas. We have also been able to run the heater while motoring with both (gasoline) engines, draining about 50 amps from our batteries.

The up side of this arrangement is that we get six gallons of hot water in the late afternoon which is good for dishes and bathing at night, with sufficient warm water for dishes and clean up in the morning. The advertised loss from the heater is approximately 1% per hour. We have found that this level of efficiency is accurate enough to satisfy our boating needs. After 12 years of using the propane system, we got tired of the breakdowns, not to mention the safety concerns.

Bill & Carolyn Bartholet  
SOMEDAY SOON

### RIGGING TUNING ON THE PDQ 36

There have been a number of queries on "sailchicago.com" regarding rigging specifications for PDQ's which I have followed with interest but have not seen usefully answered. I was fortunate to meet up with Jamie Powers in Midland, Ontario. this summer and obtained from him a set useful for the PDQ36.

#### Rigging Specs

	Wire Size	Gauge Reading	Breaking Strength	Lbs Tension
Upper shrouds	5/16	28	14%	1700
Lowers	9/32	20	13%	1300
Backstays	9/32	15	9%	900

The gauge used for these measurements is the Loos Rig Tension Gauge Model PT-3 obtainable from LOOS & Co., Inc, 901 Industrial Blvd., Naples FL 34101 (\$172/1 or \$120.40/2 - 9; Ph. 239-643-5667), or from West Marine, (c.f. Master Catalog 2003, p. 856, \$144.99), or on the web.

I would be interested on member's comments on these numbers, noting that upwind sailing is dependent on the straightness of the jib luff, which in turn is dependent on backstay tension.

Colin Swithenbank  
CADENZA



## Merry Christmas

Mary and John Knight  
(msk1967@tds.com)

### Still Cruising

We hope you all have a Merry Christmas and a very Happy New Year.

During our 4 years of cruising we have covered nearly 20,000 miles from Miami to Alaska and although we have enjoyed the crystal clear waters of the Caribbean and the deserted palm fringed beaches, what we have really learned to appreciate are the people we have encountered along the way. Indeed, we really are all one family out here. So our Christmas dinner will probably be a pot luck, and it won't be the same as being with our families and friends on land, but we hope to stay in touch with email, cards and letters.

Best wishes to you from us for a Happy New Year!





This is our second Christmas in Trinidad which is beginning to feel like our second home. It is a country where they know how to party, so the lead up to Christmas is always full of cultural activities including pan and parang which are unique to this island.

Trinidad is also a major yacht repair center, so along with a large number of other yachts we are also taking the opportunity to do repairs and general maintenance. Luckily nothing major has gone wrong with the boat during our 4 years cruising so we are planning a very short time out of the water. Then we will be cruising north through the Lesser Antilles before returning south for the next hurricane season.

Last season we travelled as far north as Antigua for Race Week and south as far as Venezuela where we took a plane to Merida to enjoy 10 cool days in the Andes. We loved our visit there, especially the ride in the world's longest cable car to the top of Pico Bolivar where we saw snow for the first time in years.

### Carnival in Trinidad

In March this year we were lucky enough to be able to attend many of the Carnival events. What a wild time! The weeks preceding it were filled with pan bands practicing in local pan yards, trips to the Mas Camps where we saw the fabulous costumes in the making, and staying awake because of the music (noise?) of the all night parties on shore. The Kings and Queens costume competitions had us spellbound with their beauty, but nothing beat the kids and their parades in costume. Already activities are heading up for next year's Carnival to be held in February.






### Seafood...and other delicacies

Sometimes we are able to catch our own dinner, and other times we can buy it from a local fisherman who happens by our boat. Such was the case when a man came over to our boat, at anchor in the Omelette. After some negotiation, which included money, beer and a cheese sandwich, we found ourselves with a whole dinner for a few days. Yummy! Unfortunately that day was a day off. Never before or since have we had such a treat. And then there were the days when John tried to catch some fish. That time he caught in Tobago didn't make it to the dinner table. More often, if we have fish, we treat it in the local restaurant, where the local living fish is served really well.

Our meals most often depend on how long it has been since we've been to an island with grocery stores. In Trinidad and Martinique our table is full. In the lesser populated islands when the fridge is empty, we discover new recipes for pasta and beans. The local food is fun to try, and we have enjoyed ribs, jerk, corn, mangoes, dairy specialties, breads, and root vegetables that were new to us. As we begin to plan travel plans for the new year, we are planning to provision here in beautiful Trinidad so that we can be self-sufficient for several months. But whenever we're able, after a few weeks, we will be back to cars again. We come up with some interesting meals!



### Each Island, a Different Charm

We can't pick a favorite. The french islands are charming and we love the bread, wine and cheese. But Tobago has wonderful snorkeling and we've never seen such a variety of fish. One day we identified 51 different varieties of birds in the rainforest. Myrae gave us quiet, swimming, relaxing and reading. We met up with friends in Antigua and admired the classic yachts racing each other.





Arise D'Arlet, Martinique

The Pilots, St. Lucia



But the scenery in St. Lucia, the walks in Bequia, the whales we saw as we sailed to Dominica, and those quiet nights at anchor when you listen to the sound of tree frogs all beckon us to return. Each place we visit has a special memory for us and hopefully we have many more to come.

## A WORD CONCERNING SEAMANSHIP!

POA members are often reminded, often not too subtly, about the need for proper and continuing education for ourselves, and the rest of the boating community. This small treatise is written, not to remind, but to encourage and inspire.

Most boaters, sailors, fishermen, skiers, and other water-people began in the best of all modes: the pursuit of happiness, pleasure, fun, and freedom that only a bright sunny day on the water can provide. For some that expands as far as the horizon with an ocean passage, and for others encompasses gunk holing, fish cleaning, and shrimp boiling. Through it all the necessity for good and proper seamanship is implicit; however that education must be embedded, not expressed as a notable presentation of boating prowess. Nothing can insure your safety, but good seamanship will come as close as anything else, and it is good seamanship to go beyond just making the motions.

By now, you are surely asking, what is this guy talking about. You are saying to myself, I've taken those courses, and I know how to navigate, I recognize cloud formations, and we always wear our PFD's. Well, this is not about

any of those things, but is about how and when and why these aspects of knowledge are used. Some examples:

When did you last simply sight across your compass to take a bearing on a ship passing ahead (or was it passing?), and more importantly DID YOU DO IT CONCIIOUSLY OR WAS IT MORE INSTICTIVE?

When did you last turn back to port or prepare ship for a storm because the weather didn't feel right (i.e. the wind was backing wrong, and the cumulus clouds were building too fast for your comfort).

When did you last harness yourself to the boat so as not to fall off, rather than simply being concerned with the PFD keeping you afloat?

When did you last secure your boat with a proper cleat hitch, not because it was something you learned, not because it looks "Bristol", but because it just seemed right to protect it that way?

And when did you simply show someone else the clues to these actions, unpretentiously, just as a part of the life on the water, and by demonstrated action, not just simply to call attention to your skills?

So you see my message is really very simple. It is not enough to just complete "a course". You must practice those skills you

have learned, along with real on hands experiences, until they become natural and instinctive (and of course demonstratively educational to your crew). Keeping logs and records, observing weather patterns, "pre-flighting" your boat, wearing PFD's and harnesses, and all the rest of it is important, but if you strive make these things the very heart and nature of your nautical operations, without having to consciously think of them, you will bring back the most important things in boating: having fun on the water and maybe even a sense of adventure.

Terry L. Green  
*SECOND WIND*

### 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:  
mark@semi-local.com  
612-729-4411



Hull #	Yacht Nam	Mailing O	Address	City	State/Pro	Zip Code	Phone	E-Mail
36018	TRANQUILITY	Darian Pringle	16652 O'Quinn	Northport	AL	35475	(205) 394-5512	Edwinellis@aol.com
36019	EMERALD AYES	Stephen Michel	924 Tall Pine Rd.	Mount Pleasant	SC	29464	(843) 577-3053	SMichel924@aol.com
36020	LUCERA	Nicholas Prencipe	6 Wincrest Dr.	Winchester	MA	01890	(617) 729-6307	
36021▲	HERE'S 2 LIFE	Marc Gershel	715 Hunter Dr.	Langhorne	PA	19053	(215) 355-6714	Zayda715@aol.com
36022▲	CATCH 22	Micki Beberman	97117 Blackbeards Way	Yulee	FL	32097	(904) 261-7672	
36023▲	SEA CHANGE	Robert Morris	98 Riverside Ave.	Riverside	CT	06878	(203) 637-4544	Remcounts@aol.com
36024▲	AU NATUREL	Klaus Schmidt	2815 SE 19TH PL.	Cape Coral	FL	33904	(941) 945-0352	Klaus-sch@swfla.rr.com
36025	KATMANDU	Dick Monaghan	55 Erie Avenue	Cincinnati	OH	45246	(513) 771-9290	monner35@aol.com,
36026	PERSEVERANCE	Harriet Eisen	#2058 411 Walnut St.	Green Cove Springs	FL	32043	(941) 261-9651	rhgeisen@comcast.net
36027▲	DUET	Bill Nicholas	1111 North Shore Dr	Clear Lake	IA	50428		Billz3@juno.com
36028	NEXT EXIT	Don Wilson	22 Luton Crescent	St. Thomas	ON	N5R 5K1	(519) 494-2825	Nextexit@pocketmail.com
36029	No Hull #36029							
36030	Q-VISION	A. J. Bruisma	Lausbergstraat 49	La Delft		2628		bruisma@tpd.tno.nl
36031	KOPY-KAT	Peter Schmieder	PMB612 1739 Maybank Hwy #B8	Charleston	SC	29412-2103		
36032	TRULY DEEPLY MADLY	Ken Smith	3330 T-Gap #11	Colorado Springs	CO	80907	(719) 630-3876	
36033▲	VINDAND	Jon Hains	R.R. #5	Orangeville	ON	L9W 2Z2	(519) 941-0030	Hains@hurontario.net
36033A	DRAGONFLY	Robert Findlay	P.O. Box 3173	Key Largo	FL	33037-8173	(305) 240-0676	
36034	FOOTLOOSE	Mike Proctor	88005 Oversea Hwy 9-444	Islamorada	FL	33036	(239) 728-6390	Svfootloose@bigfoot.com
36035	EASY BREEZE	Ed Lunsford	121 Via Capri	New Smyrna Beach	FL	32169	(386) 426-6540	Easyed@bigfoot.com
36036▲	SUNSHINE	Roger Tammen	PO Box 254252	Patrick AFB	FL	32925-4152		Roger@svsunshine.com
36037	DAR CARITA	Nelson Stall	3800 Oceanfront #403	Virginia Beach	VA	23451	(757) 428-2443	
36038	SIRIUS	Dennis L. Gill	PO Box 151	Key West	FL		(305) 731-6795	gilldl@sailshare.com
36039	FAT CAT	Bob Knowles	2527 103rd Ave.	Bellevue	WA	98004	(425) 453-4569	
36040▲	SECOND WIND	Terry Green	2517 Rio Palermo Ct	Punta Gorda	FL	33950	(240) 994-6316	Sailgreen@earthlink.net
36041	DREAM CATCHER	Dr. William Drake	43 Colfax St.	South River	NJ	08882	(732) 257-3773	
36042	NEW SONG	Michael Duda	1447 Palomino Way	Oviedo	FL	32765	(407) 365-5457	
36043	ANAGYRI	Len Scharf	144 Dogfish Cove La.	Deltaville	VA	23043	(804) 776-9023	lrs@oonl.com
36044	A-TACK-CAT							
36045	CHAPTER NINE	Patricia Cole	2953 Farm 1452 W	Madisonville	TX	77864	(409) 348-3538	Pccole@att.net
36046	DOUBLE VISION	Juan Matos	1600 Palma Sola Blvd.	Bradenton	FL	34209	(941) 920-5784	juanma_ms@msn.com
36047	SPIRIT OF PIEDMONT	Ferrell James	3755 Enochville Rd.	Kannapolis	NC	28081	(561) 438-4794	
36048	PRAIRIE DREAM	Merle Larson	Box 1086 920 5th st.	Ft. Benton	MT	59442	(406) 622-3424	
36049▲	AMARULA	Michael Penman	P.O. Box 9365	Longboat Key	FL	34228		Mpenman@methodfactory.com
36050	CATALYST	Will Braman	73 Marlborough St.	Boston	MA	02116	(617) 859-3678	
36051▲	CADENZA	Colin Swithenbank	12414 Woods Rd.	Worton	MD	21678	(410) 778-3379	Swithen@pocketmail.com
36052	TAYLOR MAID III	Roger Taylor	800 Woodlea Rd	Kankakee	IL	60901	(815) 939-1972	
36053	WIND HOUND II	Kay McDonald	1025 Elmshade Ln	Nashville	TN	37211	(615) 445-3101	Windhound@bellsouth.net
36054	PASSION II	Ned Christensen	4001 SE 19th Pl, #B-8	Cape Coral	FL	33904	(941) 945-7676	
36055▲	CELERITY	Jack Featheringill	3608 Grand Rock Lane	Birmingham	AL	35223	(205) 956-3252	Bonesdoc@mindspring.com
36056	BEACH BUM	Bill Arceneaux	4311 NE 22nd Ave Apt #1	Lighthouse Point	FL	33064	(954) 783-3816	
36057▲	JANE'S HEIR	Hugh Bartlett	P.O. Box 859	Rolla	MO	65401	(573) 364-8801	
36058▲	ALGOMA	Mary Knight	411 Walnut St.,PMB 1158	Green Cove Springs	FL	32043	(301) 251-0094	SVALGOMA@yahoo.com
36059▲	PRETTY PENNY	David West	1020 North Shore Rd.	Norfolk	VA	23505	(757) 489-2869	
36060	BULLWINKLE	Ken Jenkins					(252) 296-0050	kjenk3@pacbell.net
36061	REVERIE	Frank Suarino	5027 Key Largo Dr.	Punta Gorda	FL	33950	(561) 842-1201	
36062▲	TORTILLA FLAT	Elizabeth Withol	3247 Cakey La.	Chincoteague	VA	23336	(757) 336-1976	catrion@pocketmail.com
36063▲	CELESTIAL CAT	Daniel T. Czeh	4168 Chariot Lane	Liverpool	NY	13090	(315) 652-7774	Dczeh1@twcny.rr.com
36064▲	NEW HORIZONS	Hubert Wagner	405 Bontona Ave.	Ft. Lauderdale	FL	33301	(954) 467-9294	Wag37@aol.com
36065▲	SLOW DANCE	Bob Houle	2799 Spring Lakes Dr	Davidsonville	MD	21035	(410) 956-1159	Janet_Houle@yahoo.com
36066▲	KRAZY KAT	Larry Krzywanos	959 N. Williams Dr.	Palatine	IL	60074	(847) 646-4217	
36067	WAKE UP	Jon Schwartz	34 Fox Vale La.	Nashville	TN	37221	(615) 662-0984	
36068	CATNAP	Hank Walden	44 Nassau Dr.	Great Neck	NY	11021	(516) 829-6957	
36069	SPARKY II	Richard Slates	5330 Bayside Ct	Cape Coral	FL	33904	(239) 540-2252	Slates@attglobal.net
36070	AVALON	Richard Herman	149 Crystal Rock Rd.	Bailey	CO	80421	(303) 838-4341	
36071	ORALEE	Robert Graham	33 River Rd.	Coscob	CT	06807	(263) 661-0471	
36072▲	LOKI	Jeff Morris	227 Pleasant St.	Newton Center	MA	02459	(617) 795-1970	Jeff@sv-Loki.com
36073▲	Half Moon	Alex Kehayes	10915 Saddleback La.	Missoula	MT	59804	(406) 721-8615	safk@montana.com
36074▲	CATS AWEIGH	Rick Kilmer	1194 River Road	Schodack Landing	NY	12156	(518) 732-2958	rhkilmer@nycap.rr.com
36075▲	DISTANT MUSIC	Mike Martin	1388 Cameron Ave.	Idaho Falls	ID	83402	(805) 455-7908	mrm@pocketmail.com
36076▲	KIA ORANA	Richard Wood	1049 Ridge Rd.	Gettysburg	PA	17325	(717) 334-5643	Dick.wood@att.net
36077	AURIGA	Joe Szmer	44617 Joy Chapel Rd.	Hollywood	MD	20636	(301) 373-2044	
36078▲	MOJO	Jack Coulter	256 Morris Road	Oriental	NC	28571	(800) 401-1195	sales@deatonyachts.com
36079▲	CATARIA	John Frankovich	19 Dewey Rd.	Lexington	MA	02420	(781) 862-8424	jmf Frankovich@rcn.com
36080▲	KOKOMO	Roger Ford	500 Harborview Drive #I-9	Baltimore,	MD	21230	(410) 746-4020	Rford@sha.state.md.us
36081	HIGHLANDER	Ted Reilly	3620 Anderson St.	Whitby	ON	L1N 5R5	(905) 666-1098	
36082▲	MEHITABLE	Brian Johnson	927 South Monroe Avenue	Green Bay	WI	54301	(920) 432-0117	
36083▲	FERAL CAT	Richard Tanner	PMB 400, 88005 Overseas Hy #9	Islamorada	FL	33036	(520) 803-7770	feralcat@pocketmail.com
36084▲	FITZCAT	Don Fitzgerald	58282 40th St.	Paw Paw	MI	49079	(616) 668-3008	
36085	WHISKERS	Bill & Donna Cook	3597 San Carlos Dr	St. James City	FL	33956	(941) 283-9162	
36086	CAT'S MEOW	Don Krizan	308 W.22ND ST., 101B	Minneapolis	MN	55404	(888) 285-9720	donkrizan@hotmail.com
36087▲	GOODBYE COLUMBUS	Jim Hughes	25024 Pinewater Cove Ln	Bonita Springs	FL	34134	(239) 273-7481	Jhughes@bricker.com
36088	MORNING SONG	Alan Grogono	21 Bridgetown Rd.	Hilton Head Island	SC	29928	(843) 842-5926	a@grogono.com
36089▲	TANAH-KETA	Ron McDaniel	140 Paddle Wheel Circle	Washington	NC	27889	(252) 940-0091	tanahkeeta@coastalnet.com
36090	SEMI LOCAL	Mark Doyle	4706 38th Ave. South	Minneapolis	MN	55406	(612) 729-4411	mark@semi-local.com
36091	DREAM CHASER	Robert Guillotte	1520 W. Main Street	Jeanerette	LA	70544	(337) 276-5004	
36092	TARKA II	John Martin	47 Cherrywood Drive	Nepean	ON	K2H 6H1	(613) 828-1397	johnwmartin@sympatico.ca
36093	MICE WILL PLAY	Harvey Griggs	251 Kenneth Ave	Toronto	ON	M2N 4J8	(416) 226-2902	Harveyg@istar.ca

Hull #	Yacht Nam	Mailing O	Address	City	State/Pro	Zip Code	Phone	E-Mail
36094	SECIND CHANCE	Herb Millard	3374 Weimar Line, R.R. #3	Wellesley	ON	NOB 2T	(519) 699-6226	
36095▲	WIND SEEKER	Diana Josephson	257 Park Ave. S FL17	NY	NY	10010	(212) 616-1320	djosephson@environmentaldefense.
36096							(410) 337-5806	
36097EX							(416) 484-7057	
42000								
42001	ANDREA HEATHER	Steve Sears	7901 Belcherwood Road	Chesterfield	VA	23832	(804) 782-1633	steve.sears@masseyenergyco.com
42002▲	DOUBLE VISION	Peter Brubaker	1701 Broadway #W	Vancouver	WA	98663	(517) 881-3322	Doublevisionteo@cs.com
42003	No Hull# 42003							
42004	SRAY KITTY	Don Darroch	1 Seneca Avenue	Toronto	ON	M5J 2A1	(416) 203-3798	don@canadiancommercial.com
42005▲	STARLIGHT	Bob Sasine	5316 Seashore Drive	Newport Beach	CA	92663	(714) 540-1355	bobandlouise@earthlink.net
42006	KAVU	Peter Richmond	7074 Bembe Beach Rd.	Annapolis	MD	21403	(410) 263-1951	seas@aol.com
42007▲	BANZIA MAKAI	Chris Hodges	#2940 - 3475 Oak Valley Rd	Atlanta	GA	30326	(404) 788-1966	chodges@noblesys.com
MV32000								
MV32001	Southern Comfort	Ken Morris	6229 Cocos Drive	Fort Myers	FL	33908	(239) 590-6936	carol33908@yahoo.com
MV32002▲	Catitude	Jim Sloan	5243 Webb Court	Morehead City	NC	28557	(252) 726-8786	jsloan7@ec.rr.com
MV32003	Sara R	Langhorne Gibson	1318 Loch Lomond Lane	Richmond	VA	23221	(804) 353-7059	lgibsonjr@aol.com
MV32004	Skates	Carl Roberts	#E - 1659 Hickory Drive	Fort Worth	TX	76117	(817) 222-9006	intres@airmail.net
MV32005▲	Baz	Bob Bazinet	6951 Mauna Loa Lane	Naples	FL	34113	(941) 417-3350	rbazcps@aol.com
MV32006	White Label	Charlie MacNider	441 North Shore Drive	Clear Lake	IA	50428	(641) 357-1036	charlie@netins.net
MV32007	Wizzcat (Charter)	Paul McFadden	8051 N Tamiami Tr Ste A-2 Box 9	Sarasota	FL	34242	(941) 366-0073	jungcharters@earthlink.net
MV32008	Mollie Anne	Mike Stanley	P.O. Box 1984	Swansboro	NC	28584	(252) 354-6840	bogueinletpier@bmd.clis.com
MV32009	Talking Dog	Jim Joyner	5173 Alberene Road	North Garden	VA	22959	(434) 979-6204	alberene@aol.com
MV32010								
MV34010	Landfall	Ted Osinski	145 Tall Oaks Circle	Palm Beach Gardens	FL	33410	(561) 627-3415	
MV34011▲	Gato Del Mar	Bill Steele	16 Manchester Road	Amherst	NH	03031	(603) 672-2267	Bill@wmsteele.com
MV34012	Stray Cat	Gary Bell	20328 Hazelnut Ridge Rd	Scotts Mills	OR	97375	(503) 873-3720	tulgey@earthlink.com
MV34013	Traveller	Krusty Hooper	6908 Larkwood Dr. NE	Cedar Rapids	IA	52402	(319) 373-1021	
MV34014	Katty K	Hugh Koellhoffer	24 Covewood Drive	Norwalk	CT	06853-2001	(203) 866-8478	kathynhugh@aol.com
MV34015	Skimmer	Bob Carolan	#604-5809 Nicholson Ln	Rockville	MD	20852	(301) 594-2969	pondcarolan@aol.com
MV34016	Canistel	Mark Blackburn	1310 E. Street Victorian	Sacramento	CA	95814	(916) 444-6500	
MV34017▲	Lead Free Too	Larry Duhaime	31984 Riverdale St	Harrison Township	MI	48045	(586) 242-5433	leadfree01@aol.com
MV34018	Aliphant (Charter)	Isay Goltman	2241 SW 97th Rd	Davie	FL	33324	(954) 476-6394	isay_goltman@earthlink.net
MV34019	Catharsis	Richard Jahnke	25 Neptune Street	Mahtomedi	MN	55115	(651) 766-3310	rick.jahnke@medgraphics.com
MV34020	On Call	Peter Greenman	6207 Halley Commons Ct	Fairfax Station	VA	22039	(703) 289-8991	
MV34021	Second Chance	Mike Hooper	16415 River Airport Rd	Brandywine	MD	20613	(301) 888-2231	mikeh_20613@worldnet.att.net
MV34022	Alara	Frank Masse	10 Harbour Heights, Box 100	Gloucester	MA	01930-0100	(978) 283-4888	fxmasse@shore.net
MV34023	Shayne	Barry Springel	#2311 - 2814 SE Dune Dr	Stuart	FL	34996	(772) 334-2449	bythesea99@earthlink.net
MV34024	Acadia	SunSail USA	#302 - 980 Awald Dr	Annapolis	MD	21403	(800) 327-2276	sunsailusa@sunsail.com
MV34025	Yosemite	SunSail USA	#302 - 980 Awald Dr	Annapolis	MD	21403	(800) 327-2276	sunsailusa@sunsail.com
MV34026	Shenandoah	SunSail USA	#302 - 980 Awald Dr	Annapolis	MD	21403	(800) 327-2276	sunsailusa@sunsail.com
MV34027	Rhumb Line	Stan Ozimek	PO Box 420	Venice	FL	34284	(941) 484-9883	stan.jean@verizon.net
MV34028▲	Leprechauns Ride	Brian Raftery	400 Island Way #611	Clearwater Beach	FL	33767	(727) 423-3608	briraf@aol.com
MV34029▲	Sea Story	Eugene Storry	#111 - 1801 Jamaica Way	Punta Gorda	FL	33950-5124	(941) 505-0050	Sea11Mist@att.net
MV34030	Catamnesis	David Bjoraker	10606 SW 41st Place	Gainesville	FL	32608	(352) 335-2711	bjoraker@anest1.anest.ufl.edu
MV34031▲	Cat-Tale II	Steve Otway	2803 Durmont Court	Annapolis	MD	21401	(410) 266-8355	perk227@aol.com
MV34032▲	Dana Louise	Brian Strong	15 Oakridge Park	Westport	CT	06880	(203) 227-7467	bstronger@yahoo.com
MV34033	Gadzooks	Wally Gilliam	P.O. Box 1143	Eastsound	WA	98245	(360) 376-2489	wmg@orcasonline.com
MV34034	The Adventure	Stan Boone	Box 23626, 2793 Kalmia St.	Eugene	OR	97404-1815	(541) 345-3707	boonesh@earthlink.net
MV34035		Rhumb Line Yachts	452 SW Salerno Road	Stuart	FL	34977		rlys@rhumblineyachtsales.com
MV34036▲	Folly	Gene Winchester	Box 94, 73 Toledo Ave.	Put-in-Bay	OH	43456	(801) 243-2336	genew3@aol.com
X9900								
x9901▲	(Complimentary)	Dorothy Memer	540 Simcoe Street	Collingwood	ON	L9Y 1K1	705-444-3668	dorothymemer@sympatico.ca
x9902▲	FACTORY	PDQ Yachts, Inc.	202 South Blair St. Units 1-5	Whitby	ON	L1N 8X9	905-430-2582	info@pdqyachts.com
x9903	CHARTER	Southernmost Sailing	P.O. Box 369	Key West	FL	33041	305-745-2430	
x9904	CHARTER	Sail Abaco	P.O. Box AB20844	Marsh Harbour	Abac	Bahamas	242-367-5115	
x9905	CHARTER	BareCat Charters	P.O. Pox 525, East End	Tortola	BVI		284-495-1979	lynne@barecat.com
x9906	RUM TUM TIGER	Craig Farnsworth	Salter Rd.	North Rose	NY	14516	315-587-9876	CraigF@Redcreek.net

Lee Henderson  
686 Thrush Court  
Marco Island, FL 34145

## RUSTIC ITALIAN BREAD-BOAT STYLE

Terry Green on *SECOND WIND*

This bread is very crusty and chewy inside without being too dense.

### *Day One (Afternoon or Evening)*

#### Sponge:

1. 1 Cup Unbleached Flour
2. ½ Cup Warm Water
3. ½ teaspoon Dry Fast Rise Yeast

- Mix ingredients thoroughly in a 1 Gallon Plastic Bag using yours hands (It will be sticky)
- Set in a warm place to rise for 3 Hours
- Refrigerate overnight (This develops the flavor)

### *Day Two (Morning)*

#### 1<sup>st</sup> Dough:

1. 1½ Cups Unbleached Flour
2. ½ Cup Warm Water (plus 2 teaspoons)
3. ½ teaspoon Dry Fast Rise Yeast

- Remove Sponge from Refrigerator, allow sponge to come to room temperature
- Mix 1<sup>st</sup> Dough ingredients thoroughly in a bowl using yours hands
- Cover Bowl with plastic Wrap and set in a warm place to rise for 30 minutes

#### 2<sup>nd</sup> Dough:

1. ½ teaspoon Salt
2. All Sponge:
3. All 1<sup>st</sup> Dough:

- Mix 1<sup>st</sup> Dough ingredients with Sponge and salt thoroughly in a bowl using yours hands
- Cover Bowl with plastic Wrap and set in a warm place to rise for 60 minutes
- Fold with a plastic or wood spatula 3 times (once to right, once to left, once forward)
- Repeat the rising and turning a total of 3 times
- *Time to: Preheat the oven to 500°F with a baking stone or upside down iron skillet in it.*
- Roll the dough out of the bowl, folding as above, onto a floured surface
- Shape into a football or round loaf on a sheet of Quick Release Aluminum foil (Parchment paper will burn)
- Cover and set in a warm place to rise for 60 minutes

#### Baking

Score a design on the top if desired (I make a wheat stalk with a sharp knife –gently) Use a misting bottle and lightly spray the top of the loaf (any clean spray bottle works) Slide into the baking stone at 500°F for 10 minute Reduce the heat to 400°F and turn the loaf around in the oven Allow bread to bake for 30 minutes at 400°F (internal temperature ~210°F) Cool on a wire rack and enjoy.