

DDC Driving Lines

May 2013

DELMARVA



DRIVING CLUB INC.

DDC Meeting Schedule

DDC Board meetings are open to all members! Just send a BOD member a note/email to let them know you plan to call in and announce yourself when requested! Its simple :-)

May 2

Conference Call
6:00pm

Call in 877-216-1555

Password #290535

June 6

Conference Call
6:00pm

Call in 877-216-1555

Password #290535

July 11

Conference Call
6:00pm

Call in 877-216-1555

Password #290535

Inside This Issue:

**May 4 Saturday-
DDC Spring
Pleasure Show**

**Contact Jane
Ramsey (302)
540-4683-
DDC's**

**30th Anniver-
sary Celebration**

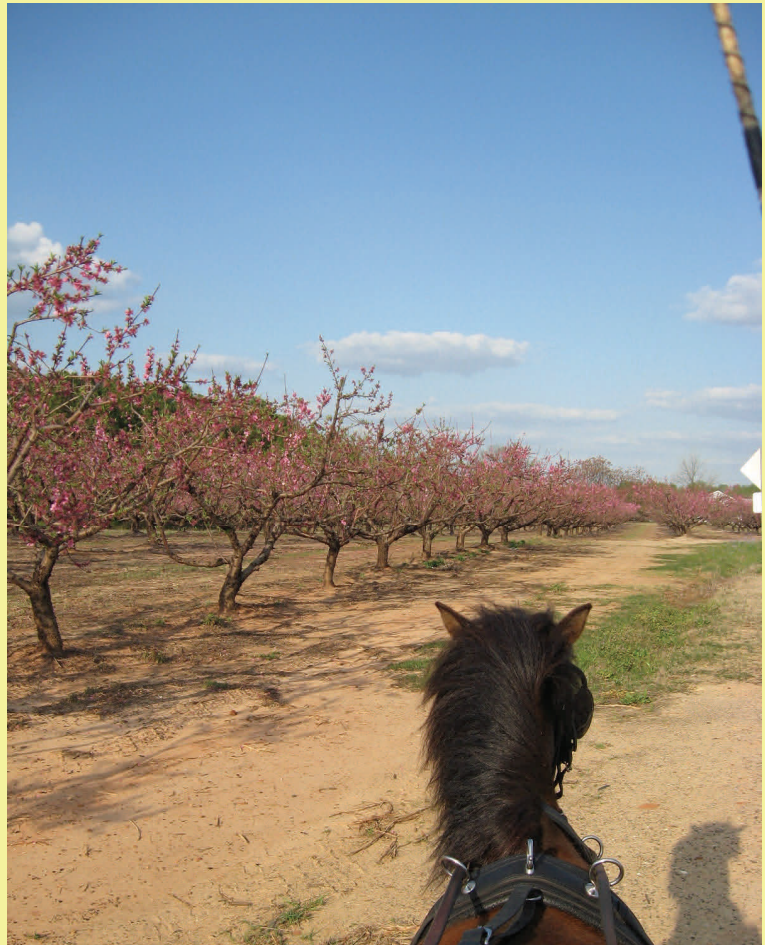
*****LATE ADDI-
TIONAL DRIVE*****

**Starkey Farm
Drive, Galena
MD May 11
Saturday**

**Contact Barb
Belden at
410708 4654**

**June 29 Redden
Forest HQ Drive
Contact: Stan
Vonasek**

(302) 684-3966



BTE Photo Cara and Martha MacDonald exploring the beautiful Peach Orchards in the Peach Capitol of America, aka Johnston, SC

May 2013 Newsletter Contributors

Contributors: Pao Lin Hatch, Frances Baker, Samea Baker, Markie Blom, Martha MacDonald, Jackie McCann, Carol Seiler, Stan Vonasek, Mary Everhart

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April 3, 2013 BOD Minutes

Present: Jane Ramsey, Sherry Harris, Donna Hurst, Carol Seiler, Jackie McCann, Pao Lin Hatch, Martha MacDonald, Stan Vanasek

Secretary's minutes and Treasurer's reports were accepted as printed.

Old Business:

The show prize list has been mailed, ribbons received and the program is in process. The final day for ads is 4/12. Set up will start at 9AM on Friday 5/3. There will be a short meeting at 2 for members present. The regular BOD meeting will be held on 5/2 at 6PM. Sherry Harris will bring her blue tent. The Blackbird drive is looking good. Signs will be put up, a flyer was in the April newsletter and a general meeting will be held during the lunch meeting. At this drive, the DDC banner will be handed over to Donna Hurst and Sherry Harris. A flyer was in the April newsletter for Anna Klumpp's continuous drive. It was noted that the cones clinic on the following day has been cancelled.

June 29 there will be a pleasure drive at the Redden Forest, setting out from the Headquarters Tract...not the Jester tract used in previous drives. This is sponsored by the Janosek family and drive off will be at 11AM with potluck lunch to follow.

A cordless sound system has been found for \$500 previously listed at \$800. Jeff Harris will check it out to determine if it will fit our needs.

Donna Hurst will arrange to bring her horse and carriage to the National Guard camp in July.

New Business: DDC will donate \$50 to the ADS drive in the Fall. The money is used to maintain the

trails at Fair Hill. \$50 will be added to the Sunshine Fund for cards and postage. Receipts will be sent the treasurer. DDC will also donate \$50 the Elk Creek CDE.

On October 12-13, the CAA is sponsoring a tour of several major estates and 2 carriage museums on Long Island. Pao Lin Hatch is exploring the cost of renting a 15 passenger van and piggybacking on the CAA program for DDC members. She is working with Jill Ryder to work out possible plans. If it is determined that the cost is not prohibitive, members will be asked to prepay before the van would be hired.

New member Lisa Tossey, a friend of Annie Renzzeti and the McClardy's was accepted into DDC.

A thank you note will be put in the show program to all those who donated to the silent auction, if their donations are received before the program is printed.

Respectfully submitted
Martha MacDonald

DDC's Treasurer's Report

Beginning balance	1,522.21
Deposits	310.00
Total Income	310.00
Expenses	
Contribution to Elk Creek CDE	50.00
Contribution to Fair Hills Trails Maintenance Fund	50.00
Sunshine Fund	50.00
Newsletter Printing	30.82
Postage	9.50
Total Expenses	190.32
Ending Balance 4.24.2013	1,641.89
Savings Account	1,299.10
CD Balance	7,871.46
Total Cash Available	10,812.45

FUN AT SOUTH CAROLINA'S MULLET HALL EQUESTRIAN CENTER, A CAA event by Martha MacDonald

Here's a location to put on your bucket list. Pao Lin and I loaded up her Rascal and my Cara for the 3 hour drive to John's Island, just south of Charleston to join the CAA pleasure drive at the Mullet Hall Equestrian Center. What a wonderful place. With double water spigots at each end of every stall row, wash areas, tons of parking, full bathrooms with showers, camping spots right beside the barns, 3 dressage rings and a huge driving arena and over 10 miles of groomed carriage trails open only to riders and drivers, it is a wonderful place to spend some time.

Arriving around lunchtime, horses were settled and lunch shared before putting to and heading out on a gray and windy day. The mighty mini decided to canter the first mile and that was not good enough for Rascal who passed us and showed Pao Lin what a Sport Horse can really do when on such perfect footing and a cool day. We put in 7.5 miles and Cara never broke a sweat, leaving other attendees wondering if we'd even driven around at all!

Wine and chips were shared in the early evening and a chance to visit with Jill Ryder, Bill Long and other experienced drivers and newcomers to the sport.

Thursday brought a nasty front with high winds and horizontal rain. Pao Lin had managed a

morning lesson with Bill Long and they bravely went out into the open field and arena area. Bill was impressed with Rascal's intelligence and quickness to learn and they stayed until the wind and rain became intolerable. Meanwhile, Cara and I went out and put another 4 miles out on the trails. In the woods, it was comfortable but when we came out to circle farmed fields, the horse and I agreed that a good canter/gallop was in order to hurry back to the shelter of the woods.

Once the horses were again settled in the stalls, we socialized with the newly arriving people and shared stories with those who'd gotten out earlier in the morning. The wind was so bad the catering truck couldn't open so Jill ordered pizza's and 2 large trailers were parked at a 90 degree angle to try to break the wind. When the pizza's arrived, they were congealing in our hands so everyone climbed into the coach transport trailer for lunch. Then we gathered out in the pavilion to watch some DVD's that Jill had brought from the CAA. The best (and funniest/

wildest) was the first CDE at Windsor England. Using their road coaches, Phaeton's and such, the driven hazards were truly hazardous, including a referee being thrown from a carriage and one fellow getting so tightly wedged to a vertical hazard that he started disassembling the post to free his 4 in hand.

If you can ever come to John's Island, especially to join a CAA drive, do your best to do it. Condo's are available for rent on Seabrook Island and the city of Charleston is a 30 minute drive if you want fine dining and a lovely historic district. The Mullet Hall Equestrian Center is an example of what a well planned property can be, with wide trails, perfect footing and well marked loops. You can drive or ride for hours and never get lost.



Out and About News

Any news to share with your DDC members? Email or call Pao Lin, DDC Newsletter Editor

The Hatch's took their pair to SC for 10 days of intensive driving events. Pao Lin started with the Traditional Sporting Day of Driving at the well known Katydid Farm in Windsor SC. She turned out with her 1940's country carriage and after presentation, did a 5.5 mile drive around the property and neighborhood including a number of tasks, such as drive a circle around a tree, one handed, crossing a bridge and demonstrating proper hand signals for turns and stopping on public roads. The drive was finished with a cones course, generously spaced for the 4-in-hand turn outs that were also competing. A catered lunch and awards fol-

lowed.



Mid week, she and Martha MacDonald joined other CAA drivers for the pleasure drive on John's Island. Details to follow. The week was finished by attending an

HDT at the Gilcrest Farm where Martha and her mini competed in their first HDT. While dressage was not as lovely as might have been wished, the cones course was a fun challenge and fast and finished with a marathon portion with 3 hazards. Pao Lin volunteered as a cones setter and learned a lot from the comments of other very experienced volunteers.

WANTED :New "BETWEEN THE EARS" Photos! Needed for the newsletter for the remainder of the year.. Got any good ones to share? Please email Pao Lin at paoball2000@yahoo.com, jpg files appreciated!

COMMON WRECKS WITH DRIVING HORSES

Their Causes and Prevention by Doc Hammill, DVM

Unfortunately, trading wreck stories seems to be a common pastime of some teamsters. I'm sure those of you fortunate enough to not have experienced a wreck with horses have certainly heard stories of another teamster's misfortune.

In those few seconds when our horses are panicking and out of control they can injure or even kill themselves or us. Even if no one is hurt, those moments of panic can destroy the horse's trust and make him unsafe or psychologically unable to work any more.

One of the things I've learned over time is that the truly great teamsters rarely – if ever – have upset horses, close calls, mishaps or wrecks, while the less meticulous horsemen often do. Even though it may take a few minutes longer, the master teamsters constantly follow a series of seemingly minute, endlessly detailed, but always wise safety tips.

Here are 10 of them:

Safety Tip #1: Always fasten breast strap snaps facing inward towards the collar, instead of facing out away from the collar. (See photo #1.)



If the breast strap snaps are hooked facing outward (away) from the collar, it's possible for a horse – or his team mate – to accidentally hook a bit, bridle part, halter ring or hame ring into the snap. The result is a Claustrophobic animal with its head trapped in an awkward, unnatural and uncomfortable downward position. When this happens, there is a great risk of panic and a wreck resulting in physical and/or psychological damage to horses, humans or both.

I once witnessed a wreck when a very well-broke, dependable horse hooked his bit ring into the breast strap snap, began fighting for his freedom, and lunged backwards dragging his team mate with him. The horse injured his mouth with the bit, and **Photo 2**

backed the wagon into a pickup truck. The wreck certainly was not the horse's fault, and could have easily been prevented.

Unfortunately, it's very common for harness to be set up so that when the team is hitched the breast strap snaps face outward. In fact, new harness often comes from the maker that way. It's a simple matter to remove the breast straps, turn the snaps over and reassemble the straps so they snap inward. Once the breast straps are set up.

Continued next page

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Unfortunately, it's very common for harness to be set up so that when the team is hitched the breast strap snaps face outward. In fact, new harness often comes from the maker that way. It's a simple matter to remove the breast straps, turn the snaps over and reassemble the straps so they snap inward. Once the breast straps are set up properly, snapping them inward is actually easier and quicker than hooking them facing out and a whole lot safer for you and your horses.

Safety Tip #2: Always snap combination snaps and pole strap and/or breast strap snaps so they face in toward the tongue. (See photos #3 and #4.)

This tip is similar to the first. Again, when these snaps are attached (to the neck yoke

rings) facing outward, we have potential for the horses to catch their bits in the snaps when they rub their heads. Having the head trapped easily triggers claustrophobia and panic in horses, and often results in a disastrous wreck.

The paired combination snaps on a team harness usually come pointing in the same direction, so that on one snap is safely facing inward and on the other horse the snap is unsafely pointed outward. Some of these are riveted on; others are bolted on. If they are bolted on, you can simply take the bolt out and turn the snap

they are riveted, you don't have that option without cutting the rivet and replacing it with a bolt. If you use combination snaps, be sure they are modified as necessary so they both face inward toward the tongue. Some breast straps attach to the neck yoke with their own snap, and are used with a pole strap that has its own snap as well. When using such setups, be certain that you snap both the breast strap snap and the pole strap snap facing inward on both ends of the neck yoke. Although it's not impossible for a horse to get a bit ring caught when the breast and pole strap snaps are pointed inward, it's a lot more difficult because there's very little room on the inside.

But on the outside the bit and other equipment can very easily come into contact with the snaps. Another option which offers no chance for a snap to catch a bit ring is a breast strap and pole strap design that

Tip #3: Attach all lines to the bit with buckles instead of snaps. (See



photo #5.)

Attaching the lines to the bit with snaps was an accepted method in using snaps to hook the lines to the bits is just not safe at all. Snaps

the most. In addition, an itchy or impatient horse can unhook them when he bumps or rubs his head on the neck yoke. He can also unhook or break line snaps when rubbing on his partner. No matter what the scenario, when a snap is rubbed off or fails, you have completely lost control of your horse. Long ago, before I knew better, I had a couple of close calls and then a fairly serious wreck caused by line snaps breaking or coming off. And since then I've heard countless stories of near misses and serious wrecks due to line snap failures. As with other snaps, if line snaps are facing outward, a horse can snag them and therefore his bit into a multitude of other harness parts – his or his partners. This can have potentially devastating consequences as the horse becomes trapped and panics. A vision of two horses that once got their bits snapped together comes to mind.

There are a lot of different types of snaps on the market. In my opinion, all snaps – except for one type – are dangerous on driving lines. The only snap I consider safe is a twisted line snap. I've never had one come off myself. The downside is that they can be tricky to get on and off until you perfect the technique.

Between now and the time you get rid of any snaps on your lines, please tape the

snaps with electrical tape – each and every time you drive – so they stay on and you and your horses stay safe.

Safety Tip #4: Use equipment that prevents cross-check buckles from going through the hame or spreader rings. If horses get too far apart, one too far ahead of the other or if one stumbles or roots with his nose, a cross check can be pulled so far forward that the cross check buckle can be pulled into – or through – the spreader or hame ring.



toward the



horse the
snaps are
around. If
combination

Continued from previous page

Sometimes you can pull it back through the ring, but generally you can't. When this happens you completely lose control with that line. It's just the same as losing a line off the bit, and you're at risk for having the same kinds of wreck: a runaway and the potential for serious damage. In the past I taught my driving students to watch the cross check buckles closely and not let them get close to a spreader or hame rings, especially when stopped and before starting the team. But now I insist on the use one of three simple, inexpensive pieces of equipment that prevent the buckles being pulled into or through the rings:



If you always use spreaders you can get a little roller system called a line spreader roller to prevent the buckles from going through the spreader rings. (See photo

go-

Most harness makers should have these or be able to order these rollers. However, they don't work on the hame rings.

You can insert a metal ring that's too big to go through the spreader or hame rings into the cross check buckle.

Possibly the easiest method – and my personal favorite – is to simply thread a ring

too large to go through the hame or spreader rings on the cross check line and slide

it towards the cross-check buckle.

The ring needs to be too large to go through the spreader or hame ring but small

enough that the cross check buckle cannot be pulled through it. (See photo #13.)

Be sure the ring ends up between the cross check buckle and the spreader or hames ring. (See photo #14.) It may be necessary to use two different sized rings on the cross check line if the one that is large enough to not go through the spreader and hame rings is too large to stop the cross check buckle from going thru it. Put the smaller one behind the larger one, not in front of it.

Safety Tip #5: Always secure slip-on neck yokes to the tongue with a safety chain.

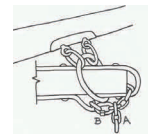
Very few teamsters secure slip-on neck yokes to the tongue, but neck yokes unexpectedly slipping off the tongue have caused countless injuries and wrecks – many of them serious and some fatal. If it's not attached to the tongue with a safety chain, a neck yoke can slip off and drop to the ground if a horse steps ahead during the hitching process. The neck yoke can also slip off if the traces are hooked too long, if a trace chain accidentally comes unhooked from a single tree, or from other equipment maladjustments or failures.

Whatever the cause, the result can be disastrous. When a neck yoke accidentally slips off the tongue, the tongue drops to the ground, and we have completely lost the ability to steer, slow down or stop the vehicle. If the horses slow or stop, the vehicle can slam into the horses from behind, injuring them and/or fanning the fire of their terror. If the horses are moving, the tongue can beat up or even break the horses' legs as it flails side to side. The team can drag the vehicle, but steering is lost so it is likely to flip or roll. Or – the tongue can jam in the ground and catapult the vehicle, sometimes onto the horses' backs, as happened to an old-timer I knew. Making sure the neck yoke is chained or otherwise secured to the tongue every time you hitch a team is a quick and easy way to completely prevent such catastrophic wrecks.

As handy as they are, baling twine and wire are poor choices for securing neck yokes. Although fastening a neck yoke with anything is better than not attaching it at all, baling twine or wire – even heavy wire – is an emergency-only option for me because the wire or twine will wear and break before too long. Years ago, I used to secure my neck yokes with a hame strap. Today, I always use a chain fastened with a quick link doesn't have wear.

Safety Tip #6: Always secure doubletree pins.

When doubletree pins aren't secured, they can work themselves up and fall out. If this happens, the doubletree detaches from the tongue and it can fly forward and hit the team in the rear legs. This can quickly turn into a real wreck. It's cured doubletree pins don't come out more often than they do, but I've seen it happen several wrecks. Here again, it's a completely preventable problem. To prevent the doubletree pins from a hard bolt for the double tree pin. I then place a washer and nut on the end of the bolt and insert



rather amazing that unsecured doubletree pins slipping out, I prefer to use a cotter pin thru a hole

pliers. Be sure to use what I call an old-style cotter pin, which has ends that you bend instead of a modern-type spring clip – also called a hairpin or spring hitch pin – which will snag on things and fall out.

More Tips next month!

BLACKBIRD DRIVE by

Pao Lin Hatch

A lovely spring day blessed the Delmarva Driving Club on April 13 for its annual drive at Blackbird State Forest in Smyrna DE. We had 7 carriages and about 15 folks attend. Some from as far away as Frederick MD (Marcie and Mark W.) Several new members attended and warmly welcomed by the DDC members and enjoyed in the fun and relaxed rhythm of conversation and enjoyed the fruits of the *Delmarva Dining Club* after a nice invigorating 5-6 mile drive.

A general membership meeting was held since we had a quorum of members as well as 4 officers/ board of directors in attendance. The minutes taken at the meeting will be available to any requesting member.

A super thanks to our hostesses, Donna Hurst and Sherry Harris for all their hard work in preparing for this drive. The trails were efficiently

marked, (red on the right!) so there was no way to get lost in the woods. Way to go ladies!



From top: Stan and Laurie Vonasek , Marcie and Mark Wozniak, Annie Renzetti, Bottom: Carol Seiler and her pony, Muffy getting ready to drive off and have fun. What fun at the Blackbird DDC Drive!



Delaware Equine Council meets on the 3rd Monday of each month at the Harrington, DE Public Library. Special meeting locations may vary. For more information check <http://www.delawareequinecouncil.com> Or phone Stan 302-684-3966

Calendar of Events—DDC Items are in **Bold**

DATE	EVENT NAME	CONTACT/RSVP	WHERE
4 May	Gladstone CDE	Gayle Stinson; H: (908) 453-3332; C: (908)752-2653;	Gladstone, NJ
4-May	DDC Spring Pleasure Show	Jane Ramsey (302) 540 4683 ramseyjb@yahoo.com	Denton, MD
11-May	My Lady's Manor Driving Club Schooling Day	Anne Councill achbirchhollow442@gmail.com (717) 993-8956	Spring Valley Park, Wintertown, PA
12-May	Lessons with Bill Lower	Anne Councill achbirchhollow442@gmail.com (717) 993-8956	Spring Valley Park, Wintertown, PA
26-May	Devon Horse Show's Carriage Pleasure Drive	Devon Horse Show http://www.devonhorseshow.net/tickets-events-information-equestrian.php	Devon, PA
1-2 June	Elk Creek CDE	Diane Trefrey Diane Trefry dtrefry@equestriane.com 410-755-6785	Fair Hill, MD
1-2 June	Mount Harmon Drive and Colonial Day Picnic	Barbara Belden (410)708-4654 or Samea Baker (610) 310-0962	Old Tobacco Plantation, Mt. Harmon, MD
8-June	Long Lining and Driving Horse Suitability Assessment	Kathy Schmitt (717) 880-8482 kawschmitt@att.net.	Cockeysville, MD
9-June	Bucks County Pleasure Driving Show	http://www.buckscountyhorsepark.org/driving.html	Revere, PA
21-23 June	Heritage Driving Center	HDT for Ponies and Equines 13.2 hands and under, Mickie Bowen –Judge. More info to follow—	
15-June	Anne Councill Lessons and Clinic	Clinician Anne Councill is coming again to the Little Family's farm for lessons and a day of information! Contact Pao Lin 240 274 6180 to sign up	Harrington, DE
29- June	Redden Forest HQ Tract Pleasure Drive and General Meeting	Stan & Laurie Vonasek (302) 684-3966	Headquarters Tract, Redden Forest, DE
29-30 June	Susquehanna Whips and Wheels Pleasure Show	The 3rd leg of the Mid-Atlantic Whip Challenge, Contact Tina Connell	Lycoming, PA
6-July	MLMDC Continuous Drive	Pam Kister (717) 779-4542 greyhorsetable@hotmail.com	Spring Valley Park, PA
17-Aug	General Meeting, Turnout Talk & Hat/Apron/Accountrement Swap	Diane Savage (410) 641-1837 Pao Lin Hatch (240) 274-6180	Berlin, MD
22-Sept	MLMDC Fall Pleasure Driving Show	Anne Councill achbirchhollow442@gmail.com (717) 993-8956	Spring Valley Park, Wintertown, PA
13-Oct	Chapter One HDT	Chapter One Farm, Hpaxton@chapteronefarms.com	

Cair Paravelle's Continuous Drive by Samea Baker

Enjoying the fabulous Spring weather, a group of DDC members and friends turned out to play at the beautiful Klumpp farm in Still Pond, Maryland. Mickie Bowen, well respected 'R' rated Judge, did the Dressage judging and put the drivers to a challenging ADS test, in a 30 x 60 meter Dressage ring. Then it was off to a fun cones course designed by Samea Baker. Anne Adams was in charge of the Cones course. The Cones pattern was challenging yet still fun with only 14 cones to test your memory. Lastly there was a nice 3 km Cross country course designed by Anna. The labor involved was amazing and the farm looked fabulous! Afterwards awards and fun prizes given to best Dressage, Optimal Cones and best in division (Horse &

Pony). Martie and John Bolinski were on hand at the start of the Cross Country and lent a friendly hand to all competitors, it was good to see them again! Donna Hurst, Donald Hewes and Barbara Beldon were valuable volunteers as well. Samea Baker was running around ensuring that all the little details were addressed to ensure the event went without hiccup. Those who didn't make it missed a great day not to mention some good food.



View from the seat of Hazard 3 at the Cair Paravelle Continuous Drive-April 20

Editors Note: Martie Bolinski took many photos of this event and at the time of printing was unable to get them to the newsletter editor in time. If you are interested, please contact Martie directly at (410) 398-0257

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