

# Potomac River Yacht Clubs Association



Volume 3

Issue 8

October 1991

## Officers 1991

### Commodore

David L. Goodman  
(Aquia Harbour)

### Vice Commodore

John Sullivan  
(National Potomac)

### Rear Commodore

Ned W. Rhodes  
(Occoquan)

### Secretary

Andrea Storey  
(District)

### Treasurer

Harriet Douglas  
(District)

### Immediate Past Commodore

Kenneth Kelly  
Jim Ifland  
(Aquia Harbour)

### Members-At-Large

John Robey  
(Mt. Vernon)

Paul Fleury  
(Tantallon)

John Locke  
(Washington)

## From the Editor

Ned W. Rhodes

It is the end of September, so that must mean that it is time for the annual shrimp feast at the Dunes. This year, OYC invited any and all Potomac River Yacht Clubs Association (PRYCA) clubs to join us. We figured, the more the merrier. Well, two other clubs, National Potomac Yacht Club and Seafarers Yacht Club decided to join us. In the past, we have always gone over about noon, so I told them to meet us about then at the mouth of the creek so that we could all go in together.

The morning dawned bright and clear as we got *Southern Nites* ready to go. Where is everybody? More importantly where is Aaron? He's got the shrimp. Oh, well, time to go, I'm sure he'll show up. Upon arriving at Mattawoman creek, we caught up with the eight boat flotilla from National Potomac. They were sent on their way up to the Dunes, while I waited for Seafarers and Aaron. By 12:45, I figured neither were coming, so off we go to the Dunes to get settled in.

We caught up with National Potomac and had the privilege to watch them anchor. First one boat drops an anchor and then backs down on it, only to drag it. Then they shifted people from one boat to another to help with the procedure. There is then much talk on the radio and after a few hours, Arleen and I decided to just anchor where we usually do and watch the festivities from shore. Still no Aaron! Now what? Let's see, we have chili, and corned beef hash and a few dog biscuits, so we won't starve. Ok!

We were then joined by *Seduction* and *QB III* for the afternoon, but alas,

they had no shrimp. Then *Pasha* shows up, minus any shrimp but loaded with Marguritas. We are then joined by *Saint 'n Sinner*, who has crackers and pepperoni (just in case) and then by eight boats from Seafarers Yacht Club whose anchoring techniques are almost as refined as National Potomac YC.

Then, as the sun sets, who should arrive, but our illustrious Commodore bearing shrimp, followed shortly by our Vice Commodore in *Handsome Transom*. Let the festivities begin and so they did. We had at least four pots boiling and steaming and boy was it good! As the sun set, the pyromaniacs started a huge fire using wood contributed by all three yacht clubs. Yes, indeed, they dragged wood all the way from Washington to the Dunes.

As night fell, so did a few people. We had one confirmed dunking and at least two other close calls. Howard decided to turn in early so as to stay dry this year and he was successful. In the morning, the air was filled with the smells of eggs and bacon, pancakes and Irish Coffee. The Irish Coffee is unconfirmed, although a certain someone in a certain boat that has a III in its name promised it. I personally was not able to verify that it ever existed.

Around 11, the Washington clubs pulled anchor and made their way down the creek for home. The five OYC boats stayed to enjoy the afternoon ashore talking trash. Finally at dead low tide, we decided it was time to head home and we proceeded to pull *Saint 'n Sinner* off the beach. Hey, where were the other 20 OYC boats from last year? Must have been too cold for them. I still felt strange leaving the 8 pieces of wood, but maybe someone else will enjoy them with their next bonfire.

**POTOMAC RIVER YACHT CLUBS ASSOCIATION**

August 15, 1991  
Delegates Meeting  
District Yacht Club

Present

Comm. Dave Goodman  
Vice Comm. John Sullivan  
Secy. Andrea Storey  
MAL John Locke  
MAL John Robey

Absent

Rear Comm. Ned Rhodes  
Treas. Harriet Douglas  
MAL Paul Fleury

Others Present

Past Comm. Marty Clune

Clubs Present

District, Roscoe Drakeford  
Aquia, Ruth Koetter  
Capital, Gordon Gould  
Nat. Potomac, John Sullivan  
Mt. Vernon, John Robey  
Washington, Mark Viehoever  
Landmark, Jim Dalton  
Landmark, Don Cruse

The meeting was called to order at 8:05 PM by PRYCA Commodore Dave Goodman.

The Secretary highlighted the proceedings of the Board meeting that preceded the delegates meeting and reported that a quorum of delegates was not present to conduct business.

The Treasurer's report was read by Commodore Goodman in the absence of the Treasurer, Harriet Douglas.

Discussion Topics

• The 1992 PRYCA Bridge nominating committee is as follows:

Jim Ifland, IPC-PRYCA, Chairman  
Jerry Jordan, Comm. Ft. Washington  
Lewis Graham, R. Comm. Capital  
David Yarnell, V. Comm. Occoquan

• WW Bridge Closing - Dave notified the appropriate legislators of the PRYCA

position relative to hours that the WW Bridge should/should not be closed to road traffic and opened to let boats through; i.e. powerboaters in Yacht Clubs in the PRYCA do not require the bridge to be opened for navigation and therefore, will offer no formal opinion.

• Float In Report - The Float In was the largest event in the recent PRYCA history with 63 visiting boats and 300 guests at the evening dinner. PRYCA contributed \$400 and Aquia Harbour received a profit of \$147 for hosting the event (\$100 of which will be donated to the PRYCA treasury).

• The Fall Event is a Raft up, September 28 at the Dunes on Mattawoman Creek. Contact Ned Rhodes (OYC) at (703) 534-2297 or Gordon Gould (CYC) (202) 986-2900 for additional information. If you plan to attend, be sure to contact them for navigation information and for food coordination.

• PRYCA Committee - The working bridge needs the support of committee chairpersons. If there is interest in any of the member clubs in serving on any of the committees, please advise Dave Goodman. Dave will address a letter to Commodores of member clubs about this issues. The committees in PRYCA are :

- Constitution and Bylaws
- CG and Harbor Police Liasion
- Safety and Education
- Steering (Commodores)
- Fleet Captain
- Legal & Legislative
- Financial Planning and Fund Raising
- National Boating Association Representative
- CBYCA Liaison
- Membership
- Publication and Communication

• Hydrilla - Don Cruse, Landmark YC said that it was still a big problem at his Club. Dave said that PRYCA would stay on top of any State action that occurred. He also noted that PRYCA was primarily responsible for getting money put back into the Virginia budget for hydrilla harvesting.

• Landmark YC reported a number of positive signs of improved water

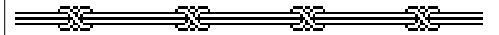
quality in their area, e.g. fish, clams and Canadian geese are returning, an increase in native bird populations and an abundance of crabs.

• Jim Dalton, Commodore, Landmark YC asked if there is any truth to a rumor about VA imposing a personal property tax on boats. Dave said he was not aware of any tax change but would investigate it.

There were no further reports from club delegates and no further items of discussion.

The next Delegates Meeting will be 8:30 PM, Monday, November 18, 1991 at which time the new PRYCA bridge for 1992 will be elected. The meeting will be held at Mount Vernon Yacht Club and will be preceded by a Board meeting at 7:30 PM.

The meeting was adjourned at 8:55 PM by Commodore Goodman.



**POTOMAC RIVER YACHT CLUBS ASSOCIATION**

September 16, 1991  
Board Meeting  
Capital Yacht Club

Present

Comm. Dave Goodman  
Vice Comm. John Sullivan  
Rear Comm. Ned Rhodes  
Secy. Andrea Storey  
Treas. Harriet Douglas  
MAL John Locke

Absent

MAL John Robey  
MAL Paul Fleury

Others Present

Past Comm. Marty Clune  
IP Comm. Jim Ifland

The meeting was called to order at 8:05 PM by Commodore Dave Goodman.

Reports of Officers:

Secretary: Minutes of the August

meeting were published in the newsletter. There were two items of unfinished business: 1) Virginia property tax - Dave reported that he had contacted Bill Howe, Stafford County VA Representative who assured Dave that there would be a property tax on boats in Stafford County. The tax is imposed on a County by County basis. 2) Letters to Commodores regarding Committee Chairmanships - Dave sent the letters, but to date had received no responses.

Treasurer: Opening balance \$1303.51, closing balance of \$1265.53. Dave then presented to Harriet a donation of \$100 from Aquia Harbour YC from proceeds of the Float In.

Rear Commodore: Ned reported that approximately 30 OYC boats will probably participate in the Raft out at the Dunes on Mattawoman Creek. There will be no problem navigating the creek.

Bob Tomlinson is interested in starting a yacht club at the Yeocomico River, Kinsale VA and inquired about the requirements for membership in PRYCA. For the record the requirements are:

- Yacht Club bylaws must be submitted to PRYCA
- Pay the initiation fee of \$25.
- Maintain annual membership dues of \$45.

Immediate Past Commodore: Jim reported that the nominating committee will prepare a slate of officers for 1992 so that the Delegates may vote for them at their meeting in November.

Hydrilla harvesting is continuing, much to the credit of the the PRYCA's intervention in Virginia.

The NBF's meeting is at the Takoma Yacht Club on 9/28/91. Dave will try to attend.

Dave will call Marinette Owners regarding their continued interest in PRYCA membership

There has been some confusion and questions about the "official" anchorage for the Cherry Blossom relative to transient boats at the Alexandria waterfront. Andrea will check with Tommy McDonald, PRYCA Coast Guard

and Harbor Police Liaison for information and report at the next meeting.

The next meeting will be immediately preceding the Delegates meeting on November 18, 1991, at Mount Vernon Yacht Club at 7:30 PM. The meeting was adjourned at 8:30 PM.

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### Restoring Our Home River

The Anacostia Watershed Restoration Committee, Metropolitan Washington Council of Governments and the Interstate Commission on the Potomac River Basin are sponsoring a conference on restoring water quality and habitat in the Anacostia Watershed, November 6 and 7 at the University of Maryland College Conference Center. Restoring Our Home River will reaffirm support for the restoration of the Anacostia Watershed, report on significant progress made so far, and present a long-term blueprint to restore aquatic habitat and water quality in the watershed. The Conference will also provide participants with practical information on current tools and techniques for restoring urban watersheds. For more information, call (202) 429-0776.



### A Hot Time at the Aquia Float In

Stuart Matthews

The Beacon, Mt. Vernon YC, Sept. 1991

The Potomac River Yacht Club Association had its annual Float In at Aquia Harbour Yacht Club over the weekend of July 20/21. The weather was not just hot — it was very hot. Over 100 degrees F with humidures (horrible word) of about 126 degrees F. When we were not acting mad most of us spent the time in someone's airconditioned boat! However, I can also tell you that there was a lot of madness about and a lot of MVYC Power Fleeters contributing to it.

For a start, there were 9 boats representing our Club with a crew complement of 26, two of whom came by land. In addition, of course, as usual, we had Dusty and Bumper, our honorary

canine members.

The cruise down river to Aquia took about 1-1/2 hours on a very hazy day — visibility about 1 mile — but the cruise up Aquia Creek at no-wake speed through the wetlands and lily pads took another hour.

At Aquia Harbour Yacht Club we were greeted by an army of blue-shirted dock boys (enthusiastic club members) who guided us into our assigned slips and helped us tie up. They did the same for about 60 other boats that arrived from some 10 other clubs up and down the river. Soon there were over 350 Potomac River power boaters milling around on the docks swapping tales. (You might ask where did they find over 70 slips for visiting yachts? It's very simple — they moved their own boats out and moored them in long lines further up the creek!)

Once signed in, the activities began with the Invitational Dinghy Race. Four volunteers from MVYC were quickly pushed to the front of our group and in no time at all Russ McFarland and Gordon Hill were frantically paddling their ultra-small rubber dinghy to the opposite shore, where they handed over to Steve Donock and Jim Ball who paddled equally frantically back to the dock where everything had started.

Although they won their heat handsomely, in the end they were beaten out on time by the Capital Yacht Club team and had to settle for 2nd place. However, since the other team cheated so magnificently, MVYC got a special prize and it was deemed that the honor of the Club had been suitably upheld.

After the dinghy races we all raced for the pool or the air conditioning, and passed away the time before the evening banquet, trying to keep cool. The two dogs jumped into the river.

The banquet was a magnificent barbecue prepared by the ladies of the Aquia Club — chili, ribs, chicken, beans and all the trimmings. There were too many people for the Clubhouse, so we ate banquet style on trestle tables out by the pool. There were lots of presentations: our dinghy team received its prize, and our Fleet Captain exchanged burgees with the Aquia Club Commodore.

Later there was dancing to a livewire live band — the evening was hot — the dancing made us hotter, and many of our normally staid members were soon

jumping back in the pool — clothes and all. I said we had fun and we have got lots of photos to prove it.

And so it continued until long after your correspondent retired to his bunk aboard *Friendship* at about 12:30AM!

The following morning (already past 85 degrees F at 8:00AM) we were on parade early for the Bloodies on the dock. Bloody Marys for those with hangovers or a nice fruit punch for the really fragile folk.

A lot more fraternizing with other Clubs and inspecting of their boats until it was finally time to leave on the high tide. Back through the lily pads, full bore across the shallows (there's less draft when you're up on plane), under the bridge and out into the Potomac River. Steve Donock aboard *Last Resort* had some mechanical trouble, but after half an hour grubbing around in the engine room (which made the ambient 126 deg. F seem cool!), he had it fixed and was on his way. Soon enough we were all safety tied up back at MVYC.

MVYC participants were *Friendship* (Matthews), *September Song* (Tronolone), *Edelweiss* (Thornton), *Sea Batical II* (Hill), *Cheers* (Ball), *Last Resort* (Donock), *Sea Brat* (Atkins), *Louise II* (McFarland) and *Miss Wonderful* (Mason). the Pattersons and Scanlins were there too, only without boats.

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### **Hydrilla Falls, Rises**

Potomac Basin Reporter, July 1991

Despite a drastic decline in overall density the past two years, the aquatic plant Hydrilla has increased its range to the south in the Potomac River.

Populations of the non-native plant surged during the mid 1980s, raising concerns that the plant would choke use of the river. Areas of high boat use have been kept relatively clear through mechanical harvesting, and the plant has been a great boon to Potomac wildlife.

The past two seasons, however, saw the population crash in many of the northern areas, while it increased its range to the south. Overall, the number of plants has dropped markedly in the river, however.

According to researchers, Hydrilla has gained ground in some areas south of Marshall Hall, Md., while areas such

as Dyke Marsh, Piscataway Bay, and Broad Creek have thinned out or lost their populations.

After disproving some more-exotic explanations, researchers are in general agreement that the plant's temporary decline is because of the weather, or more specifically, the amount of sunlight available to the plants. The wet springs of 1989 and 1990 resulted in less sunlight and higher water turbidity, blocking the sunlight that was available. The stormy weather also brought winds that kept particulates in the water from settling. The weather resulted in cooler water temperatures that stunted spring Hydrilla growth more than native species. These effects were less pronounced further downriver, where freshwater inflow is less, and helped the plants increase the range to the south. Hydrilla is not very tolerant of salty water, and is not expected to grow below the Harry Nice Bridge near Morgantown, Md.

Nonetheless, the reaction of the plants is more than was expected. "The astonishing thing is the complete collapse," of the plant in some areas, noted Richard Hammerschlag, who heads the National Park Service Center for Urban Ecology. "We saw areas that had held biomass of 10 to 12 tons per acre go to nothing." The center has been involved in continuing research on the plant since it arrived in the early 1980s. Dyke Marsh, along the Virginia shore, is Hammerschlag's primary study area. Marsh populations of the plant have declined, although not as precipitously as in many areas. He noted that the decline in Hydrilla may help other plant species. Earlier research noted a tendency for Hydrilla to crowd out other plants growing nearby. Other aquatic plants also have been affected by the weather conditions, but not as much as Hydrilla.

Commuters crossing the Wilson Bridge each day can still see the mammoth island of Hydrilla that stretches from Blue Plains well south of the bridge. The plants are rooted in mud shallows that provide both a good footing and little water between the plants and the surface. Hammerschlag noted that just a few inches in water depth could have a great effect on the success of the plants under low light conditions. Plants growing under optimal habitat, such as the stand around Wilson Bridge, could

continue to flourish, while plants living in deeper waters could collapse, as seems to have happened in many areas. The plant could survive a number of bad seasons and then repopulate stands with the tubers that Hydrilla leaves in the sediments. Some areas that had become barren last season are showing signs of recovery.

In the meantime, mechanical harvesting of areas with high boat traffic continue under a regional program managed by the Metropolitan Washington Council of Governments.

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### **Buoys to Monitor Conditions on Bay**

*Washington Post*

A new network of six weather monitoring buoys along the length of the Chesapeake Bay will give researchers up-to-the-minute information on water and weather conditions.

"The Chesapeake Bay Observing System will revolutionize estuarine studies by providing continuous readings on the conditions of bay waters, much like satellites now monitor the weather," said Donald Boesch, president of the Center for Environmental and Estuarine Studies at the University of Maryland.

The network is expected to begin transmitting by 1993, researchers said.

The first buoy was placed in the bay off Havre de Grace near the mouth of the Susquehanna River last spring.

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### **Other Recent Cruises of Note**

Tom Coldwell, OYC

Well known to discerning Daymarker readers is the drenching saga of the Rhodes-Petrey-Worcester two-week voyage to North Carolina. Mary Jo Worcester's incisive chronicle reminded us once again what downright FUN boating can be with heavy seas, heat, humidity, bugs, mechanical troubles, bad food, marital dysfunction, etc. There have been many cruises, and this will no doubt go down in history as one of them. As will a couple more.

## “Occoquan Breakout”

Last year’s “August Odyssey” became this year’s “Occoquan Breakout” — a five-boat flotilla of OYCers going off to the Bay for nine days, July 13-21: *Bair Necessity*, Ray and Judy Bair; *Empty Nest II*, George and Ginny Frank; *Lance A Lot*, Gary, Terry and Jessica Lance; *Shalimar*, Tom and Mary Ann Coldwell; and *Walt’s on Water*, Walt and Susan Cheatham.

The “Breakout” itinerary was ambitious — about 420 miles and seven port calls in eight nights — Yeocomico Marina in Kinsale, VA; Hospitality Harbor in Solomons; the Cambridge Yacht Club; Baltimore’s Inner Harbor Marina; St. Michaels Harbor Marina; Vera’s White Sands Marina on St. Leonard’s Creek off the Patuxent River; Ragged Point Marina on the Potomac; and then home.

Anything that went wrong went wrong on the first day. *Shalimar* couldn’t get her engines started until the battery charger was recalled to active duty. Ten minutes, then bingo, on our way. *Bair Necessity*’s port chipmunk seemed to be overheating soon after start-up, but then that problem seemed to go away until after the cruise, when the larger Bair found a pesky pinhole leak in a cooling hose. *Walt’s on Water* experienced some minor difficulty with her public broadcasting station.

We started out as a five-boat cruise and we ended that way. In between, *Lance A Lot* unexpectedly digressed from the float plan. She arrived at hurt city on the very first day; her fuel pump failed around Maryland Point, placing her utterly DIW (dead in the water) about mile east of the spider. *Shalimar* took her under tow to Goose Bay Marina on Goose Creek off the Port Tobacco River. Then, with *Lance A Lot* safely slipped and her crew ashore in a wonderfully air-conditioned marina store, *Shalimar* headed south to Yeocomico Marina to join the others.

When next we would see the Lances on the following Friday, they would tell us of their own special Occoquan Breakout, beginning with a pleasant weekend with some extremely hospitable folks who run Goose Bay Marina. The senior geese, it seems, loaned the Lances their car so they could drive to Robertson’s for dinner Saturday night. The following day, they loaned

Gary their car to drive back to Hoffmasters to get a replacement pump, evidently almost as rare a vintage as the caring hospitality Lances received from Goose Bay Marina.

Meantime, downstream, *Empty Nest* lost an engine to some mystical electrical force, and she hove into Tall Timbers for a fortunately quick fix. By mid-afternoon, with all boats but the Lances’ rid of gremlins, the four survivors dined at Yeocomico over some old favorite towing, fuel pump, electrical and cooling system anecdotes, etc.

After this eventful first day, the flotilla settled into a pleasant routine of generally smooth morning cruises, in turn, to six more marina ports on the Bay, afternoons in the pool, some moderate shopping binges, long walks or boat excursions (e.g., night ferry to Fells Point near Baltimore’s Inner Harbor), dining out and in, reading, snoozing, gunkholing, talking and having a swell time together.

It was a great “Occoquan Breakout”.

### National Hard Crab Derby at Crisfield

Thanks to early reservations made by Pam and Marcel Beaulieu in *Second Choice*, a number of OYCers visited Crisfield on the Labor Day weekend for the 44th Annual National Hard Crab Derby at the 600-slip Somers Cove Marina. (Hint: If you want to go next year, you had better contact the marina on January 2, 1992.)

Several local boats drifted into Crisfield at various times on the long holiday weekend. Garland, Linda and Tracie Dobbins in *Grumpy Bear* accompanied *Shalimar* on an early start on Wednesday to Ragged Point, then Point Lookout Marina, before a Friday morning run for Crisfield via Tangier Island.

We missed much of the classic Tangier Island visit, because nothing much opened before 11:30 a.m. (except for the grocery store). But nothing else. The few people we met were very nice, although we tourists must have been a strange sight, there as we were, before 11:30. To escape the heat, we saddled up for Crisfield.

In addition to Pam and Marcel, OYC visitors to Crisfield included Bob and Jackie Michaud’s *Lady Jackie*, John and

Dora Kinter’s *Panacea*, and Rick Higgins’ *Bad Influence*.

Crisfield pulled out all the stops for the out-of-towners, which reportedly trebled the local population. There was a carnival and craft show, a crab picking contest (winner: 4.3 pounds in 15 minutes!), the time-honored crab races (where losers AND winners get cooked), a beauty contest to select Miss Crustacean, a parade, a Nashville music show, tons of seafood to eat, and a watermen’s boat docking contest.

The skill of these watermen in maneuvering their work boats is almost too much to be believed. Nine single-engined work boats competed in turn: Get the boat underway from a dock about a city block away, spin it around in front of slip with four marked pilings, back in on full power without touching the gunwales, stop the boat, leap to each of the four pilings and tie them with a clove hitch, jump onto the dock. Best time: 48 SECONDS. Think about it.

Saturday night brought a fierce electrical storm to trumpet the arrival of a cold front, so Sunday was quite windy and threatening to blow into Monday. Fortunately, the winds abated (somewhat), and *Grumpy Bear* and *Shalimar* steamed out via Smith Island to a brisk quartering sea on the Bay and an otherwise pleasant voyage home.



**Recycle for the Bay!** Does your company use Hewlett-Packard/Apple Laser II cartridges? If so, you can take part in a new way to save the Bay. Automated Office Products of Lanham, Maryland, recycles these cartridge heads, thus reducing the number that go into landfills. For each cartridge that your company donates, AOP gives \$5.00 to the Chesapeake Bay Foundation. For more information, call AOP in Washington (301-731-4000), in Baltimore (301-792-2810), and elsewhere in Maryland (800-673-8553).

POTOMAC RIVER YACHT CLUBS ASSOCIATION

SEPT. 16, 1991

BEGINNING BALANCE: ----- \$1,303.51

DEPOSITS:

8-10-1991 ----- \$ 6.11  
(INTEREST)

9-10-91 ----- 5.95  
(INTEREST)

TOTAL DEPOSITS: \_\_\_\_\_ \$12.06

DEDUCTIONS:

8-10-91 ----- \$10.12  
(SER. CHARGE)  
ON CHECKING ACCOUNT)

9-10-91 ----- \$10.35  
(SER. CHARGE ON)  
CHECKING ACCOUNT)

9-16-91 ----- \$38.57  
N. RHODES FOR)  
SEPT. NEWSLETTER)

TOTAL DEDUCTIONS: ----- \$59.04

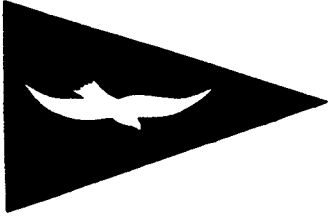
ENDING BALANCE: ----- \$1,256.53

NOTE: REPORT BALANCE CONTAINS \$450.00 FOR P.R.Y.C.A. HYDRILL FUND

CLUBS THAT NOT PAID 1991 DUES

MARINETTE OWNERS

*Harriet Douglas*  
HARRIET DOUGLAS  
TREASURER



# AQUIA HARBOUR YACHT CLUB, INC.

September 9, 1991

Commodore  
Potomac River Yacht Club Association  
1422 Washington Drive  
Stafford, VA 22554

*Dave*

Dear Commodore Goodman,

The Aqua Harbour Yacht Club is pleased to present a donation in the amount of \$100.00 to PRYCA. We know this will help in your endeavors to assist all the Yacht Clubs on the beautiful Potomac River.

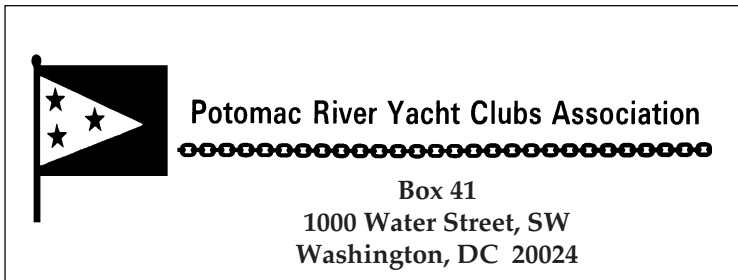
Thank you for your kind letters regarding the "Float In". We already look forward to next years event.

Sincerely,

*John R. Hancock*  
John R. Hancock  
Commodore

## Upcoming Events

November 18 – Board meeting 7:30 PM at the Mt. Vernon Yacht Club  
November 18 – **Delegates** Meeting 8:30 PM, Mt. Vernon Yacht Club



Address Correction Requested