

"THE HARBOUR LIGHT"

The Newsletter of
Herrington Harbour Sailing Association
Rose Haven on the Bay
Friendship, MD 20758

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August 1, 1985

CALENDAR AT A GLANCE

- | | |
|--------------------|--|
| Aug. 2-4 | Evening start and weekend cruise to Oxford and Peach Blossom Creek
8:00 p.m. Skippers' meeting,
Larry and Helen Glick, Cruise Captains |
| Aug. 7, 14, 21, 28 | Wednesday night races |
| Aug. 9 | Executive Committee meeting
8:00 p.m., Club room |
| Aug. 10 | Start of Atlantic City Cruise and Northern Bay Cruise |
| Aug. 30-Sept. 2 | Evening and morning start and four-day cruise to Solomons Island (see page 3) |
| Sept. 7 | First Fall Series race
Meeting 11:00 a.m. |
| Sept. 7 | Bull Roast -- see enclosed reservation form |
| Sept. 8 | Annual Round Popular Island Race
10:00 a.m. Skippers' meeting |

TRIVIA QUESTION OF THE MONTH

What is the average boat length in HHSA?

Answer on page 5.

FIRST ANNUAL ROUND SHARP'S ISLAND REGATTA

by Jack Marquez

An exciting First Annual Sharp's Island Regatta was held on Saturday, June 15, 1985. Eleven boats signed up for the grueling 12-mile race. The racers were challenged by an interesting helix-shaped course and wind conditions which ranged from dead calm to Force 5.

A well-received innovation was the "Marquez Start," in which an individual starting time was carefully computed for each boat based on its own handicap. Thus, while the first boat started at 10:00 a.m., the last started at 10:48 p.m. This type of start allowed the race to become a match race with each Skipper knowing exactly how he is doing at all times. The order of finish was determined by the order in which the boats crossed the finish line without the need for further adjustments.

The race itself was an exciting one! It started with a brisk breeze which vanished for the next three hours. Skippers had to navigate carefully across the Bay in extremely light air to find Nun 29-B. At Sharp's Island the wind picked up to 20 knots or more and the fleet had an exciting run home. After 21 miles three boats crossed the finish line within less than one minute of each other!

The results were as follows:

Spinnaker: Alize', Prime Rate, Shotgun, Trio, Trinity, and Belfry.

Non-Spinnaker: Ramshackle, Free Bird, and Liberte'.

We hope that more boats will participate in this race next year, which promises to become another highlight on HHSAs racing program.

BULL ROAST AND BOYER MEMORIAL RACE

This year instead of a crab feast, HHSAs is sponsoring a BULL ROAST. Please see the enclosed reservation form. Note also that September 7th is a Fall Series race and that September 8th is our annual Boyer Memorial Round Popular Island race. This race is in memory of Joe and Mary Boyer who died in a car accident on their way to a dinghy race on the Potomac. The race could also be called the BIG CHOICE race because you can go either way around Popular Island. Come one, come all. It will be a terrific RACE -- EAT -- RACE weekend!!!

LABOR DAY CRUISE

For those who are regularly night owls and those who wish to take advantage of a full moon, at 8:00 p.m. on Friday, August 30, 1985, Ardell and Lucinda Hoveskeland will lead HHSa on its third annual Labor Day cruise to Solomon's Island. For those who believe night sailing is for the birds, a second group will begin early Saturday morning. Both groups will meet up on beautiful St. Leonard Creek. Richard and Dixie Goertemiller in A Guide to Cruising the Chesapeake Bay say "St. Leonard Creek was, by far, one of the most beautiful bodies of water we've explored on the Chesapeake Bay....." But during the War of 1812, it provided a pathway for British forces who took part in the burning of Washington.

The second night we will dock at Spring Cove Marina on Back Creek at Solomon's. Spring Cove has a beautiful pool. But more importantly, it has a great picnic area with trees and barbecue pits. So plan to cook out with the group and share a few appetizers.

The cruise back will be topped off with a back-to-port race beginning at Drum Point and ending at Herring Bay #1.

For further information, contact Ardell and Lucinda Hoveskeland at home at (703) 354-6284. Be sure to join -- it promises to be a great time.

* * * * *

POTPOURRI

During the 50 Burgees Cruise, Julian Marquez (Free Bird), age 11, became the youngest HHSa'er to go up the mast. Somehow Joe Batts on Belfry conned him into replacing a wind vane.

Ted and Arlene Raab have finally got Gardyloo up from Florida. Unfortunately, no one from HHSa offered to help them. Come on, where are all the blue water cruisers?

Many thanks go to Julian Marquez who prepared the envelopes for mailing of the roster. He applied the return address stamp, affixed the postage, stamped the "First Class" notice, and placed the address labels. And, much to the chagrin of his mother, he worked until midnight to do it all!

Joe Batts reports that a new order of the Dacron burgees will arrive shortly. Those who have paid will receive theirs through the mail upon receipt of the burgees from the seamstress in Connecticut.

On Monday night, July 15th, Gamut was struck by lightning in its new slip on "A" dock. Looks like all electronics were wiped out. Maybe we can get an article from Dave and Joan on what happened. Two years ago Free Bird and Belfry were hit by lightning out on the Bay on the same day during the same storm. That makes three HHSa boats on "A" dock who have now qualified for the "ZAP-OF-THE-YEAR" award.

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50 BURGEES CRUISE TO CUMMINGS CREEK

Cruise Captains Jocelyn and Jack Marquez

If we take into consideration the courage that it took from the participants to beat the heat and high humidity during this cruise, we can be very proud of the turnout. Under hazy skies and temperatures in the mid 90's, 32 members signed up at the Skippers' meeting. Of those, 23 HNSA boats proudly flying "their burgees" arrived at Cummings Creek. Since it represented such a commitment to make this cruise, considering the heat, we felt that we counted as 50 Burgees. Hurray!!!

Arriving at this beautiful, deserted, and unmarked creek without touching bottom was the next big accomplishment of the day. Few boats could claim this honor. Bob Enstam (HNSA's Cummings Creek authority) who recommended this anchorage was very helpful in directing the fleet through the narrow channel -- after Song Bird's keel sounded the bottom and found its way through. Thanks, Bob!

The HNSA fleet gathered in four rafts in this lovely secluded spot which, as expected, we had all to ourselves. Local landlubbers took pictures of us and watermen came to visit. After cooling off during happy hour and dinner, everyone gathered on Final Fantasea (the Fants' BIG party boat) for an outstanding musical serenade and sing-along by three very talented members. John Bourke (Finally) started the evening with his unique music which has become so much a tradition and a part of HNSA's cruises. Cheryl Davenport (Breezy) and Naomi Bloom (La Princesa) joined John with their guitars and performed the greatest musical rendezvous yet on any cruise. Julian Marquez provided taxi service in Belfry's dinghy with Joe's new four horsepower engine.

This cruise also had some first-timers with HNSA. Steve Carson, Rear Commodore, Racing, and his crew on Alize' joined us for their first rafting experience. Bill Gingras (Hello Dolly) played a spectacular entrance march through loud speakers for Alize's arrival. Alize' would have arrived earlier except for all the icebergs they had to dodge on the Bay. After day-sailing last year La Princesa with Naomi Bloom and Ron Wallace experienced their first night out on the Bay. We hope to see them again and again. Art and Claire Siegel (Seagull II) cruised together for the first time without their son as crew. Congrats, Claire! Bill and Jane Hewitt (Tru-Blew) met an HNSA cruise two weeks previously and we were delighted to really have them with us this time.

Other attractions of this cruise were: the nettle-free pool provided by Trio; the strong, powerful engine of Gardyloo to help boats aground; the video taken by Bill Gingras from Goodby Dolly; the pictures of the rafts taken by Jay Marquez from up Belfry's mast; Bryan Davenport's first catch of the season after trolling a line at every opportunity, Paul Spence's (Second Wind) connections with locals to go for a boat ride, and the Puerto Rican Julep provided by Free Bird, see recipe on page 10.

Due to lack of wind, we are still waiting to hear from any boat that attempted the back-to-port race.

Participating boats were: Trio, La Princesa, Gardyloo, Hello Dolly, Second Wind, Seagull II, Belfry, Alize', Aqua Vitae, Finally, Terremar, Song Bird, Adriatic, Breezy, Spook, Pegasus, Tontine, Final Fantasea, Sea Sparrow, Cappi, Distant Star, Tru Blew, and Free Bird.

SAILORS OUGHTA KNOW

BY Bob Enstam, Past Commodore

Sailors, motorists, and pilots seem to have one thing in common -- they feel most comfortable when they aren't in traffic or operating in close quarters. The closest quarters most sailors operate in usually involve docking, undocking, and rafting. If these situations make you uncomfortable, a few simple "tricks" might help.

First, and foremost, handling a boat weighing several tons and having no brakes means doing everything very s-l-o-w-l-y. The time to put the engine in neutral and start slowing the boat down is long before you're in the slip or alongside the boat you want to raft with. Wind and/or current can frustrate your efforts to slow the boat down, unless you use them to help you. To the extent possible, always do your maneuvering into the wind, not downwind. Likewise, maneuver into the current, not with it.

In coming alongside to raft with another boat, dead slow is the word of the day. Not only is it impossible to stop a boat weighing several tons in a short distance, but if that boat hits something (like a stationary boat) it is likely to do damage. If nothing else, slow speed will minimize the damage and may also give people a chance to fend off.

Once you've brought your boat alongside the raft, simply hand the lines over and secure them. Rafting is another subject which makes some sailors uneasy. The writer's experience is that loose bow and stern lines make for the best rafting with the least amount of banging or rubbing together. However, in addition to the bow and stern lines, spring lines are an absolute must. In fact, if your lines have the proper tension, the spring lines will be doing all the work and the bow and stern lines will be doing almost nothing. Rafting this way it is not at all unusual for two or more boats to stay rafted all night without even touching each other.

While we mentioned "tricks" earlier, we're really talking about common sense. With premeditation, it's called common sense; without it, it's called crisis time. And sailors don't like crisis time.

ANSWER TO TRIVIA QUESTION

Contrary to the impression made by the BIG BOAT, Little Boat controversy, the average length of the fleet has not changed, appreciably -- 28.5 feet.

FOURTH OF JULY CRUISE

Captains: Doyons of Circus and Bickford of Lucky Seven

Over twenty boats left Herrington Harbour on Thursday, July 4th for a 39-mile, mostly motor trek, to Queenstown Creek on the Chester River. The Crusader, with her new three-blade propeller, was the first to arrive. Circus dropped the hook and seventeen boats rafted up. Plans for the following day were announced and new members and first-time cruisers were introduced at the after-dinner party on Circus. The firework display topped the prior year's Crisfield celebration.

Good winds allowed the fleet excellent day sailing to the next day's anchorage in the Corsica River.

A group of Red Coats, having privateered a Puerto Rican frigate (Free Bird) steamed out of Emory Creek and attacked the flagships of the Revolutionary Navy (Lucky Seven, Circus, and Irish Heir). Five heroic volunteers counterattacked the Free Bird in a swift launch from Mustang II. A second launch from Adelante' was sent to assist but was hit with a 500 gallon barrage and sunk. The battle raged for about half an hour, soaking all participants and bystanders. Since both sides surrendered simultaneously, the outcome was left uncertain. A rematch is planned for next year.

Booty from the Lucky Seven was shared by all. (Slides of the battle will be shown at the Awards Banquet.)

With a strong southerly wind on Saturday, plans were changed and the fleet went through Kent Narrows. About half stopped at a Narrows crab house and had a terrific lunch picking crabs. This second group of eight boats caught the 3:00 p.m. bridge and rendezvoused with the rest of the fleet at Tilghman Creek. The evening was cool, the cigars superb, the drinks tasty, the hors d'oeuvres creative, and the sailors satisfied.

Great sailing was had on Sunday with at least 12 boats participating in the back-to-port race. Winds ranged from 15 to 24 knots.

Free Bird was first, Spook was second, who was third? Among the many boats participating were: Adelante', Adriatic, Belfry, Breezy, Circus, Crusader, De Minimis, Elsewhere, Free Bird, Gamut, Hide-A-Way, Irish Heir, Jacks-or-Better, Kelly Ann, Lucky Seven, Mustang II, My Quest, Regentag II, Spook, Trinity, Viento, and White Gull.

NOT FOR RACERS ONLY

by Steve Carson, Rear Commodore, Racing

Over half of the racing season has past already. Time to sit back and appraise what we're doing right and wrong, both with program and with our individual efforts.

With the program, we're doing an awful lot right. The Committee Boat selections have come through with straight A's. No more debates about early starters or anxious timekeepers. What a relief. Vast improvements are evidenced in the racers themselves. Skippers and crew have learned a lot, judging by the caliber of competition. Participation, however, is the area of greatest improvement. Eighteen boats participated in the Spring Series, 21 in the Wednesday Night I Series and 11 showed up for the First Annual Sharp's Island Race.

It is very gratifying for me to see the improved skills and greater numbers of racers, as these were goals established in the beginning.

Also, we have witnessed the rebirth of our spinnaker fleet. Growing steadily all year, we had seven spinnaker and nine non-spinnaker boats in the second Wednesday Night II Race. Continued participation of that magnitude will warrant separate starts for each division.

On the other hand, many boats registered to race and have not come out. I encourage anybody in that category to get out to the start line. Many skippers will use the Wednesday races for practice purposes (train crew, learn racing, try tactics, etc.) in preparation for the approaching Fall Series. The Fall Series is short. Best three out of five races count for points, so a good turnout is expected. Additionally, we intend to improve starting procedures by using course markers and a better starting "gun."

This race program is itself much like a race: we're at the weather mark, on our proper course; we've made some mistakes (inevitable), but are now trimmed properly, and are getting ready to go for home.

Thanks for the participation and good luck in your next race.

* * * * *

SAFETY SUGGESTION OF THE MONTH

Joan and Dave Thomas routinely attach spring lines to their boat (Gamut) and, therefore, sustained no hull damage from that violent storm on July 15th. That's a good idea for us all.

Series Standings

Spring and Wednesday Night I Series final standings are shown below. Qualifiers only are listed. To qualify in the Spring Series, a racer needed to complete four out of six races. For Wednesday Night I, five out of seven (one race was canceled). Trophies are determined by the number of qualifiers. Congratulations go to the winners.

Spring Series

Spinnaker

<u>Boat</u>	<u>Skipper</u>	<u>Points</u>	
Alize'	Carson	3	1st trophy
<u>Shotgun</u>	Bartley	9	2nd trophy
<u>Mary Lou</u>	McGill	10	3rd
<u>Bifrost</u>	Hare	14	4th

Non-Spinnaker

Bull Runner	Mayer	3	1st trophy
<u>Free Bird</u>	Marquez	5-1/2	2nd trophy
<u>Sweet Harmony</u>	Hall	14	3rd
<u>Belfry</u>	Batts	16	4th
<u>Trinity</u>	Hoveskeland	20	5th
<u>Ryt</u>	VanDerryt	25	6th

Wednesday Night I

Spinnaker

Alize'	Carson	3-3/4	1st trophy
<u>Prime Rate</u>	Summers	18	2nd
<u>Bifrost</u>	Hare	19	3rd

Non-Spinnaker

<u>Infinity</u>	Schuyler	3-3/4	1st trophy
<u>Circus</u>	Doyan	9-3/4	2nd trophy
<u>Samadhi</u>	Smith	13-3/4	3rd
<u>Liberte'</u>	McClurg	18	4th
<u>Firefly IV</u>	Stammerjohn/Wyman	22	5th

Wednesday Night Series II

After an inauspicious start of the second Wednesday Night Series (first race was canceled for no wind), the second race saw excellent conditions (steady 13 knots - N.E.) and even better turnout. Sixteen boats vied for position at the start. Fifteen of them watched Prime Rate execute a perfect port tack start and cross the entire fleet. With numerous port/starboard crossings at the start, there was a lot of vocalizing from the starboard tackers (including an Alize' protest of Mary Lou who promptly exonerated herself with a 70 degree turn). The beat to "9B" was very competitive with more port/starboard crossings. The surprise maneuver of the day was Rich Ordman in his beautiful new Beneteau Spook executing a nice jibe around "8B" (instead of "9B") and wing out for the Teeward mark. Surprise number two was seeing Tom Schuyler (Infinity) follow suit. Such are the perils of being out in front.

The downwind leg saw Arcadia, Shotgun, and No Name in a luffing match and also Liberte' charging into the lead of the non-spinnaker fleet. All boats jibed around number one and headed for home.

Top finishers were:

Spinnaker Alize', Shotgun, and No Name
Non-Spinnaker Liberte', Lucky Seven, and Kelly Ann

The third race was sailed in strong winds (18 knots - S.E.) and three-foot seas. Ideal for Firefly IV, who was out in front at the first mark, followed by Alize' and Prime Rate. These three badly overstood "8B" and leads quickly changed hands. Shotgun capitalized and went on to claim first place. Adrenaline was flowing at the finish with Firefly IV, Shotgun, Spook, and Infinity (in that order) all crossing the finish line within the same minute. Liberte' took her second consecutive first in non-spinnaker.

Jim Smith on Samadhi found out what's dangerous about pinching to make the mark in heavy air and rough seas. After duking it out with "C69" (not sure who won), Jim showed his true racer's colors by going back, rounding properly, and continuing the course.

NOTICE

Committee Boat assignments have been made for the balance of the season and are shown below. Committee Boat duties are basically simple but are paramount to the continued success of our race program.

Wednesday Night II

Fall Series

<u>Race #</u>	<u>Date</u>	<u>Boat</u>	<u>Race #</u>	<u>Date</u>	<u>Boat</u>
1	7/10	Alize'	1	9/ 7	Ryt
2	7/17	R2D5	2	9/21	Bullrunner
3	7/24	Kelly Ann	3	10/ 5	Shotgun
4	7/31	Infinity	4	10/19	Mary Lou
5	8/ 7	Firefly IV	5	11/ 2	Arcadia
6	8/14	Prime Rate			
7	8/21	No Name			
8	8/28	Spook			

UNDERSTANDING BOATS

The two most commonly used terms in boating are "PORT" and "STARBOARD," -- PORT - facing the bow, Port is on your left. It is easy to remember: "PORT" has "four" letters, and "left" has "four" letters. So "Port" is "left." STARBOARD -- Since there are only two sides on a boat, and Port is one of the them, it is obviously clear that the other one is left. "Starboard" is left - right? Other necessary nautical terms include:

- AHEAD -- the nautical term for "ajohn."
- ASTERN -- without humor, i.e., "The Captain told no jokes. He was astern Captain."
- AMIDSHIPS -- this condition exists when you are completely surrounded by boats.
- BERTH -- the day on which you were born.
- BUNK -- a phoney sea story.
- BUOY -- a buoy is the floating device you always smash into when trying to avoid the submerged obstacle the buoy is there to warn you about.
- CHANNEL MARKER -- tells you which station you're tuned into on your TV set.
- DINGHY -- the sound of a ship's bell, i.e., "dinghy - dinghy - dinghy."
- DISPLACEMENT -- accidental loss, i.e., when you dock your boat and later you can't find it again, you've displaced it.
- DOCK -- nickname for a medical name.
- EDDY -- Nelson's last name.
- HEAVE-HO -- seasick.
- KEEL -- what your wife would do if she found out you've bought a boat.
- LAUNCH -- the meal eaten aboard a boat at bout noontime.
- MOOR -- amount of people needed for a boat party, i.e., "the moor, the merrier."
- OAR -- when you have a choice, like "this ... oar that."
- PORTHOLE -- a hole in the left side of the boat ... or is it the right side?
- QUARTERDECK -- the floor of a cheap boat, which costs about 25¢ to install.
- SHOAL -- worn by female sailors on chilly nights.
- TIDE -- commercial detergent.
- WAKE -- what friends attend when you've been careless with your boat.

Tom Schuyler claims this little ditty magically appeared in his in-box -- contributor remains anonymous.

Puerto Rican Julep

by Jocelyn Marquez

1 bottle light rum
 1 cup fresh lime juice
 1/4 cup sugar
 1/4 cup fresh mint leaves

Mix in a blender
 Strain and freeze
 Pour over ice and add
 club soda, relax and
 start speaking Spanish

NEW MEMBERS

- Ron and Janet Benrey, 71 Mayfair Drive, Pittsburgh, PA 15228, Tanzer 27,
De Minimis, G-3.
- Jes and Gail Bragg, 1039 N. Pitt Street, Alexandria, VA 22314, (h) (703)
836-7907, (w) (202) 646-2781, Watkins 33, Nereid, J-5.
- David Brown, 4118 Woodbine Street, Chevy Chase, MD 20815, Pending, K dock.
- Robert and Barbara Drake, 4404 Dartmoor Lane, Alexandria, VA 22310,
Catalina 25, BeFour.
- Mary and Michael Harbin, 202 Evans Street, Rockville, MD 20850, (h) (301)
279-2218, (w) (202) 244-6500, Catalina 27, Mary Catherine, P-21.
- Millington and Susan Lockwood, 3513 S Street, N.W., Washington, DC 20007,
(h) (202) 338-6680, (w) (301) 443-8128, Erwin 32, Ariel, N-31.
- Phil and Olga Mannino, 10174 Redspruce Road, Fairfax, VA 22032, (h) (703)
978-6647, (w) (703) 556-1734, Oday 34, Fair Lady, C-26.
- Richard Nemerson, 21 Paddock Court, Potomac, MD 20854, (h) (301) 424-7013,
(w) (301) 982-6675, Pearson 303, Hide-A-Way, O-30.
- Peter Rodgers, 7201 Lenhard Drive, Chevy Chase, MD 20815, DuFour 31,
Seachild, K-58.
- Robert Rositzke, 3412 Ramsgate Terrace, Alexandria, VA 22309, (h) (703)
360-6623, (w) (703) 553-6747, Catalina 27, Dunringill, HHN B-38.

WHAT'S IN A BOAT NAME

by Ardell Hoveskeland and Joe Batts

During the first cruise of the season -- misnamed Frost Bite Cruise to Annapolis -- where the weather was 90 degrees in April, Ardell Hoveskeland (Trinity) remarked about the diversity of names in HNSA. Gone were the traditional names given to sailing vessels such as Defiance, Victory, and Intrepid.

Instead, the names now fall into several categories. Owners who believe that:

SAILING IS FOR THE BIRDS:

Wings of Morning, Song Bird, White Gull, Sea Sparrow, Alize', Free Bird, Sand Piper, and Sea Gull II;

GOOD WEATHER WILL COME THEIR WAY:

Sunshine, Breezy, Moriah, South Wind, Second Wind, and Wind Singer;

REFERENCES TO METHODOLOGY WILL MAKE THEIR BOATS GO FASTER:

Amun Ra, Odyssey, Phoenix, Pegasus, Omega, and Pilgrim;

FAMILY CONNECTIONS HELP:

Sharol, Lucky Seven, Trio, Mary Catherine, Alle III, Kelly Ann, Quintel, and Bonnie Lee;

PLAY ON NAMES GENERATE GOOD LUCK:

Belfry, Jacks-or-Better, Final Fantasea, Hello Dolly, Huff & Puff, Terre Mar, Bet-U-Ken, The Shoe Fits, Tack It, Cordon Blue, Tom Kat'n, and Barnacle Bill;

INSIDE JOKES ARE THE SPICE OF SAILING:

Poule de Luxe, R2D5, and Woxof.

But by far the most surprisingly were the names which can be classified only as Modern Man. These are names which would not have appeared on a transome 25 years ago:

Priorty, Fat City, Sanity, Overtime, Catharsis, Valium, Progressive, Prime Time, Elsewhere, Second Youth, Split Decision, Hide-A-Way, My Mercedes II, My Quest, and Prime Rate.

Finally, there is the potpourri of boat names:

Aqua Vitae -- a Swedish shaving lotion;
Shotgun -- a racer who always jumps the gun;
Bull Runner -- a mild version of what Free Bird says during a race; and
Crusader -- the role that AI has filled to get Priscilla to sail.

BULL ROAST



September 7, 1985

6:00 p.m.

"M" Dock Lawn

M E N U

Roast Beef ----- Open Pit

Ham
Sausage
Potato Salad
Macaroni Salad
Baked Beans
Bread and Butter
Soft Drinks

B Y O B

\$7.00 - Adults \$5.50 - Children (under 12)

Instructions:

- A. Write checks payable to HHSA
- B. Mail the form below with check enclosed to:
Dolly Gingras
6924 Konrad Ct.
Friendship, MD 20758
- C. Mail as soon as possible, but not later than August 31
- D. If you have any questions, call Dolly at:
(w) (202) 797-4253 or (h) (301) 855-5568

C U T H E R E

Price: \$7.00, per adult ----- \$5.50, per child (under 12)

NAME: _____

ADDRESS: _____

Phone: _____

BOAT NAME: _____

Number adults _____

Number children _____