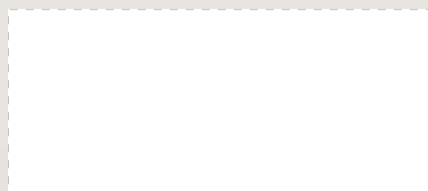


ON THE HORIZON

Dundalk Sail & Power Squadron • District 5 • August 2005

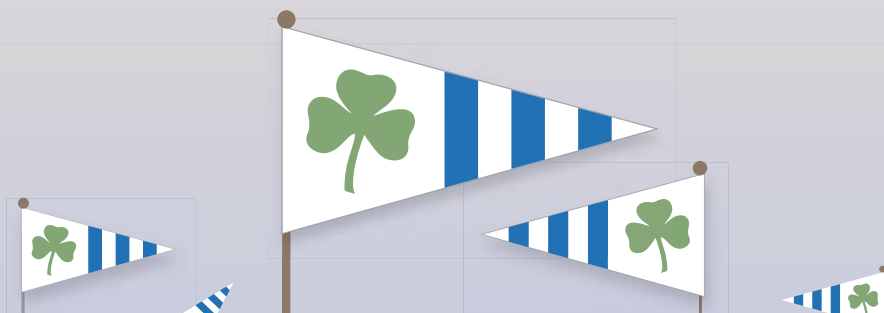
Dundalk Sail & Power Squadron
100 Park Lane
Baltimore, MD 21210

DATED MATERIAL



IN THIS ISSUE:

THE BIG APPLE!



A Unit of the United States Power Squadrons® • Safe Boating Through Education

ON THE HORIZON

Official Publication of Dundalk Sail & Power Squadron® • Chartered 11 September 1961

Volume 44 • Number 4

August 2005



In Memorium
P/C Ken Nehmer SN
1931 – 2005



He came to us from the Boating Course, as we all did. But he was cut from a different mold. None of us had ever encountered a “man of the cloth” as a member of Dundalk Sail & Power Squadron. We weren’t sure what was going to happen.

It did not take long to find out. Ken jumped into the work of the squadron helping in any way he could to get the message across. He took to the squadron Education Program, learning and improving his boating skills, all the while showing his jovial personality. I cannot ever remember Ken losing his temper at a squadron function, but then he would set that lower jaw, lean toward you, and begin to speak with that upper Midwestern “Ya know...,” you knew a reprimand or firm point of view was forthcoming.

He became our commander, a mentor to those who served on the bridge with him and a guiding force that will not soon be forgotten by those of us who knew and admired him.



He loved to work with his hands. He created many teaching aids and some of the centerpieces for our squadron’s Change of Watch.



His sense of humor is the stuff of which legends are made. From his stories of Ole, Lars, Olga and Elsa in the farm country of Minnesota, Dakota and Wisconsin to his bad puns or some joke based on Bible verse (never in bad taste, mind you), the groans of laughter will echo for a long time.

A few years ago, Ken encountered a storm in his life, and knew of the general outcome. He did not let that get him down for long.

The news of his passing was upsetting to all, but I can assuredly tell you this – that when he tied up at St. Peter’s Marina, the first words he uttered were those he expressed on a 4th of July weekend several years ago – “Ooooh, Aaaah, Eeeee!”

P/C Brooks Riley



ON THE HORIZON IS PUBLISHED

Twelve times a year by:
Dundalk Sail & Power Squadron
Baltimore, MD

Kindly submit articles to Rick Boardman
by the 5th of every month
via mail, email or fax. Thank you.

STAFF

EDITING

P/C Richard E. Boardman, AP

GRAPHICS

Lt Brande Neese, S

Mail to:

Rick Boardman
100 Park Lane
Baltimore, MD 21210
410 467-9692
cell: 410 206-7841
horizon@uspsdundalk.org

Letters to the Editor...

Dear Editor,

The process of working nights, converting back to days, and then back to nights tends to really mess up one's circadian rhythm. As such, one often finds oneself awake at the oddest hours of the morning – hungry, thirsty and wide awake. Such is the case this morning. Only instead of watching TV, my mind wanders back over the two lives Dundalk Sail & Power Squadron has recently lost.

Gerd Stuenes and Ken Nehmer were both very different people. Their nationalities were different: Norwegian versus non-Norwegian. Their appearances were different: short and petite versus short and non-petite. Their voices were different: high pitched versus boom box. And they each had their own unique personalities. Yet, if you think about it, they had a lot of similarities as well. For one, they were both what I would call positive pole magnets. People enter a room and are immediately attracted to them. For another, they always had a smile, a warm greeting, and you never left a conversation without a smile of your own. In their own way, each was a powerful presence at any gathering. In their own way each was a powerful presence on our organization as a whole. Each has left behind family and friends that mourn them and an organization at a loss with their passing. Yet Dundalk Sail & Power Squadron is better off today because of their influence and presence. Each had a love for our organization. Each had a love for their families and for people in general. Each had an influence on many of us that will remain forever.

It's a natural human instinct to try and find a lesson learned when someone we care about passes away. I'm sure each of us has his or her own thoughts on this. However, I suggest that the lesson here is really quite simple. And that is the power in Power Squadron has little to do with how a boat is propelled through the water. It has to do with the power and influence of the people who make up our organization. Fuel and wind power our boats in the direction we wish to head. People's love and dedication power an organization in a forward direction as well. Dundalk Sail & Power Squadron lost two strong cylinders of its engine recently. Yet, I am confident that our organization will continue to move forward in the right direction. I am just as confident that our organization has been better off these past many years because of the dedication and efforts of these two very unique human beings.

Thank you Gerd. Thank you Ken. I...we all miss you! I...we are all better today because of having had the privilege of knowing you.

Sincerely,

P/C Dorsey Butterbaugh, JN



We had a great weekend, cruised around Middle River and the Bay for a few hours Sunday, but the highlight of the weekend was Saturday and participating in our first Nav contest.

Dianne and I had a great time, from cruising with Rick in the morning to having a nice dinner overlooking the water at Maryland Yacht Club (real nice facilities).

Of course one of the main highlights was participating in the Nav contest, and we did not have a clue as to

what it entailed (not sure I worded it right, you may get the idea I have a clue now). A special thanks to Rick for letting these novices be part of his crew, and of course to Joanne and the rest of the members, their families and guests - what a great group of people, sure know how to make people feel welcome.

We have booked a room at the Holiday Inn in Solomons on Saturday, July 23, will probably drive down.

Stuart



PLEASE NOTE that the starting time for dinner at the general meetings has been moved up to 1830 in an attempt to prevent the late starts for the business meeting which are still set for 2000.

The next meeting is Aug. 17th at the Boulevard Diner, 1660 Merritt Ave. in Dundalk.

XO's REPORT

Lt/C Bernie S. Karpers, N

By the time this is published the Top Gun Cruise will be in progress. This year *After Hours II*, *Rat Ark*, *Sea Lestial*, and *Sleep On It* departed over the week end of 29-30 July for New York City. They will be joined by *Moonshadow* from the Annapolis Power Squadron. *Moonshadow* is a fixed keel sloop and is expected to make the passage through the Cape May Canal to the Atlantic and onto New York. On Wednesday August 3 at 1900 the Top Gun Cruisers, crews, and guests will have dinner aboard the Ambrose Lightship, now a restaurant. The lightship is located at Liberty Landing Marina, in the Lightship Barge and Grill Restaurant, Jersey City, New Jersey. Our dinner will begin at 1930 and you are welcomed to join us if you are coming by land. While on the cruise the skippers of the Top Gun vessels will be working on Power Squadron activity.

The Top Gun Cruisers are happy to report their activity involves every department of the Executive Department. We are actively seeking publicity for our squadron. We are happy to report that the article, "Putting It All Together-Recruiting and Retention Through Cruising!" has been accepted by the *Ensign* and we anticipate publication in the future. This is the work of Goose and Viper. Our Publicity Chairman, Lt David Seidenman, assisted by P/C Brooks Riley, AP is planning a television spot to be aired in conjunction with the fall education season. They have also arranged to obtain a supply of Dundalk SPS burgees. These burgees are for sale. Use them and fly them to display our squadron.

P/C Connie Barry, JN, continues to work with the vessel safety check committee. As of our last Bridge meeting that committee had inspected 50 vessels.

The Executive Department extends its best wishes for a speedy recovery to P/C Howard Barry, JN, of the Liaison Committee. Howard is expected to resume activity sometime soon. Also in the liaison area is P/C Ron Bassener, SN, Bush River Squadron. Ron will be making the return trip from New York with the Top Gun Cruisers, aboard *After Hours II*.

On Wednesday, July 13, 2005, the captains and crew members going on the TGC 2005 met with the Co Op Charting Committee. Cdr Kenneth Finck, P made a presentation about the cooperative charting report and the forms needed. On the cruise each captain will have one day for which he will submit a report. If all goes as planned we should generate 6 reports. Not a record, but a modest start.

The TG cruisers are also aware of the dangers confronting them on their trip. The captains have been urged to equip their vessels with, EPIRPS and life rafts on the trip to New York. Our safety officer has expressed a concern for our safe passage. We will be passing through the home waters of the Great White Shark, and passing just off Shark River Inlet. Hmmm?

By the time you have digested this (reference sharks above), we will be starting our annual Squadron Cruise. This year we will meet at the Herrington Harbor South Marina on the afternoon of Sunday 21, August. We will remain at Herrington Harbor for August 22nd and 23rd. Make your reservation at Herrington Harbor at (800) 213-9438. On the morning of August 24th we will go to Mears Yacht Haven in Oxford Maryland. We will remain at Mears for the nights of August 24th and 25th. During the day of August 25 we will go by boat to the Suicide Bridge Restaurant for lunch and return to Mears. Make your marina reservation at Mears at (410)226-5450. On the morning of August 26th we will depart Mears, and go to Rock Hall, for our Annual Crab Feast, coordinated by P/C Read Van Zile, AP, who now is at full steam ahead. On the evening of August 26th in Rock Hall we will have a party coordinated by Lt/C Tracey Stuenes. At that event the coveted Irish Crew Comforter will be awarded to the crew reporting the meanest captain on the Squadron Cruise. And there is much more. We have not discussed the District navigation contest. Who will win? Will Dundalk be able to threeppeat. Who will get Sourpuss? Come and find out. See the survivors of TGC 2005. Meet those who participated in the navigation contest, and listen to the alibis. ♡

SEO's REPORT

P/C Walter K. Neese, N

By the publication date of this issue, a GPS class will have been completed during early July at Anchorage Marina, P/Lt/C Rolf Stuenes, JN instructing.

As of this writing, the Seamanship class is due to complete in late July at St. John's Lutheran Church, P/C Read Van Zile, AP instructing.

The next round of courses will begin in September. Look for announcements of Advanced Grade and Elective courses at the August membership meeting and in the September newsletter.

As an aside, I forwarded our fall public course schedule to Pasadena Freedom Boat Club to make our courses available to their members. USPS is cooperating with Freedom Boat Club, which has agreed to discount its membership fees by 5% to all USPS members. Freedom Boat Club is a great alternative to boat ownership: members enjoy unlimited use of a variety of boats, while the club takes care of ownership, maintenance, insurance and dockage. More info is available at www.freedomboatclub.com. ✧

Entire Dundalk Bridge Now O/T Certified

Operations Training chairman, P/C Brooks Riley, AP reports that seven Dundalk members attended the latest series of classes and will receive certificates at the September general meeting. The course covers USPS history, traditions, procedures, rules, uniforms, etc. etc.

P/C Riley offers his thanks to Joanne Day, Tracey Steunes, Roy Stuenes, Stuart Newborn, John Rice, and Dave Seidenman. Dundalk's commander, Ken Finck, also sat in on the course as a refresher.

As a result of this latest O/T course all members of the current Dundalk Bridge have taken the course, which brings the squadron in line with the District 5 requirement to attend this program.

The next O/T session will be held when 5 members or more request it. Up to now this program has been underwritten by the squadron and free to members. From now on, there will be a charge that will be in the area of \$10.00 to cover the cost of materials from USPS. ☆



COMMANDER'S REPORT

Cdr Kenneth H. Finck, P



The Sadness

The first quarter of my command has come and gone. Much like in the theater, the sad and the happy faces of life have truly been revealed during the first part of my watch. In this short time Dundalk has lost many wonderful and loving members of our squadron -- members that we never want to forget, hard-working members that made the squadron what it is today. I will not forget all the support and wonderful memories of good times we had together. You have made a mark in our lives and shall never be forgotten. Our prayers will always be with you.

Business

The number of members attending the executive meeting increases with each session. And new and wonderful things are getting done. For one, a new budget committee had been appointed with Lt Stu Newborn heading it up. Our old budget was out of date and needed rebuilding. Stu and the other committee members, P/C Brooks Riley and Lt/C John Hall, have started to cut costs and develop a sensible budget which will allow us to live within our means.

Membership

Now that I am the commander of the great Dundalk Sail and Power Squadron I am being hit with numbers again! D-5 wants us to increase our membership by 3%. Getting new members has been no real problem for Dundalk. Lt/C Bernie Karpers has always done an outstanding job as membership chairman. But on the other side of the coin is the delay of some good members in renewing their membership. If you haven't sent in your membership fees, please do it now while

you are thinking of it. This would help the squadron a great deal. The treasurer wouldn't have to send out reminders, it would save on postage, and it would save me from calling you. But believe me, I have no trouble calling you if you want to hear my voice. I enjoy talking to our members, but on much lighter matters.

Questions about who to call if you did not get your renew notice:

Treasurer.....410-803-7111

Your Cdr.....410-360-3330 (and that's 24-7)

Activities

I also would like to see more numbers in the people attending our membership meetings as well as the boating get-togethers. Lt/C John Hall, and the rest of the cruise committee have really done a great job of setting up places to go by boat, ranging from one-day trips up to the once-in-a-lifetime trip to New York by water! That cruise was setting out just as this issue of the Horizon went to press, but there's still time to sign up for the Squadron Cruise to Herrington Harbor and Oxford the week of August 21.

And don't worry about making any of our cruises. You will be with a great group of people and in case of mechanical difficulty you'll have an outstanding and experienced crew to aid you. And God forbid you need it, there is almost always at least one great medical doctor for those untimely mishap's and emergencies. See, no worries mate!

So what can the squadron do to help you? Remember this is your squadron. Visit the Dundalk website, and see what is going on. Get out of the house and enjoy life. Don't just talk about it..... DO IT! ☆



4th of July Fireworks at the Inner Harbor.

Delaware River Grabs Bragging Rights at Practice Nav

Five Dundalk vessels went up against just three from Delaware River Squadron but the Philadelphia based group motored away with the two best times. A total of 12 boats attended the rendezvous but just the eight entered the contest. *She and I* acted as committee boat.

Dundalk Sail and Power Squadron hosted the 2005 Practice Navigation Contest at the Maryland Yacht Club under the coordination of contest chair, P/Lt/C Rolf Stuenes, SN. All squadrons in the surrounding area had been invited to join the contest, but only Delaware River and Dundalk boats participated in the June 25th event.

With a number of regular crewmembers unable to attend, eleven novices joined the 32 veteran crew members, helping in various functions and gaining experience. First-timers Stuart and Dianne Newborn were instrumental in aiding *Sleep On It* to come in with the best time among Dundalk vessels. All the newcomers reported enjoying the exposure and Chairman Stuenes expressed the hope that next year will witness another Dundalk boat or two in the contest.

Awards were presented in the evening at the Yacht Club dinner with 31 Power Squadron members in attendance. A Sunday morning pitch-in breakfast serving pancakes, eggs, buns, cakes, fruits and all kinds of goodies extended into an enjoyable morning social before everyone slowly departed for home.

Having some of the newer participants on top of the winner list generated a lot of positive participation spirit and Chairman Stuenes says he is sure they, as well as the old-timers, are ready to face the challenges of the District Contest on July 23. *Sea Lestial* skipper John Hall pointed out that having four Dundalk boats under two minutes was a good indicator. ♦



Complete Results

#1 – JR'S TOY	Delaware River	16 sec. late
#2 – LADY JEAN	Delaware River	17 sec. late
#3 – SLEEP ON IT	Dundalk	1 min. 17 sec. late
#4 – SEA LESTIAL	Dundalk	1 min. 23 sec. late
#5 – AFTER HOURS	Dundalk	1 min. 32 sec. early
#6 – RAT ARK	Dundalk	1 min. 45 sec. late
#7 – CONSIGLIA	Dundalk	2 min. 50 sec. late
#8 – GAFIA V	Delaware River	3 min. 23 sec. late

BIG SCARE IN THE CHOPTANK

A boat collision in the mouth of the Choptank River in early July struck close to home for some Dundalk SPS members, and has some lessons of interest to anyone concerned with boating safety. A 46-foot cabin cruiser traveling at high speed and, according to some reports, with no-one at the helm plowed into a 50-foot fishing boat. The ten passengers and crew aboard the larger, anchored boat watched in horror as the the apparently pilotless vessel bore down on them. "We all thought we were going to die," one passenger told the Baltimore Sun. Two of the passengers were knocked into the water and had to be rescued. They were treated and released at Easton Memorial Hospital. Both vessels received significant damage and the charter fishing boat will be out of service for quite some time.

Charges are pending against Keith Price, 42, of Pennsylvania, who claims to have been at his boat's lower console and who counter-charges that the fishing boat was anchored in the channel. The captain of the fishing boat says he was a good half-mile out of the channel and notes that even if he was in the middle of it, the other boat should have been able to avoid striking him if he was keeping a proper lookout.

It wouldn't be prudent to publish any comment on who was in the wrong, but those who have taken basic boating are free to ponder these matters for themselves. One sure lesson is to never let your guard down and be ready for anything.

Dundalk's Squadron Cruise in late August will take our fleet up the Choptank to Oxford. In addition two members have homes in the area and frequently pass by the site of the accident. [...](#)

SAFETY CORNER

Lt Roy Steunes, P

MAYDAY MAYDAY MAYDAY

On the water, a minor problem can rapidly develop into a situation beyond your control. For this reason, let someone know even when you are experiencing relatively minor difficulties, before your situation turns into an emergency.

The Coast Guard serves as Search and Rescue (SAR) coordinator for all maritime emergencies and is the appropriate point of contact whenever you are concerned for your safety. If you are in distress (distress is defined as a situation where you or your boat are threatened by grave or imminent danger requiring assistance), the Coast Guard will take immediate steps to help you. Normally, Coast Guard or Coast Guard Auxiliary rescue boats and/or aircraft will be sent, but assistance from any available source will be arranged to expedite your rescue.

If you are in distress use "MAYDAY, MAYDAY, MAYDAY" on the radio. If your situation is not a distress, simply call "Coast Guard." Channel 16 VHF/FM and 2182khz HF/SSB are dedicated distress and

calling frequencies we monitor at all times. Citizen's Band (CB) is not dependable and is not monitored at most Coast Guard stations. If you do not have a radio, attempt to signal a fellow boater who can assist or call the Coast Guard for you. In a distress situation, use flares or any other distress signaling device to catch the attention of another boater.

While arranging help, we will ask for the following:

- Your location or position.
- Exact nature of the problem (special problems).
- Number of people on board.
- Your boat's name, registration and description.
- Safety equipment on board.

This information was taken from USCG Safe Boating tips. Keep it safe! ✧



June and July were our months for the squadron's raft-outs. I was hoping to make as many of them as possible. Raft-outs sounded like a lot of fun but not having done much rafting out I was a little apprehensive. Who would be there? How would my boat raft up with theirs? How do I put out an anchor and join a raft. What if my boat likes to point in a different direction than everybody else's? What is the correct term anyway? Is it a raft-up, raft-out, raft-in? Maybe a raft-up is just for the day, a raft-out is overnight and a raft-in is a protest of high marina prices. Would my fenders be adequate or would I suffer from fender envy? When is it ok to walk from boat to boat and when is it gauche? (I'm not sure the raft-out crowd really uses the word gauche but there it is.)

Well the first raft was at Still Pond. John Rice (Captain Foghorn) is the squadron's designated raft captain and he went out on Friday and picked out a great spot. When we arrived on Friday he calmly told us how to approach and which side to tie up on. We rafted up with no problem (no busted shamrocks here thank you) and were instantly treated to fantastic hospitality. As each successive boat arrived John was there to help direct them in. We settled in and shared our food, drinks, stories and good times. The stories just seemed to get better as the night wore on. We awoke the next morning to deer drinking at the waters edge and the sound of wild turkeys. After another great day we were sad when it was time to go home.

The next raft-outs were loosely planned for the Fourth of July celebration. Saturday was middle River's day for fireworks. This time I was the first boat on the scene. We were joined later by Stuart Newborn and crew and we had a pleasant evening with them. The fireworks show was fantastic. Including a special one that burst into some kind of hot air balloons. Sunday night we were to join John Rice in Rock Hall. This was going to be something new since we would be returning across the bay on a moonless night. P/C Sandra Davis heard about the raft-out and wanted to join in with her dinghy. Her plan was to drive to Rock Hall and row out to the raft. Quite ambitious. Instead I invited her to join us on *Sea Lestial*. We were the first to arrive at John's designated raft up spot. It looked great. We would have a front row seat on the fireworks. Before we could even get the anchor deployed we were joined by Ben Wright of Delaware River Power Squadron. Ben was in his dinghy and urged Brian to launch his. As soon as Brian got the dinghy ready he and Ben disappeared. About fifteen minutes later DNR came by and asked everyone to move. The trick here is to move just far enough to make them happy but still have a good view. We moved to a new spot with another great view and settled in again.

When a boat similar to Tony "Duckling" Solesky's (aka Captain Sunblock) showed up my kids were hopeful they would be joining us. When the captain of that boat proceeded to hook his anchor on a sailboat's anchor rode I knew that he and P/C Rick "Goose" Boardman were with us in spirit. One by one the boats rafted up on my anchor and rode. First a 36 foot egg harbor. Then a 36 foot Trojan just purchased in the Florida panhandle and brought back for \$5000 in gas! Then a 40 foot Cris Craft. Whoa! Ok now I have something else to worry about that I hadn't thought of! Will it hold? If your anchor doesn't hold and your raft of four boats drifts into the nearby raft of six boats does that mean you get ten busted shamrocks? Or even twenty-four? Ah yes, but I had prepared and let out 10:1 scope and strongly set my anchor before they arrived. About an hour later Brian came by with a dinghy load of new friends to let us know he was hanging out on Frank Wright's boat *Gafia V*. Another great time sharing everything and another great fireworks display was enjoyed by all. It was no surprise that Brian & Ben and crew had walked over to be as close as possible to the display

Ben & Brian eventually returned after the fireworks and we loaded up the dinghy to head for home. We cruised effortlessly home with a mild following sea. It was dark but crabbers had been busy and removed ALL of the crab pots... At least we couldn't see any and what you can't see can't hurt you!

Monday was the fourth and the big fireworks display at the inner harbor. Mary was exhausted and I was a little tired myself. We were talking about not going but the kids had so much fun, as did we, the past two nights that we decided to go for one more. This one was going to be tougher. Getting to the inner harbor is easy but there always seems to be a boating accident afterwards. Plus we had made the trip 20 years ago in a 17 foot race boat and didn't want to repeat any part of that experience. This time we were the last to arrive and could barely get through the other boats to the raft. Without the others being there we never could have set an anchor and had that good a view. After the fireworks and the madness cleared up some of the others headed home and we headed up into the harbor. We found a place to tie up for the night and headed to the Hard Rock Café. The next morning at five VERY AM we headed safely down the Patapsco and I went off to work and the real world while Mary and the kids went back to sleep.

The only thing missing from these good times was you. Next time we raft-up/out/in we hope to see you there. ✧

SQUADRON CALENDAR FOR AUGUST

July 29-August 8
Top Gun Cruise to New York City

By the time you read this, it will be a little late to join us. But think qabout us and perhaps throw up a little prayer! Watch for updates on the Discussion List.

Wednesday, August 17
General Membership Meeting

At the Boulevard Diner, 1660 Merritt Blvd. in Dundalk, hon. Note that the arrival time for dinner is now 1830. The meeting still begins at 8:00 p.m. All members, old and new are encouraged to attend and learn more about your squadron and its upcoming activities. Our Commander promises a fine program.

August 21-26
Squadron Cruise

This year the squadron fleet will cruise to Herrington Harbor on the Western Shore the first three days, then go across the bay to Mears Yacht Haven in Oxford the next three. The fleet will cruise up the Choptank River to dine at Suicide Bridge. Finally it's on to the Crab Feast in Rock Hall.

August 26-28
Crab Feast at Rock Hall

This is the squadron's most popular annual event. Bring the whole extended family and invite all the people you can stuff into your boat or car. Great band, same crabs, burgers, fresh corn, swimming pool, conga lines.

September 3-5
D/5 Sail Regatta

This year Dundalk hosts the District 5 Sail Regatta. Join us at Baltimore Yacht Club in Sue Creek off Middle River. The coordinator is P/C Dorsey Butterbaugh. Dundalk members who are power boaters are asked not to harass the participants.

September 10
Fort McHenry Raft-up

We plan a raft-up to enjoy the Fireworks at Fort McHenry's flagship event! This three-day encampment and extravaganza is celebrated with over 100 War of 1812 re-enactors, parades, military bands, fireworks, a symbolic ship-to-shore bombardment and much more! Contact David Seidenman.

September 21
General Meeting

Join us at Boulevard Diner to celebrate Dundalk's 43rd birthday. Dinner at 1830 (optional), meeting at 2000.

October 22
Frostbite Cruise
at Sparrows Point Country Club

Our last cruise for the squadron this year. By boat or by car it's an easy trip. Come join us to celebrate and share the good times we had this year.

PLEASE JOIN US!



Dundalk Sail & Power Squadron's
15th Annual Crab Feast

26-28 August, 2005
Haven Harbor Marina, Rock Hall



Friday: Arrival and dinner on your own. You'll also need to make your own slip reservations for Friday. This is strictly first come first served, as they may not have as many slips on Friday as they will on Saturday.

Saturday: Crab feast starts at 1500 with crabs, corn on the cob (steamed with Old Bay), hamburgers, hot dogs, beer, soda and dessert.

AND : Live music again by JOEY & LORNA

Sunday: Pitch in breakfast at 0900.

Bring your friends, neighbors, relatives, marina or yacht club neighbors
(and mallets and knives).

This is our biggest event of the season!

.....

Name: _____ Arrival date: _____ Time: _____

Boat name: _____ Length _____ Beam _____ Draft _____

Sail Power

Phone #: _____ Special needs or requirements? _____

Length _____ x \$ 1.75 = \$ _____
(\$49.00 minimum)

30 amp line x \$ 6.25 = \$ _____

50 amp line x \$ 12.50 = \$ _____

3% tax on slip and electric = \$ _____

Adult feast tickets _____ x \$ 33.00 = \$ _____

Children under 10 _____ x \$ 10.00 = \$ _____

Total \$ _____

Please make checks payable to "Dundalk Sail & Power Squadron" and mail to:
P/C Read Van Zile, AP, 812 Cold Spring Road, Baltimore, Maryland 21220-4330
Day 410/580-4292 Fax 410/580-3292
email: read.vanzile@dlapiper.com
Reservations a must by August 16

Please remember to make your own reservations at the Marina for Friday night:
410/778-6697 or 1/800-506-6697

SQUADRON CRUISE 2005

August 21 to August 26

the Dundalk Sail and Power Squadron will conduct the annual Squadron Cruise.

This year the cruise will start at
Harrington Harbor South Marina

on the afternoon of Sunday, August 21st.

We will play and party in this resort marina until
the morning of August 24th, when we depart for
Oxford, Maryland.

While in Oxford we will visit the
Mears Yacht Haven Marina

where we plan to stay.

On the morning of the 26th of August we will depart for
Haven Harbor Marina
in Rock Hall, Maryland.

Our cruise will terminate in Rock Hall where we will remain until August 27th to participate in
the annual Crab Feast*.

You must register at:

Harrington Harbor - Friendship, Maryland

Mears Yacht Haven - Oxford, Maryland

Haven Harbor Marina - Rock Hall, Maryland

If you want to go on this cruise, please also register your intention with the Executive Officer,

Lt/C Bernie Karpers
1209 Brookview Road
Towson, Maryland 21286
410 456 5534
BSKSEODPS@aol.com

.....
Name _____ Boat Name _____

Guest's Names _____

Do you want to go to the Suicide Bridge Restaurant on Thursday, August 25th for lunch?

Yes ____ No ____

Would you be willing to host/transport squadron members on your boat to the restaurant and return?

Yes ____ No ____

Number of persons you'd be able to accomodate _____

Please return this form or talk to Bernie by July 25th.

*Have you signed up for the Crab Feast?

District 5 Sail Regatta

3-5 September 2005

Dundalk Sail and Power Squadron

Baltimore Yacht Club, Middle River, MD



Name _____ Arr. Date _____ Time _____

Boat Name _____ Length _____ Beam _____ Draft _____ Sail _____ Power _____

Phone No. _____ Squadron _____

Special needs _____

Address _____ City _____ St/Zip _____

Length _____ x \$1.25 = \$ _____

30 amp line _____ x \$5.00 = \$ _____

50 amp line _____ x \$10.00 = \$ _____

Friday Evening Cookout and Happy Hour No. _____ @ \$ 15.00 = \$ _____

Sunday Awards Banquet No. _____ @ \$ 28.00 = \$ _____

Children 10 and under No. _____ @ \$ 16.00 = \$ _____

Regatta Entrance Fee \$ 20.00 = \$ _____

Total = \$ _____

Banquet dinner choices: # of _____ 6 oz. filet mignon

of _____ Linda's famous crab cakes

If you plan to race, please complete and sign the following:

Sail # _____ Yacht name _____ Captain _____

Squadron _____ Spin? _____ Non-spin _____ PHRF rating _____

Yacht Make _____ Model _____ Size _____

I agree to abide by the regulations for this event. In consideration of being permitted to enter this event, being knowledgeable of the risks of competitive sailing and knowing that it is my sole responsibility to decide whether to enter or continue to race, I voluntarily assume the risk of participation in this event and release the USPS, D/5, Dundalk Sail and Power Squadron, and those conducting this event from all liability for injury or damage that may occur.

Signature of Captain _____ Date _____

Make checks payable to D/5 Regatta and mail to:

D/Lt Dorsey Butterbaugh, JN, 2 Britmore Court, Baltimore, MD 21234
Deadline for registration is 15 August 2005

Note: If you have a 50 amp splitter it would be wise to bring it. Most deep water slips have 50 amp service and there are few available.