

The Portlight

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PAY YOUR DUES NOW.

Send a favorite photo of your boat to:
Rosemary Volosin,
NSHSA Historian

MARK THY CALENDAR

19 March
Planning Meeting
Woody's; North East, MD

6-7 May
Volvo Re-Start
TBD

May 27-29
Memorial Day Weekend
TBD

BE SAFE IN 2006 BY JAY EATON

It is staying lighter later; the days are getting longer! While some of our members don't care much about this immutable fact because they are still sitting in their cockpits or sailing along on warm winter winds, the rest of us are looking forward to warmer winds on the Chesapeake. As you read this, splashdown could be as few as 60 days away. In the meantime, the Association leadership has been thinking about events for the 2006 season. What little is on the table so far will portend more great times ahead. There are plans being hatched for an ocean cruise and a southern Bay cruise. In fact, the flyer for the southern Bay cruise is available on our website already (notice on page 4). I have two intermediate messages to pass along; 1) check the website regularly, and 2) volunteer to help with or lead a raft up this summer (see page 9), particularly if you have a good idea for something fun to do.

During our recent Executive Committee planning meeting, we heard a great deal from our new Safety Officer, Bill Fowler. Bill expressed a number of ideas he wishes to implement this season. He will be expressing his thoughts from time to time in the Portlight (Page 6). His ideas plus his enthusiasm for the office sparked a lively conversation among the other officers at the meeting. For example, we are in definite need of a Safety Raft up because we haven't had one in several years. There are a number of safety issues that can only be conducted effectively on

the water, such as man overboard drills. Obviously, this is not something for May on the Bay, or rather in the Bay. Bill further suggested that an issue of safety be part of every raft up with the specifics left up the raft captain. Secondly, we all thought that every boat should pass a US Coast Guard Auxiliary or US Power Squadron Vessel Safety Check (VSC). So, the question is on the table, has your boat passed or could it pass the VSC? If you do not have the VSC sticker on your boat and would like to know in advance whether or not she would pass, go to our website, click on the SAFETY page, scroll down to the BOAT SAFETY section and click appropriately. The virtual VSC site will help you determine if your boat can pass. There are some unique items required of the bigger boats, check them out. Incidentally, the safety inspection has been a regular feature of our Hunter Owners Rendezvous, and last year at Crisfield, the group kept 3 USCGA inspectors pretty busy for two days. We can find a way to arrange for inspections at an upcoming raft, or you can seek out a qualified inspector at or near your own marina; maybe you can arrange inspections for other sailors at your marina as well.

There are a couple of other publications to be recommended for those who are getting to be safety conscious. US Sailing has two recommended publications which

(Continued on page 4)

Commodore's Corner

By Steve Hornberger



On January 16, 2006, the Executive Committee and committee chairs met at Jay & Carol Eaton's home to discuss and plan the 2006 sailing season and other important issues before the club. So, my article this month will be a bit longer than usual.

The 2006 schedule will remain a fluid project until 19 March, when we again meet as a club for pleasure and business at Woody's Crab House. Until then, the schedule is posted on the NSHSA web site and in this issue. Please feel free to jump right in and contact our VC Earl Greene to host a raft up.

Another important issue was discussed and decided at the officers meeting. The subject was liability insurance coverage for the club and its officers. The discussion put to bed the misconceptions and questions we all had. As you may recall, Boat US published an article in their July 2005 issue of their magazine explaining the insurance issue in some detail. Since then, it has been a topic of conversation at all levels of the sailing club tree on the Chesapeake Bay, including the CBYCA. Of particular interest is that not only can the club, as an entity, be held liable for any incident, but so can each of the officers be held personally liable for any incident or decision made for or on behalf of the club. That would also hold true for each individual who might host a raft-up, take charge of a cruise, or even when the club serves alcohol at its gatherings.

At our meeting, and for a few weeks prior to that by email, we addressed the subject as it applied to the Northern Star Hunter Sailing Association and its officers and volunteers. Jock Muir and Tom Powers were most helpful in assisting us with detailed information about the potential liabilities

that the club and its officers have been and will continue to see for the duration of the club's existence, and what was taking place with CBYCA concerning the Chesapeake Bay clubs. After analyzing the facts and circumstances, including the current and future financial situation of the club, the reality was very clear. So, a motion was made and passed to purchase the necessary liability insurance. Although the insurance is costing the club around \$1,200 a year, there is no need to increase dues for this coming year, or assess the membership any additional fees during the year in order to provide the necessary insurance protection to the club, its officers, and its volunteers who help make the club work so well.

Hopefully, now we can all rest a little easier with our new found protections. So, of course, we are looking for many more members to step up and volunteer their time and effort to host a raft or to take charge of planning the next cruise. Guidance for new raft up captains can be found elsewhere in this issue.

In additional business before the executive committee, Rosemary Volosin of *Fleeting Glimpse* has agreed to become the club's new Historian, and Frank and Susan Tedeschi of *Contigo* have agreed to become the club's new membership committee assisted by Mary Hornberger for a time.

As a final note to this article, On November 28, 2005, the Crew of *Sun Runner* made the decision that began the preparations for retirement in a home that floats. Assets and land-side stuff are being packed up, sold, or sent to charities. Once our business here in PA is sold and settled, we will be retiring to *Sun Runner* or her replacement. We expect to head south shortly after the October Business Meeting of this year if all goes as planned.

NSHSA Marina Ambassador Program

NSHSA is developing a new program. We will be calling for volunteers, each to be an Ambassador for the Club at their marina.

The mission of the Ambassadors is to be the liaison for our club at their marina. Ambassadors will be called on to visit with and be a mentor to new members that are located at the marina. The Ambassadors are another communication avenue for members. Finally, the Ambassadors will be able to recruit new members from Hunter owners at their marina.

At this time, we are looking for additional volunteers

for this most prestigious and honorable position. Please contact our new Membership Chairpersons, Frank Tedeschi (*Contigo*) at 410-692-5717 or smtedeschi@yahoo.com or Mary Hornberger (*Sun Runner*) at maryrita@frontiernet.net. We need your help!

Currently, our Ambassadors are:

- Wolf Milz (*Mosella*) at Tolchester Marina
- Tom Schmidt (*Narsilion*) at Maryland Marina
- Joe Cameron (*Aquila*) at Cutter Marina
- Paul Borchardt (*Padozary*) at Tidewater Marina

KEY WEST RACE WEEK (OUT OF AREA REPORT) by Rex Noel

I think the membership would be interested to hear this; if so, you might want to put it into the next Portlight. Heather is participating in her first Key West Race Week (Jan 16-20). She races aboard the J120 *El Ocaso*, owned by Rick Wesslund, from Tiburon CA. They race a full, year round program on San Francisco Bay, mostly one design regattas, but also some big PHRF races.

El Ocaso just finished first in class in PHRF3 at Key West Race Week 2006. She is also first in the J120 sub-class. Most importantly, she earned PHRF Boat of the Week, given to the top boat in the most competitive class. This is Rick's first win at KW in four tries, never having finished higher than fourth before. They essentially clinched the overall win on Thursday with two firsts, matching their two bullets on Tuesday. Racing for second through fourth in their class was extremely tight, so *El Ocaso* just stayed out of the way and out of trouble on Friday.

The PHRF3 class included 15 boats, with more than 60 handicap boats in total. Big winds were the rule this week, with Tuesday and Wednesday sustained in the mid to high 20's and gusts well into the 30's. At least 4 boats lost rigs, and a lot of stainless and carbon bit the dust.

Amy and I spent the first three days of the regatta through Wednesday with the crew, helping out where we could as shore support, and cheering them on. I was fortunate to be invited aboard for their practice session on Sunday afternoon, and had a blast watching them in action up close. We are thrilled for Heather and her mates for their outstanding results in the most important regatta in North America.

Rex Noel (*Xtasea*)

The group, Rick Wesslund's *El Ocaso*, also has a great deal of respect for the competition. "We party with them and then we compete against them," Caldwell said. In the pit and floater position, Heather Noel has been with the team for two years. The crew nicknamed her "Tinkerbell" since the lithe young sailor is all over the boat during a race. "This was my first (Key West) and I had a fantastic time," Noel said with a radiant smile. Energized by their win, Wesslund's team will be heading off to Miami. (Excerpt from Race Week News.)



**BURGEES
FOR SALE**
Contact
Linda Ubelacker
215-364-4018



Heather "Tinkerbell" Noel

http://www.premiere-racing.com/06_KW_Results/kw_2006_results_and_reports.htm
http://www.premiere-racing.com/06_KW_Photo_Gallery/KW_2006_Photo_Gallery.htm

BOAT/U.S. Membership by Earl Greene

I have renewed our BOAT/US Accord. The Cooperating Group Program offers you 50% off when you join. You pay one-half of the regular BOAT/US dues of \$19.00-only \$9.50 per year. If you are already a member you can also renew your membership at the \$9.50 rate. BOAT/US direct membership benefits include:

- Discounts on equipment,
- Discount on fuel, overnight slips, or repairs at many marinas,
- Boat insurance,
- Towing Plans,
- And a BOAT/US Magazine.

For those who are not members and do not know, BOAT/US lobbies federal and state legislators for marine and boating interests, funds grass roots environmental improvement programs, conducts boating safety programs. They also provide specialized equipment and buying services and technical services.

Contact Kent Volosin, NSHSA Secretary, for a BOAT/US Membership Application if you want to join. If you are renewing be sure to mention our Co-op Group number, **GA82652S**.



BOAT/US
Membership is
good for you and
good for NSHSA

Answer Q2: 20 or 35%

BE SAFE IN 2006 BY JAY EATON*(Continued from page 1)*

can be ordered online from their website (www.ussailing.org), "Safety Recommendations for Off-shore Sailing" and its stand-alone addendum "Safety Recommendations for Cruising Sailboats." These recommendations cover much more than the VSC, such as a boat's inherent seaworthiness, lifelines and stanchions, mechanical and electrical equipment, portable safety equipment beyond those of the VSC, and more. All of this focuses on the minimum recommended equipment for safe passage. They assume the user understands how to use and maintain all this equipment. So, the focus of our safety raft up and the safety issues raised at other raft ups might feature use and maintenance of these items.

Safety is also an inherent feature of the Rules of the Road. Do you know the Rules of the Road; if you are a Captain, do you remember the Rules of the Road. The obscure ones are always a fun subject for raft up quizzes, but even the obscure ones have an underlying safety purpose. Chapman's covers the rules and then some. However, the offi-

cial US Coast Guard Rules of the Road are available online. You can go to our website, click on the LINKS page, scroll down to BAY NAVIGATION, WEATHER & SAFETY LINKS section and click on USCG Navigation seal. Discussing and/or demonstrating one or more of the rules can be an item on every raft up. Do you have a copy of Chapman's on board? Some of you should have the official Rules on board; do you?

I am just a writer trying to make a point and by no means a safety expert; I think safety onboard is a work in progress. Look, we have all been party to, shall we say, "risky behavior" on the water; hence the rationale for the Calamity Cup. So, a little work on the safety mindset would be a good thing, and I think we will be using this season to hone such a mindset. The website has many safety links for investigation, and the Portlight will be used to help in mindset development. Somewhere in this and future issues is a question about safety; somewhere else in the same issue is an answer or response. Check it out, think about it.

**2006 NSHSA SEASON
PLANNING MEETING ON SUNDAY, 19 MARCH
WOODY'S CRABHOUSE; NORTH EAST, MD
1500 - MEETING
1700 - SOCIAL HOUR
1800 - DINNER (\$25)
RSVP to PURSER by 10 MARCH**

**2006 NSHSA SOUTHERN BAY CRUISE
THE TIDES INN on the RAPPAHANNOCK RIVER**

\$3/FOOT/DAY

3 JULY - 6 JULY

FIVE STAR RESORT AMENITIES

Including Tennis, Golf, Swimming

FIREWORKS on THE FOURTH

RSVP to KENT VOLOSIN by 1 APRIL 2006

[Detailed Flyer on our Website]



Executive Committee Notes, 15 Jan by Kent Volosin

Attendance: S. Hornberger, E. Greene, K. Volosin, J. Muir, L. Ubelacker, J. Eaton, B. Fowler

Old Business:

1. Polo shirts – will be around \$30 a piece with each boat name – no decision made
2. NSHSA T-shirts – will use as prizes to new members at club functions
3. Marina Ambassadors – will be added to web site
4. Dues – will remain at \$35 per boat – **due 2/28/2006**
5. CBYCA – will renew NSHSA advertisement
6. Membership Chair – Mary Hornberger and Frank Tedeschi
7. History Committee Chair – Rosemary Volosin
8. NSHSA Blog – will discontinue



New Business:

1. Link on our web site to the USCG site to download updated charts.
2. Frog Mortar Creek – new regulation requiring any boat with a mast height of 37 ft to call the airport tower when entering or exiting the creek – seems impractical – will be looked into
3. Rendezvous 2007 – will start planning
4. Safety Officer – Bill Fowler – discussed several roles and goals for this position and the club. Will ask all club members to get Coast Guard inspection. Will add Rules of the Road tips to each Portlight. Will schedule a 'Safety Raft-up'
5. Liability Insurance – will purchase Directors and Officers' liability insurance, with no increase in club dues for 2006. The General Liability policy will cost \$255/yr and Non Profit Organization and Management Liability (claims-made) (\$1M coverage with \$1K deductible) policy will be \$1029/yr. Motion was made by Earl Greene, seconded by Kent Volosin, and vote was unanimous in favor of purchasing insurance. Will also follow-up at CBYCA meeting to compare with their coverage.



Meeting Adjourned at 4PM



Safety/Rules Questions: Q1) If you have a question about the rules of the road, where do you go to find the answer?
 Q2) How many of our members would fail the VSC if they did not carry a copy of the Navigation Rules of the Road on board their vessel?

SAFETY FORUM by Bill Fowler

Hi all! As the new safety officer I would like to thank the membership and the officers for this opportunity to serve the club. I hope my efforts will be of value.

This off season has been busy for Melanie and me. The holidays were as hectic as usual, and on Jan 1st of 2006 we began moving into our new home in Willow Grove, PA. With all this going on, the bay and *Callisto* were far from our minds. However, it is mid January, and it is time to start getting ready for the upcoming boating season. Part of that preparation involves making sure we have everything we need to provide our friends and family with a safe boating experience.

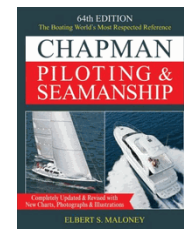
Webster's definition of safety, "the condition of being safe from undergoing or causing hurt, injury, or loss," uses three words that sum up what happens when we don't pay attention to safety issues, "hurt, injury, or loss." As captain of my vessel I am ultimately responsible for the lives and well being of not just my crew and guests but every other boater I share the water with. Keeping safety issues as a prime focus of our preseason preparations is an important part of being a responsible boat owner.

Our website (www.nshsa.org) has some great resources for helping us focus on safety related issues. There is a safety page

accessible from the main menu. On that page you can access the "Virtual Vessel Safety Check" page (<http://www.safetyseal.net/>) to find out if your vessel meets USCG minimum requirements. The Vessel Safety Check site also has a link for locating an inspector near your marina. We encourage all our members to participate in this program and get a Vessel Safety Check this season. The USCG also has a new safety initiative for this season called the "You're In Command" program. You can check it out here: <http://www.uscgboating.org/command/initiative.htm>.

In the months to come, I will try to focus on safety issues that are relevant to our club and its members. If anyone has a specific issue they want addressed please let me know. Each issue I will come up with a Safety or "Rules of the Road" question, and Jay will post the question and correct answer somewhere on the website. This issue has 2 Safety/Rules questions. Feel free to test your memory. There will also be at least one raft up this season with safety as the theme.

Melanie and I would like to wish everyone a SAFE and happy New Year. Everyone start thinking of ways to make your boating experience safer.



CBYCA REPORT (from Chartroom Chatter) Tom Powers

U.S. Coast Guard's Rescue 21 System is coming. It is an advanced search and rescue communications, command and control system, and was recently implemented at USCG Air Station Atlantic City. When implemented in our area, the Digital Selective Calling (DSC) feature on VHF radios will be active for USCG response.. Everyone should have a VHF radio with that feature, because when an operator activates the DSC button on his/her radio, the vessel's identifying information plus GPS location will be broadcast to the USCG over Channel 70. To be effective, in addition to installing such a radio on board your boat, you must register the radio with a Mobile Maritime Service Identity (MMSI) number. You can obtain the number free from Boat/US (<http://www.boatus.com/mmsi/>). Consider upgrading your VHF to a system with DSC.

 Preliminary talks between the current owners of Bethlehem Steel plant at Sparrows Point and LNG interests leaked out yesterday regarding the establishment of a LNG unloading and storage facility at Sparrows Point. CBYCA will be meeting with the authorities to understand what is going on and voice an opinion. More to come!





Northern Star Hunter Sailing Association, Inc. Membership/Renewal Application

Captain's Name: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____ - _____

Home Phone: _____ Cell Phone: _____ Work Phone: _____

1st Email: _____ 2nd Email: _____

Web Site: _____

Boat Info:

Hunter Model/Year: _____

Name: _____

LOA: _____ Beam: _____

Draft: _____ Mast Ht: _____

Marina: _____

Location: _____

Slip #: _____

Crew Info:

Co-Captain: _____

First Mate: _____ Age: _____

Second Mate: _____ Age: _____

Third Mate: _____ Age: _____

Fourth Mate: _____ Age: _____

Birthdays; Captain/First Mate: _____

Wedding Anniversary: _____

Do you have insurance on your boat? ___ (Y/N)

Has your boat passed a USCGA/USPS inspection? ___ (Y/N)

Other:

Do You Race: _____ CBYRA Member: _____ Sail # _____ PHRF Rating: _____

Are you a Licensed Captain: _____ Tonnage: _____ Expiration: _____

Desired Education: _____

Dues: \$35.00 Per Year
Burgee: \$20.00
Logo T-Shirts: \$5.00

Make Checks Payable To: NSHSA
DUES are due by 28 February

Mail to: Linda Ubelacker, 1112 Fitch Road, Southampton, PA 18966-3206

**** PLEASE FILL OUT COMPLETELY ****
FILL OUT EVEN IF RENEWING YOUR MEMBERSHIP

Answers: Q1) US Coast Guard Navigation website; Chapman Piloting & Seamanship; Annapolis Book of Seamanship

2006 SCHEDULE (WORKING)

DATE	TITLE	THEME	LOCATION	CAPTAIN	CONTACT INFO
19 March	SPRING MEETING	SEASON PLANNING	Woody's Crabhouse North East, MD	Steve & Mary Hornberger <i>SUN RUNNER</i>	717-445-4078
APRIL	SPLASHDOWN	TBD	TBD	TBD	TBD
6-7 May	VOLVO RESTART	TBD	Near Bay Bridge	Garry & Catherine Johnson <i>WINDKIST 4</i>	410-923-6791
MAY	RENAMING	TBD	Rock Creek	Earl Greene <i>ADVENTURE BOUND</i>	443-742-1756
27-29 May	MEMORIAL DAY WEEKEND	TBD	TBD	TBD	TBD
MAY/JUN	TBD	TBD	TBD	TBD	TBD
JUNE - JULY	CRUISE TO BLOCK ISLAND	TBD	TBD	Joe & Sue Cameron, <i>AQUILA</i>	lcamer@comcast.net
3-6 July	SOUTHERN BAY CRUISE	INDEPENDENCE DAY	The Tides Inn; Rappahannock	Kent & Rosemary Volosin, <i>FLEETING GLIMPSE</i>	856-439-0197
JULY	TBD	TBD	TBD	TBD	TBD
JULY	BEACH PARTY	TBD	Tolchester Marina	Wolf & Maria Milz, <i>MOSELLA</i>	610-252-0562
AUGUST	TBD	TBD	TBD	TBD	TBD
2-4 September	LABOR DAY	TBD	TBD	TBD	TBD
9-10 September	ANNUAL PICNIC	TBD	Tidewater, HdG	Jay & Carol Eaton Sig & Pat Jensen	610-998-9331 410-529-9520
SEPTEMBER	FALL CRUISE	TBD	TBD	TBD	TBD
OCTOBER	ANNUAL MEETING & RACE	ELECTIONS & RACE	Worton Creek	Steve & Mary Hornberger <i>SUN RUNNER</i>	717-445-4078
OCTOBER	TBD	TBD	TBD	TBD	TBD
19 November	CHANGE OF WATCH & AWARDS	NEW LEADERSHIP	Woody's Crabhouse North East, MD	Earl Greene Vice Commodore	443-742-1756

ON THE WATER, VHF CH-78

See the Raft/Cruise Captain Guidance elsewhere in this issue.

POSSIBLE THEMES: *Night Cruise; International Buffet; Progressive 43's; Wine Tasting; Joint NSHSA-HSA#1; Safety; Pirates & Vikings; PC's Cruise; Name-Changing Ceremonies*

Guidance for Cruise and Raft Up Captains

General. The Cruise Captain is aboard the flagship of the fleet during a Raft-up, Cruise or Rendezvous. He or she is in charge of everything associated with the event. It begins with the planning and ends with a report to the Portlight Editor. Being Cruise Captain should not be a daunting task; in fact, it should be fun. So advice and support should be sought from the Officers and/or other experienced NSHSA members.

PLANNING. The Cruise/Raft-up Captain is responsible to:

- Select a theme for the event,
- Determine the location and time of the event,
- Define the requirements for the event; e.g., costumes, decorations,
- Solicit specific support for the event, including a photographer,
- If club funds are needed for the event, contact the Commodore and Purser,
- Develop and distribute the flyer announcing the event.



ORGANIZATION. The Captain should be first to arrive at the site.

- For anchorages, choose the location considering bottom, depth, weather, other boats, etc.
- Put down an adequate anchor with a little excessive scope, based on raft size, swing room.
- For dockage, determine all the slip locations for the expected fleet.
- Monitor VHF 78 throughout the event to direct members as they arrive and control the raft.
- Organize and instruct the support crews to assist in building the raft or docking arriving boats. There are typically many volunteers for this effort.
- Balance the raft, considering boat length and displacement, on the anchored boat(s).
- Seek advice, if necessary. Involve the skippers of the boats to be rafted together.

JOINING VESSELS. Skippers of vessels joining the raft are responsible to:

- Communicate with the Cruise/Raft Captain on VHF 78,
- Provide 2 adequate sized docklines, fore and aft,
- Provide 2 adequate sized fenders,
- Provide 1 or more adequate sized spring lines (keep spreaders apart).



RAFT INTEGRITY. Cruise/Raft up Captain is responsible for raft integrity and safety.

- Monitor wind and weather conditions.
- Monitor raft size, balance, ground tackle holding, swing room, general sense of stability.
- Determine if the raft needs to break up.

EVENT HOST. The Captain is the Host and Master of Ceremonies. He or she directs.

DISSOLUTION. Cruise/Raft-up Captain is responsible to:

- Oversea the dissolution of the raft after completion of the event or earlier,
- Support the departure of the fleet from the dock area, as necessary,
- Monitor VHF 78 to graciously and humbly respond to any plaudits you may receive.

POST MORTEM. After the Cruise/Raft-up, the Captain must:

- Provide a written report to the Editor of the Portlight. As a minimum, identify all the participants. Submit not later than two weeks following the event.
- Ensure any photos are supplied to the Editor of the Portlight and the Historian.
- Submit any information to the NSHSA Webmaster for inclusion on the Home Page.



Commodore, Steve Hornberger
Vice Commodore, Earl Greene
Secretary, Kent Volosin
Purser, Linda Ubelacker
Sail Fleet Captain, Joe Cameron
Immediate P/C, Catherine Johnson
CBYCA Delegate, Tom Powers
Safety Officer, Bill Fowler
Membership, Frank Tedeschi
& Mary Hornberger
Portlight Editor/Web, Jay Eaton
Historian, Rosemary Volosin



We are the NORTHERN STAR HUNTER SAILING ASSOCIATION (NSHSA), INC. We sail Hunter sailing yachts and are one of two Hunter Sailing Associations on the Chesapeake Bay. We are 50+ families (or boats) strong, and our members sail primarily on the northern bay, north of the William Preston Lane, Jr. Memorial Bridge (US 50/301). Our Hunter sailboats range in size from 27' to 46'. Our experience levels vary from novice sailors to blue water cruisers, from new crew learning to race, to racers who regularly race. Our association is a member of the Chesapeake Bay Yacht Clubs Association (CBYCA); there are responsibilities and privileges attendant to this association. NSHSA is also a Club Member of BOAT/US with attendant privileges.

The Objectives of the NSHSA, in accordance with our By-Laws, are to:

- Promote medium and long distance racing and cruising among Hunter sailing yachts,
- Collect and disseminate information relating to Hunter sailing yachts,
- Conduct educational programs related thereto,
- Advance the tenets of good sportsmanship,
- Promote or develop any other activities, which may be of benefit to the membership

“Hug your kids. Fly a flag. Kiss your honey. Hoist a sail.”
- Herb McCormick, Editor *Cruising World*.

CELEBRATIONS

Happy, happies to ...

I am continuing a tradition started by John Balfour when he was The Editor – celebrate birthday and wedding anniversaries in print. The information that follows was provided by you on your Membership forms. I hope it is correct; otherwise I apologize for the errors. Missing information means missing recognition. So, if you want your name in print, fill out all of the form when you pay your dues.

Birthday Anniversaries for Jan/Feb:

- Sue Cameron (*Aquila*)
- Terry Eben (*Bella Vento*)
- Jarvis Fox (*Sly Fox*)
- Judy Hilnbrand (*Mast Confusion*)
- Judy Horne (*Dolphin*)

- Judi Kern (*Nereus*)
- David & Marie Knauer (*Windsprint*)
- Carol McGain (*Meant to Be*)
- Don Nissley (*Bert & Ernie*)
- Rex Noel (*Xtasea*)
- Agnes Powers (*Oasis*)
- Bruce Robinson (*Timothy James*)
- Eddie Sabol (*Tomorrow Came*)
- Chris Ubelacker (*Silent Running*)
- Kent & Rosemary Volosin (*Fleeting Glimpse*)
- John Walsh (*Annie Eileen*)

Wedding Anniversaries for Jan/Feb:

- Tom & Esther Barron (*Off the Charts*)
- John & Chris Farrugia (*Hat Trick*)
- Bill & Melanie Fowler (*Callisto*)
- Jay & Carol Eaton (*Nevermore*)
- Dan & Shirley Johnson (*Intrepid*)
- Steve & Sandy Jones (*Parlay*)

Congratulations, everybody.
Editor.