



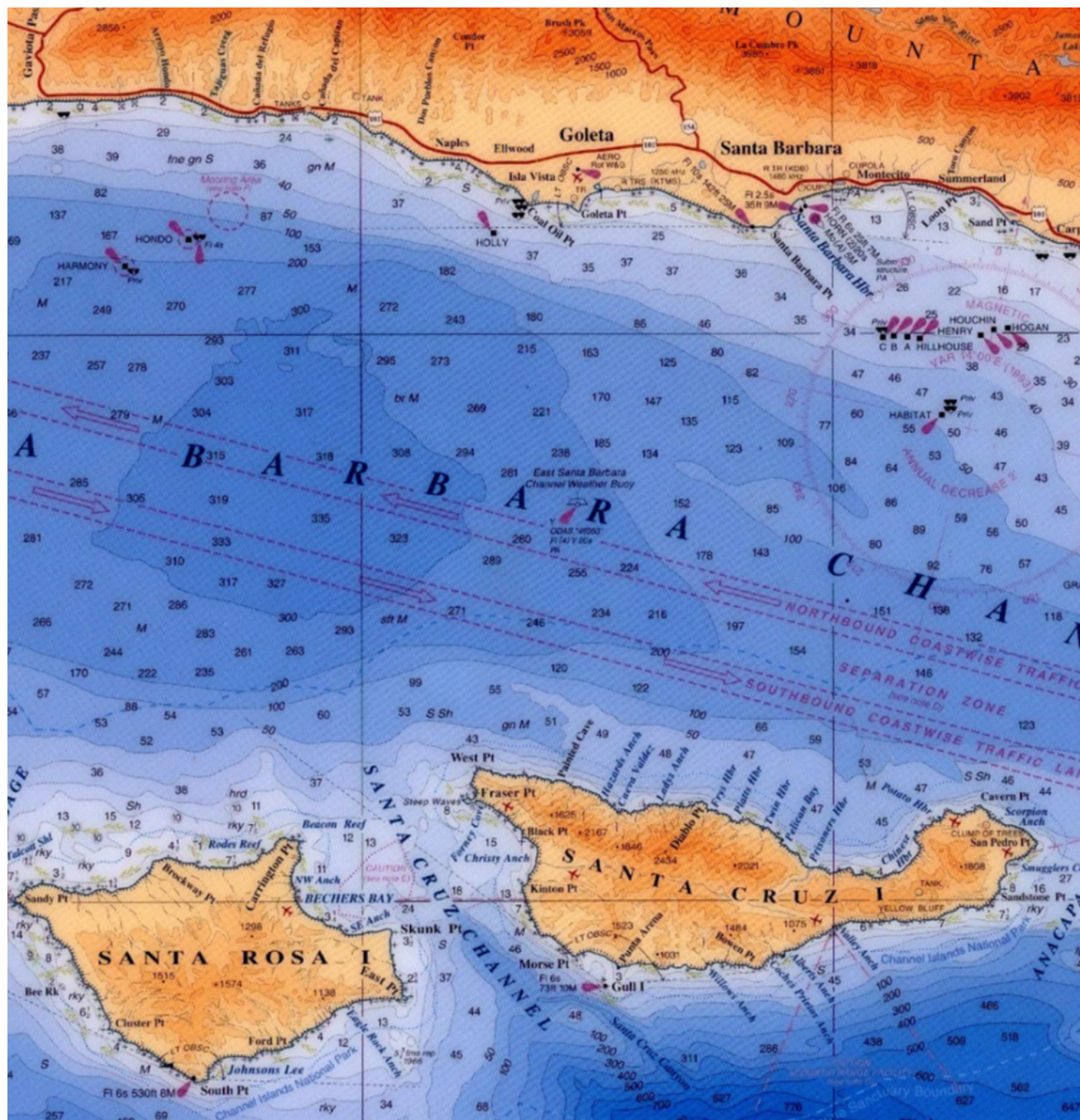
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Signal Hoist



Santa Barbara Sail & Power Squadron

Monthly Newsletter March 2021





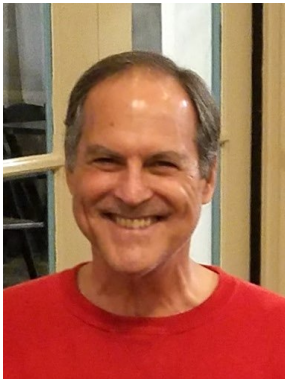
COMMANDER'S MESSAGE

Cdr. Virginia Johns, P

2020 was a frustrating year for all, in that we planned so much that had to be cancelled. But you remained active. I am grateful to Peggy Ciolino for keeping us connected with her production of the monthly *Signal Hoist* and to all of you that contributed articles throughout the year. Each issue was so content rich and entertaining. We adopted Zoom as our virtual meeting tool. You put in the effort to conquer this technological challenge (with the help of family, friends, and neighbors) so you could attend our meetings, discuss our business, and listen to interesting speakers. You were very active on the water with day sails and overnight trips to the islands. Some even sailed far from home. George Poe and Steve Hodges sailed roundtrip from Channel Islands harbor to Turtle Bay, Baja. Karen and Garrett Osgood started their cruising dream sailing the Sea of Cortez and western mainland Mexico. Alyssa Lewis and Patrick White returned to their boat in Tahiti and continued west through the South Pacific. Jim and Sandi Hirsch sailed in Croatia and then arranged for their boat to be brought back home. Seventeen of you earned a merit mark for the hours you dedicated to our operation this past year.

Now we are transitioning to a new year. We had a very fun Change of Watch over Zoom. As you will see from other reports in this newsletter, our planning has begun in earnest. We are returning to a routine of holding squadron meetings at 7:30pm on the first Thursday of the month, where one meeting per quarter will be a business meeting for the bridge/executive committee (interested members welcome to attend) and the other first Thursdays will be "fun and entertainment". We will start with Zoom format, and transition to gathering in the Waterfront classroom as soon as it is safe to do so.

I look forward to another year as your Commander – thank you for all your support!



ADMIN OFFICER'S MESSAGE

Lt/C Dennis Johns, AP

The Change of Watch occurred on Saturday, February 13, and I'm sorry if you missed it. At first glance it might have seemed to be a rather dull affair as the entire bridge had agreed to a redo of 2020 and stay on for 2021. But we put some extra effort into it this year. As you may remember, the previous year involved a meeting with a wide sampling of desserts to be enjoyed by those attending. We still enjoyed the desserts as they were baked and distributed by Virginia, Ron & Vicki Slocum, Suzette Seagoe, Peggy Ciolino, and Janis Johnson. The treats included a bottle of wine donated by Scott Burns. So during the Zoom meeting we all were able to listen to the speaker while sipping our wine and munching on our desserts. And what a speaker we had; a very engaging, Bonnie Smith, a Channel Islands National Park Guide who described all the opportunities available to visitors to the Channel Islands. Bonnie and her husband are live-aboards in Ventura and they have had plenty of experience out at the islands.

Following the speaker, we had the installment of the commander and the bridge which was officiated by District Commander, Ronnie Mann. 2020 Awards were next and they were announced by Commander Johns.

Al Lincoln Award a unique contribution to our Education program
P/C John Profant, SN

Commander's Trophy for extraordinary efforts to the Squadron.
Peggy Ciolino, P

Most Valuable Player a valuable service that wouldn't have happened
W. Scott Burns

Power Boat Award Significant use of their power boat.
Max and Rose Davis

Sailing Award Significant use of their sailboat (12 nominees this year!)
George Poe, N

Santa Maria Award Deemed to be the most active NEW member
Diana O'Connell and Bruce Wagner

Marcia Rowland Watersports Award Who significantly participated in
watersports
P/C Rich Ciolino, JN

Boner Award Traditionally memorializes the biggest blunder of the year.
Congratulations **"2020"** We hope you are proud of yourself.

That would normally mark the end of the COW meeting but this year we had a bonus event: The In-House Scavenger Hunt. Administrative Officer Johns had a list of items he wanted the participants to run around the house and gather up and bring to their computer/iPad screen. Those who responded the fastest, earned points and we had the following winners: 1st Place: Scott & Lisa Burns; 2nd Place: Pete and Suzette Seagoe; 3rd Place: Steve & Eleanor York.

Following my recent notice to the squadron for participants (via Mailchimp), I held an Activities Planning Meeting on Tuesday, February 23. As stated in last month's *Signal Hoist*, some events may need to be cancelled or rescheduled but we've at least got a calendar to reference. You will find the Activities Calendar in this *Signal Hoist* and will be included on our website for reference as needed.

You will note that some monthly meetings are noted as "Business Meeting" and some are noted as "Members' Meeting (Fun & Entertainment)". The ones listed as "Business Meeting" will focus on the business of the squadron. The ones noted as "Members' Meeting (Fun & Entertainment)" may include some squadron business but will focus on some sort of entertainment such as a speaker or a game.

The event on April 17, is one in which I want to elaborate because it will take some preliminary effort. I love my boat for a variety of reasons and I imagine this holds true for many other boat owners. One of the purposes of

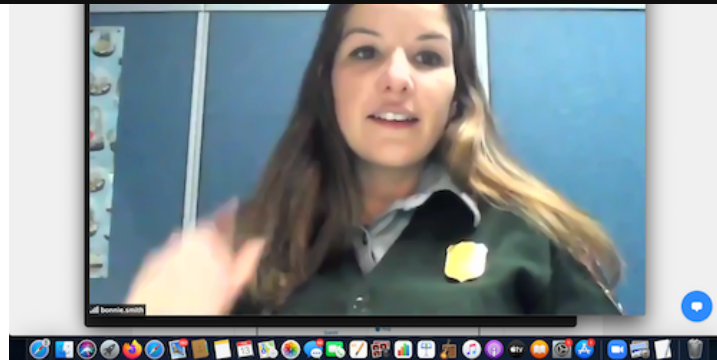
the Ships & Dips and the Progressive Dinner events was to introduce other members to the unique features of the host boats. For me, this was often lost to the overriding social activity going on and in addition, those who did not host did not have the opportunity to boast about their boat. The April 17 activity is named "Why I Love My Boat". I invite all squadron boat owners to provide me with 5-10 photos of their boat which I will combine into a single PowerPoint presentation (if you think 5-10 photos is not enough, if the event is successful the event will be repeated). During the April 17 meeting we will present the PowerPoint slideshow and have each contributor explain the reasons for the photos submitted. If you'd like to have your boat featured in this event please let me know. I will need the photos by the end of March to prepare the slideshow which is why I needed to announce it in this newsletter.

2021 SBSPS Calendar (2/27/21)

<u>March 4</u>	Business Meeting: 7:30pm Zoom
<u>April 17</u>	Members' Meeting (Fun & Entertainment) Boat Tours: 4-7pm Zoom Point Dennis J.
<u>May 6</u>	Members' Meeting (Fun & Entertainment): 7:30pm Zoom
<u>May 15</u>	Harbor Clean Sweep: 8am-Noon -pending Harbor Dept. schedule. Point Dennis J.
<u>May 19</u>	Safe Boating Week: Flares/Fire Ext Shoot. Point Dennis J.
<u>May 21-23</u>	Weekend Cruise: Frys Harbor, Santa Cruz Is. Point Scott Burns
<u>May 29</u>	Nautical Swap Meet: 8am-Noon Harbor parking lot. Point Dennis J.
<u>June 3</u>	Business Meeting: 7:30pm Zoom
<u>June 18-20</u>	Weekend Cruise: Pelican Harbor, Santa Cruz Is. Point Scott B.
<u>July 1</u>	Members' Meeting (Fun & Entertainment): 7:30pm Zoom

<u>July 10</u>	Afternoon Open Boat Cruise: 4-6pm Stowaways welcome, After Cruise Get Together at some Café. Point Dennis J.
<u>July 23-25</u>	Weekend Cruise –Anchorage TBA Point Scott B.
<u>Aug 5</u>	Members’ Meeting (Fun & Entertainment): 7:30pm Zoom
<u>Aug 17-26</u>	Catalina Cruise: Two Harbors, Catalina Is. Point Rich & Peggy C.
<u>Aug 27-29</u>	PCYC Cruise/Bus Mtg: Channel Islands Harbor. Point Tom Koch 4:30pm Appetizers & Drinks on the dock 6:00pm No Host Bar 7:00pm Dinner
<u>Sept 2</u>	Business Meeting: 7:30 7:30pm Zoom
<u>Sept 11</u>	Annual BBQ: 12pm Rancho Santa Barbara. Point Betty K.
<u>Sept 24-26</u>	Weekend Cruise: Location TBD. Point Scott B.
<u>Oct 7</u>	Members’ Meeting (Fun & Entertainment): 7:30pm Waterfront Classroom /Hybrid Zoom (hopeful)
<u>Oct 10</u>	Dockside Brunch: 10am Venue TBD. Point Ed Kaufman
<u>Oct 16</u>	Harbor & Seafood Festival: 10am-5pm Harbor. Point Dennis J.
<u>Nov 4</u>	Members’ Meeting (Fun & Entertainment): 7:30pm Waterfront Classroom /Hybrid
<u>Nov 17</u>	Maritime Museum Mixer: 5-7pm SB Maritime Museum Point TBA
<u>Dec 2</u>	Business Meeting: 7:30 Waterfront Classroom/Hybrid
<u>Dec 11</u>	Holiday Party: 6-9pm Venue TBD. Point Janis
<u>Jan 6</u>	Members’ Meeting (Fun & Entertainment): 7:30 Waterfront Classroom/Hybrid
<u>Feb 5</u>	Change of Watch: 7-9pm Mesa Café (?). Point Dennis J.

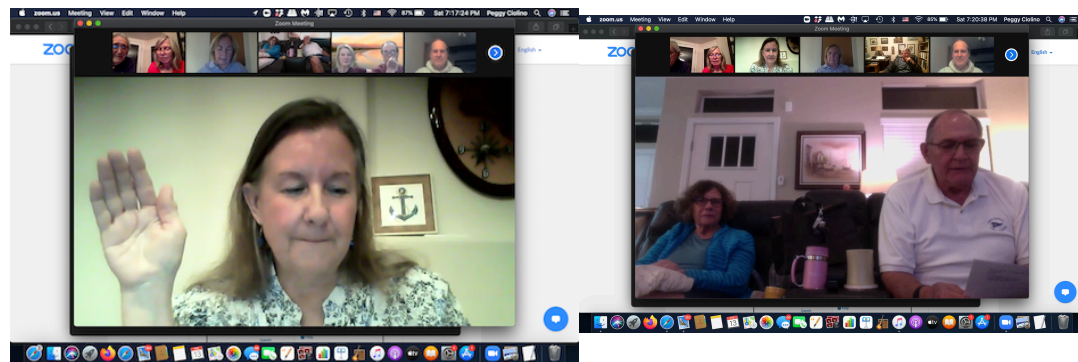
Some COW 2021 Screen Shots



*Guest Speaker Bonnie Smith
from Channel Islands National Park*



Pete and Suzette Seagoe



*Commander Virginia Johns
Taking the Oath*

Betty and Tom Koch



SEO's MESSAGE

Lt/C John Profant, SN

I have received the 20 ABC student kits which was gift from National. At the National meeting, this week they talked about doing a one day, 8-hour class for the America's Boating Course. This sounds ambitious but doable. It would cover four chapters and a Final along with the NASBLA approved examination. The first chapter is more of an introduction covering required safety equipment and the concept of boating. The second chapter gets into Navigation Rules and Aids, Lights and Sound signals, and various regulations. The third chapter covers how to find your way, anchoring, Emergencies and Communication. The fourth chapter touches on Water Sports Safety, Trailering, PWC Operation and Knots. What I need are four instructors to take on one of the Chapters. If you are interested in doing that, contact me.

I also sat in on the conference seminar for Vessel Safety Examiners. There were a few changes from the Coast Guard such as the labeling of new life preservers is changing. The Coast Guard also acknowledges the electronic SOS strobes as satisfying the nighttime visual distress signal but you will need Day time orange flag with a Black Square over a Black Ball that is at least three feet square. With that being said, it doesn't hurt to have additional flares on board as long as you are careful not to get burned by them.



Fish, Fishing & Catching

Garett Osgood, AP

There is a wide variety of gamefish available to the fisherman in Baja and Pacific Mexico. However the choice narrows when fishing from a sailboat! What to do with a 150 pound billfish? So for our use we target dorado and tuna to stock our freezer.



Trolling while making passages supplies our needs in calm to moderate weather. The shrill buzz of the line spooling off the reel is the call to action! The ensuing tug of war lasts 15 minutes to one hour to bring the fish in to the gaff. The fun really begins when the fish is aboard and in the cockpit!

Thirty pounds of fish thrashing and bleeding under the helmsman while I attempt to quickly kill the catch. After sluicing down the cockpit with saltwater, out come the knives and board to fillet the catch. Trimming the whole fish into skinless, boneless fillet for a transfer to meal size freezer bags. Mmmmmm, time for fresh as it comes sashimi! The captain says: "Wait a minute first you need to clean up the cockpit!" An hour to clean up the area of every speck of viscera and blood. Who would guess all the drama that played out just a short time before with a thrashing fish!

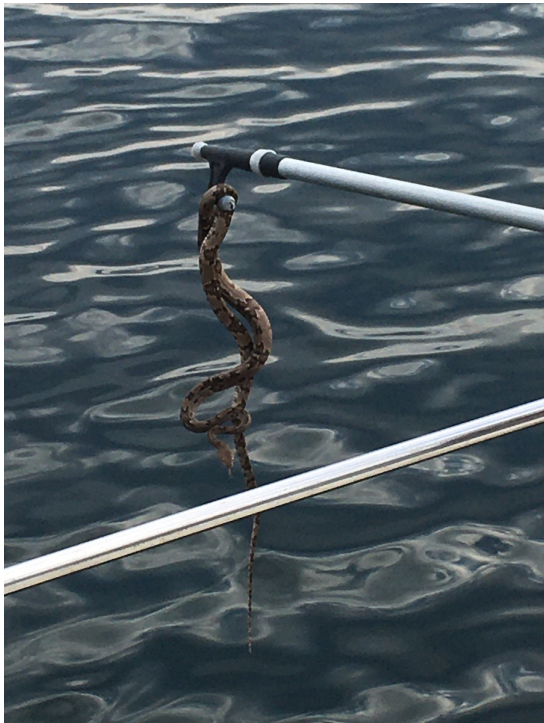
So, thirty to sixty minutes to get the fish to the gaff, one hour to fillet and package (I might be slow, but I have all my fingers!), and one hour to clean the cockpit. Seems like an awful lot of work for fresh fish. Is it really worth all that? Hell yes!! Fish on...got to go!

Stowaway on Snowaway

(Also from Garrett)

It happened on a warm tropical morning in Santiago Bay by Manzanillo. Having coffee in the cockpit as the rental jet skis joyfully used our boat as a turning buoy. They screamed "Aieeee Arriba!" As they pivot scant yards off our stern doing twenty knots! Who can blame them for being curious about the new gringo arriving on a sailboat in their bay?

We were there to provision in Manzanillo via dinghy, our first beach assault through the surf. The surf was small and seemed totally doable (how different it looks when actually approaching the surf zone). We went forward to unlimber the dinghy from the foredeck. After attaching the spinnaker halyard to the sling we hoisted a couple of feet off the deck to lift it over the rail. As Karen lifted the transom I noticed a curious brown coil on the deck about 24 inches from her bare feet. The coil moved-snake!!! "Step back right now". Karen, to her credit, did instantly as I commanded (A fairly rare occurrence). As she saw the snake her comment was "What IS that thing?" As it slowly uncoiled it was quickly apparent what IT was... "Get it off the boat".



The boat hook quickly solved the problem on the first attempt, over the side it went. That snake was an Olympic swimmer and returned to the boat time and again, looking for a way to come back aboard even trying the thruhulls. Finally it swam toward the estuary to end the episode. We were glad to see it go!

How could that snake get aboard? Up the anchor bridle? Up the transom? We surmised it went inside our dinghy and under the inflatable floor while the dinghy was on the dock in Barra de Navidad marina. The morning excitement over, we launched the dinghy for our surf assault to provision in town....But that's another story!!

From S/V Snoppin' Around

(The following is a response to an email Virginia sent to Ken and Karyn Fish, checking in on them and their travels — printed with their permission)

Thanks for checking in! Yes we drove across country in November with a UHaul and a bunch of our stuff from home. Moved onto the boat just after Thanksgiving. The boat was just south of Annapolis in Maryland and it was getting COLD!! The Harbor we had left the boat at had bubblers in the water to keep the harbor from freezing over. We took a couple days to settle in, then started south. First big passage was around Cape Hatteras which was not too bad. Blowing about 20 knts with a short choppy sea so it was not the most comfortable ride. Also still in the upper 20's at night, so full winter gear to stand watch.

Karyn has a sister outside of Wilmington, SC so we stayed there for a week or so. Still Cold.

Had to haul the boat in Savannah (actually Thunderbolt Marina) to get some work done on the saildrives, but it went quick and easy. We spent Christmas in Savanna. Still Cold.

We mostly day sailed down the coast and went into harbors most nights so we could walk the dogs. The dogs were not too happy with their new boat life. Then meandered down the coast some more.

Kept heading south and wound up in West Palm Beach, FL for New Years. Karyn has another sister a few miles south of West Palm so we spent a good bit of time there fixing up the boat and changing things out we did not like. We had the car shipped down from Maryland to West Palm, so we had a car to run errands which was really handy. West Palm has some free city docks for dingy parking and we anchored very close to those so it was super convenient. Stayed there for 6 weeks and spent a ton of money at various boat supply shops.

Once weather settled and we had done what we needed to on the boat we went further south to No Name Harbor on Key Biscayne for the night, then went east to Bimini. Stayed in Bimini for a week to get through all their COVID protocols and wait for weather, then to Cat Cay for a night, then to Chub Cay for a few days and now we are in Nassau to pick up some friends and will head out in an hour or so toward Eleuthera.

So far it has been a busy trip, but I expect it to settle down a bit now and we can explore more and relax a bit.

That brings you up to date. We plan on being in the Bahamas for another 2 months, then COVID permitting, will head south with the goal of making Grenada in June.

Best regards,

Ken & Karyn

S/V Snoopin Around

Reminiscing While Sheltering In Place

Neil Ablitt, P

Hard to believe, but it has been 28 years since we first set sail for Mexico.



We learned as much as we could in USPS courses – especially the basics: like carrying extra gas cans on deck for our 10 HP Albin gas engine on **Shearwater** – our 29 ft Dutch-built Trintella.



The two of us made it safely to Cabo where we were presented with a **SOME LIKE IT HOT** T-shirt complements of **LATTITUDE 38** magazine. The year was 1993 and the last year before the introduction of the first Baja Ha-ha rallies that would bring a lot more cruisers to Mexico.



In Cabo we picked up crewmember John, a fellow Squadron member, who would sail with us to Puerto Vallarta along with stops at Isla Isabella, San Blas, Chacala, Guayabitos and Punta Mita.



John also brought crew and our float plan called for departing the Giggling Marlin with hopes of making it to Isla Isabella.



On Isla Isabella you literally had to walk around the birds nesting. The next year the island would be devastated by a hurricane.



It was a tough life with a lot of responsibility being the captain of a ship on a vast ocean in a foreign land. I was so grateful for those classes.



We caught fish to BBQ on board - sometimes.



And in the end arriving safely at Marina Vallarta we were greeted by even more SBSPS members who had comfortably arrived by air.



But we were partial to Palapa restaurants always on the beaches where we chose to anchor for the night.



Not a bad experience --- and sure beat Covid.

Captain Healy and the Bear

Steve Hodges, N

I've been reading *Alaska* by James A. Michener--our daughter and her family moved to Anchorage, and I thought I should explore a little as it appears that they will be there for a while. *Alaska* paints a rich and entertaining picture of the 19th century naval exploits of Captain Mike Healy and his sidekick the reverend Dr. Sheldon Jackson. Healy was the son of a Georgia slave and her Irish-American plantation owner. The couple eventually married after leaving Georgia for the Northeast. Healy's life, and how he became the first African-American US Coast Guard Captain, is riveting, and I checked--it's a true story. After becoming a revenue cutter captain operating in the north Pacific, Healy, a Catholic who liked his drink, and Jackson, a tee-totaling Presbyterian minister, teamed up to end the rum and molasses (used to make hooch) trade as it was decimating native villages. This was during the three decades of lawlessness starting the moment the US acquired Alaska from Russia and then refused to form and support a government there. During that era, which included the Alaskan gold rush, there were no marshals, sheriffs or judges--it was truly the Wild West. Armed ships like the revenue cutter *Bear*, commanded by Captain Healy for about ten years, enforced as they could, but their focus was on illegal ocean trading and overfishing. During one of their annual circuits--from San Francisco to Siberia, then along the Aleutians and finally downcoast back to San Francisco--Healy and Jackson invented and executed their idea to bring Reindeer (aka Caribou) from Siberia to the Aleutians to help people avoid starvation.



Captain "Hell Roaring" Mike Healy aboard the cutter *Bear*, with his parrot

From <https://oceanexplorer.noaa.gov/explorations/19bear/background/healy/healy.html>

The story of the cutter *Bear* is also fascinating:

"Built in Scotland originally as a sealer in 1874, for the first 10 years of service, *Bear* operated as part of the commercial sealing fleet off Newfoundland. Purchased by the U.S. Government, it was put into service by the U.S. Navy as part of the rescue fleet for the Greely Expedition to the Arctic in 1884, and first came to world-wide acclaim as the vessel that rescued the few survivors of that disastrous expedition. In 1885, the *Bear* was transferred from the Treasury Department for service in the Arctic as a Revenue Cutter, and for an unprecedented 41 years patrolled the Arctic, saving lives and dispensing justice in this remote and often challenging region.

Between 1886-1895, the captain of *Bear* was the legendary "Hell Roaring Mike" Healy. The Coast Guard Cutter *Healy*, commissioned in 1999 and routinely operating in Alaska, was named in his honor. Particularly notable was the so-called "Overland Rescue of 1897." Discovering that eight whaling ships were trapped in the ice off Barrow, *Bear* dispatched a small team from Nelson Island near the Bering Strait to drive a herd of 450 reindeer 1,600 miles in driving snow and perilous conditions to Barrow to provide food to the 275 men from the whaling ships stranded onshore."



U.S. Revenue Cutter *Bear* in Arctic ice

From <https://oceanexplorer.noaa.gov/explorations/19bear/background/mission-plan/mission-plan.html>

Bear was called back from retirement to serve in WWII! Years later, in the early 1960s, while headed for dry dock and restoration, she sank. A multi-year effort to find her on the bottom was unsuccessful: <https://oceanexplorer.noaa.gov/explorations/19bear/background/search/search.html>.

Mike Healy and the *Bear* are two fascinating characters featured in the amazing Alaskan saga; Michener's *Alaska* is worth checking out!

Jargon: America's Boating Channel

Virginia Johns, P

My Jargon article in the November 2020 *Signal Hoist* explained how USPS, our national organization, is undergoing rebranding from United States Power Squadron to America's Boating Club (ABC). Squadrons have not officially changed their names, but are often referenced by related ABC names such as America's Boating Club of Santa Barbara.

This month I want to address **America's Boating Channel** and related jargon.

America's Boating Channel is a visual media library of educational materials developed by members of ABC for your use. You most likely have seen it referenced in emails and e-newsletters you receive from ABC headquarters as they are frequently announcing new videos. This library uses **YouTube**, a video sharing service that allows users to watch videos posted by other users and upload videos of their own. A **channel** is a person or organization's collection of posted videos in YouTube. ABC's collection is known as America's Boating Channel.

A channel can be organized into **playlists**. America's Boating Channel has developed a number of topical playlists, including:

- Knots to Know
- Personal Watercraft Operations
- Safety
- Planning
- Departure
- Underway
- Arrival
- US Sailing Team

You can check out America's Boating Channel at: <https://www.youtube.com/c/AmericasBoatingChannel>



The following is the agenda for the upcoming District 13 Spring Conference

THE PELORUS



United States Power Squadrons®

**DISTRICT 13 SPRING CONFERENCE
VIA FREECONFERENCECALL.COM 25
MARCH 2021**



P/R/C Priscilla B. Clarke,



Priscilla began her enjoyment of the water and boating at an early age at her grandparents' summer home on the St. Lawrence River. Later she and her late husband George enjoyed many years cruising on the Niagara River, Lakes Erie and Ontario, St. Lawrence River, and the Erie Barge Canal.

In December of 1987 Priscilla joined the United States Power Squadron as a member of Swiftwater Sail and Power Squadron where she currently serves as

roster chair, membership chair, and nominating committee chair. Priscilla has been a continuous USPS member for 33 years and awarded 33 merit marks. As a member of District 6 she serves as Member Involvement Chair.

At the National level, Priscilla has served as Staff and Rear Commander of the Auxiliary Advisory Committee, Staff and Rear Commander of the Publishing Committee. Aide to C/C Ernest G. Marshburn, SN, initiated and chaired the Youth Poster Contest, chaired the Ad Hoc Grant Committee and member of the Committee on Nominations. Currently she chairs the P/C/C William Selden, IV, SN Member Involvement and Retention Award (MIRA), is a member of the Publishing Committee, Membership Committee, Member Services Committee, Special Assistant to the National Educational Officer V/C William J. McManimen, SN-ON and team member of the eBooks project.

Professionally, Priscilla, a graduate of the University of Buffalo, recently retired from the University at Buffalo as an Instructional Support Specialist where she served in the Chemistry Department as Laboratory Director of the General Chemistry program, Department Course Scheduler, Undergraduate Awards Chair, and Instructor of the Chemical Literature course.

Call to The Spring 2021 D13 Conference

To: District 13 Bridge Officers Squadron Commanders

Squadron Education Officers

Squadron Delegates (see section 4.02.1 of the District 13 Bylaws) District 13 Past Commanders

All Squadron Members

The Spring 2021 District 13 Conference will be held: Date: March 25, 2021

Place: Virtual - the information for call in will be sent the week of the meeting, if not sooner

Time: 1830

Purpose - To conduct such other business of the District as may properly come before the conference.

Nominations Report will be presented at the meeting.

D/Lt/C Sheryl Meadows, P District Secretary

Proposed Agenda

Dress Code is ABC or Squadron Shirt

1830

Call to Order..... D/C Ronnie Mann, JN

Invocation.....P/C Deborah Hoadley, AP Pledge of

Allegiance.....P/D/C Doug Dworski, AP Introductions

C/C's Representative.....P/R/C Priscilla B. Clarke, AP Current
Bridge

P/D/Cs & P/D/EOs

Chief's Message.....P/R/C Priscilla B. Clarke, AP

Department Reports

Unfinished Business

Turn the meeting over to P/R/C Priscilla B. Clarke, AP

Dismissal of Bridge, excluding Secretary

Nomination Committee Report.....D/LT Delmer K. (Ken) Henry, AP

Election of 2021-2022 Officers.....P/R/C Priscilla B. Clarke, AP

Installation of Incoming Bridge.....P/R/C Priscilla B. Clarke, AP

Final Comments.....D/C Ronnie Mann, JN

Announcements

Any Other New Business Adjournment

Harbor Snack Shop Had More Than Pandemic to Contend With in 2020

Rich Ciolino, JN

Peggy and I reported back in the May issue of the *Signal Hoist*, that while taking a walk along the harbor walkway we had come upon the burnt-out shell of the snack shop that is near the Marina 4 entrance. We were told that the city maintenance crew had been “burning” weeds growing along the juncture of the brick wall and cement foundation and accidentally caught the wood interior wall on fire, which created a total loss inside the building.

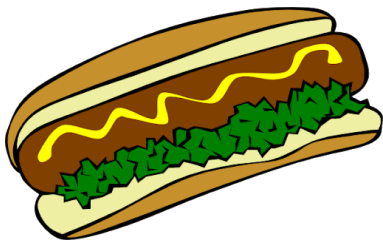


During subsequent walks we began to notice cleanup and reconstruction activities and documented some of it with pictures, and earlier this month I noticed they had just reopened and are ready for business!





Come and get their famous hot dogs and other snacks!



The Signal Hoist is the official publication of the Santa Barbara Sail & Power Squadron. Articles of interest to the membership should be forwarded in writing via email to the Editor by the 20th of the month in order to be included in the next issue. We solicit the submission of your articles on safety, boating, cruising, racing, and squadron activities. Accompanying relevant photos are appreciated. We encourage articles by our members. Send us your true or tall tales. Articles, opinions, and advertisements published herein do not necessarily reflect squadron policy or endorsement unless so designated.

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