

Bos'n's Pipe



Phoenix Sail and Power Squadron
A unit of U.S. Power Squadrons®
Safe Boating since 1960
Phoenix, Arizona
March 2015

Calendar
March
6-7 D/28 Winter meeting,
Carlsbad, CA
12 Executive Committee Meeting
20-22 Past Commanders' BBQ

Details of 2015 Past Commanders' BBQ announced.

By P/D/C Bill Johnson, SN

Date: Saturday, March 21, 2015

Location: Lake Pleasant Regional Park
"RingTail Ramada"

The squadron's past commanders met at Paul Schoonover's home the plan and make assignments for the annual barbecue presented by the intrepid commanders from an earlier time. Here are the details:

Food preparation begins at 2:00 p.m. Social hour starts at 3:00 p.m. Dinner will be served 4:00 p.m. with a general membership meeting to follow.

Cost: While there are no charges as such for the event, donations will be accepted to pay the \$90 rental for the ramada. (Recommended \$3 per person or Two (2) for \$5) The location is reserved for all day Saturday.

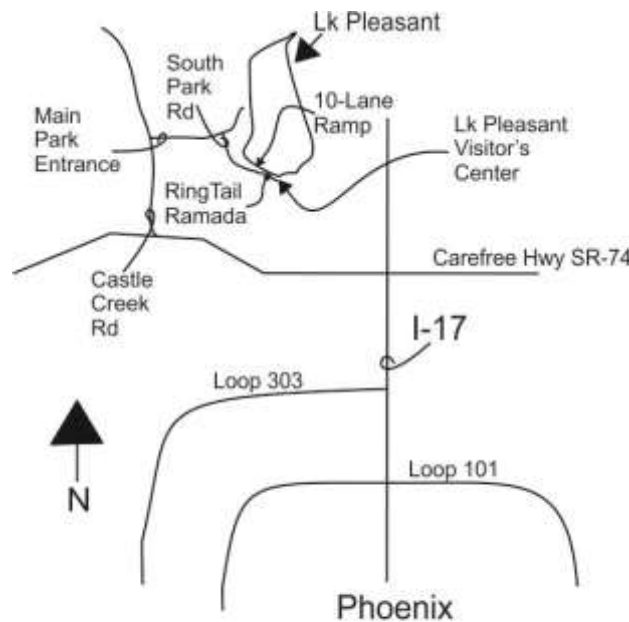
The 2015 Past Commander's BBQ promises to be one of the most enjoyable outings of the year and all members are invited.

For those who haven't attended this event before, the Past Commanders of the squadron, prepare a dinner with all the fixings for all. We always have a good time.

The location has moved again to see a different part of our state. We have reserved the "RingTail Ramada" for the whole day from 9:00 a.m. till 10 p.m. This ramada overlooks the lake with a good view of the 10-lane launch ramp for entertainment.

The BBQ will be located at the Maricopa County Lake Pleasant Regional Park, 41835 N. Castle Hot Springs Rd, Morris-

town, AZ 85342, which is located in the hills on the west side of Lake Pleasant, northwest of metro Phoenix). If you use a GPS to locate the park by the address, Enter, Lake Pleasant Visitor Center, Overlook Road, Peoria, AZ. Detailed route to the location is: Go north on I-17 to Carefree Highway (State Route 74), exit onto west-bound Carefree Hwy to Castle Hot Springs Rd (10.3 Miles), Turn right onto Castle Hot Springs Rd, go north to Lake Pleasant



Map to Past Commanders BBQ
Lk Pleasant Regional Park
RingTail Ramada 21 Mar 2015

Park main entrance (2.3 Miles), go east through gate, where you will need to pay \$6 per vehicle entrance fee. Continue to S. Park Rd (.8 Miles from last turn), turn south onto S. Park Rd., and follow the signs to Visitor's Center, 1.9 miles). Turn east on Overlook Rd., and continue to RingTail Ramada on left (.2 miles). Look for Phoenix Sail & Power Squadron signs.

If you are interested in camping, please contact me. The nearest Camp Area is Roadrunner Campground in the park. The per vehicle entrance fee is \$6

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Squadron Happenings

A quick look at what's coming up...

2015

March

- 6-7 D/28 Winter meeting, Carlsbad, CA
 12 Executive Committee Meeting
 20-22 Past Commanders' BBQ

April

- Executive Committee Meeting
 10-12 Inland rendezvous, Katherine Land
 ing, Lake Mohave
 22 Basic Boating Class
 25 General Membership Meeting, potluck
 at Kim and Dan Sheen's home

May

- 7 Executive Committee Meeting
 9 Lake Pleasant raft up
 15-17 Arizona Safe Boating Celebration,
 Lake Pleasant and camping
 20 Basic Boating Class
 21 General Membership meeting

June

- 3-7 Summer rendezvous, Lake Powell
 11 Executive Committee Meeting

July

- 9 Executive Committee Meeting
 18 Soak and Sweat raft up, Lake Pleas-
 ant

August

- 7-9 Lynx Lake Campout and Picnic
 13 Executive Committee Meeting
 23-30 USPS Fall Governing Board, San
 Diego

September

- 10 Executive Committee Meeting
 19 Potluck and General membership
 Meeting

October

- 2-4 D/28 Conference, Phoenix
 7-11 Fall Rendezvous, Lake Powell
 14 Basic Boating Class
 23-25 Halloween Rendezvous, Pleasant
 Harbor RV park

Note: Some dates are proposed and subject to change. All Executive Committee meetings begin at System-Aire Office, 7136 W. Frier Dr., Glendale. General Membership Meetings are at various locations. Attitude adjustment, 1730; dinner, 1830; meeting and program, 1930. Locations are subject to change

The calendar has been updated with this issue. Be sure to check new entries and put them on your calendar. There have been several changes in dates for events and activities.

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 for full day. They have the Visitor's Center and numerous hiking trails in the park.

We will be asked to donate if willing, \$3 per person or two for \$5 for the awesome feast that is promised to be served by your loyal past commanders.

We already have commitments for BBQ chicken, brisket, potato salad, cole slaw, rolls, cake, ice cream and many other wonderful victuals.

Coffee, ice and water will be supplied. Please bring chairs & bring your own adult beverage (BYOB).

Please help us make this event a celebration of the past, present and future for our squadron.

[Katherine Landing Hotel/RV Reservations: 1-800-752-9669](#)

(or Dora at (928) 754-3245)

Deja-vu ?

By Cdr Chris Lockyer-Bratton, AP

It was 8am on the Saturday morning of the Change of Watch, and I was thinking about a telephone call I'd had with Bill Johnson that prior week. I hadn't been able to attend the annual meeting, and had been 'catching up' on the latest Squadron news. What had stayed with me from that conversation was the prospect that the Squadron was about to enter a new watch without a Commander or Executive Officer.

June and I had been far from active in the Squadron since I passed the Gavel to Rob Anderson three years ago. Our time

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had been absorbed with work and family matters; we had sold 'Miss M' and we had become much better at starting projects than we had at finishing them.

We were getting ready to come to the Change of Watch, June was picking out a dress and I was dusting off my uniform when a thought came to me

I'm still not sure if June had agreed to my idea, or if she was just stunned by the suggestion when I called Bill and told him that I'd be willing to stand for election for a third term as Commander.

As we arrived at the Change of Watch, we were delighted to see the familiar faces and to receive the warm welcomes from all those gathered for this most important business of the Squadron. It did appear, however, that there were fewer members in attendance than we had in years past. Was it just the size and layout of the room, or just our imagination?

The District Commander was holding court at the head table, reviewing the agenda and the business that was to be conducted during the meeting. Everyone else was settling in at their tables and probably didn't even notice when the D/C pulled me aside to brief me on his message to the Squadron. I had already been told about the state of the membership, being down significantly from prior years, but it was still a shock that there would be any suggestion that an 'orderly wind-up' of the Squadron was being floated as an option!

The first time that I was nominated from the floor to take the helm of the Squadron, I'd had a couple of weeks to prepare my acceptance speech. Tonight was going to be different. I had been mentally rehearsing all day, but having just listened intently to the D/C's remarks, I realized that tonight it was going to be entirely 'off-the-cuff' and as I went back to my table, I started to re-think what my message to the Squadron would be as the business of the evening commenced.

The District Commander's message to the Squadron was powerful and to the point. Membership was down; not only here in Phoenix, but all across the USPS. Some squadrons had endured long, painful deaths (which is something I was already determined was NOT going to happen under my Watch!). Our D/C comes from a technology background (as do I), and his vision is one of embracing the current wave of Social Media technologies to reach out to a new 'target demographic' of 40 to 60 year olds. My mental gymnastics were coming under fire as his presentation unfolded, using all the 'buzz words' that I had been planning to use when it was my time to address the membership! Back to square-one !

When the time came for the presentation of the slate of nominees and the call from the floor for nominations for unfilled positions, I heard a few murmurs when my name was read, but the eventual election passed without incident and it was again my time to take the oath, accept the gavel, swear in my Bridge and address the Squadron.

It was clear that we needed to change the way we do business. We have to evolve, but we don't have the luxury of time to do it in a Darwinian fashion. We need something between evolution and revolution if we are to succeed in our mission to re-vitalize the Squadron. We need to INNOVATE. In my past terms, I had introduced the 'Commander's Challenge' of \$100 to be presented to the member who introduced the most new members to the Squadron. This year, I decided to bring the challenge back, but this time to make it \$100 for the member who comes up with the most INNOVATIVE idea to re-energize the Squadron. The Executive Committee will vote on the submissions at the EXCOMM meeting immediately prior to next year's Change of Watch, and then I will present the \$100 prize to the member with the most innovative suggestion at the COW.

I am honored and delighted that you have again entrusted me with the Phoenix Sail and

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Power Squadron, and I pledge to you all that I and our Bridge will do everything in our power to bring us back to where we belong – as one of the pre-eminent Squadrons in the USPS.

**The District 28 Inland
Rendezvous
10 - 12 April 2015
Katherine Landing, Lake Mohave,
AZ
Hosted by Phoenix and Lake Mohave
Squadrons**

April is just around the corner and Rooms are still available for the Katherine Landing D/28 Inland Rendezvous. Reserve your room before others take it. If you've never done it before, you will find it a fun change of venue from your normal boating or lack of. We travel to the southern end of Lake Mohave (just north of Laughlin NV/ Bullhead AZ) on the Colorado River and enjoy time on the lake. If you need are attending and need a boat ride, please contact Bill Johnson ahead of time (contact info below), so we can make sure nobody is stranded on shore.

Friday starts with a welcome potluck hospitality party 5:30 MST; then begins

Saturday with an outing on the lake, a Raft-up and/or Cove Picnic on the beach, Evening BBQ (bring your own grilling favorite) and pot-luck dinner at the park ramadas (charcoal & park grills provided); Sunday Breakfast at a local restaurant. The details for a Poker Run are under development, but judging from past events, it will be fun for all and a true test of navigation & puzzle solving skills for the boat skipper and crew. A Predicated Log contest is being planned for Saturday afternoon.

The daily rates are:

Room with 1 King \$60

Room with 2 Double Beds \$70

Kitchen Unit with 2 Double Beds \$80

Kitchen Suite 2 Queen Beds \$90

OPTION A: If you don't want to drag a boat to

this event, consider the Winter Special of two nights and a day of Patio Boat (Steel Pontoon) or Ski Boat Rental *** From \$199 & up depending on type of room plus taxes (limited to normal rental office hours).

OPTION B: Join together with other members and share a boat rental. What more fun can there be than racing patio boats at 10+(a little) MPH FULL THROTTLE with steel boats. Takes your breath away from the speed! Must be what it would be like racing sail boats against the wind (sorry guys! I couldn't pass that one up. Bill). I know the first thing they would say is "Why is it so noisy? Or Where is the sail?"

Phoenix SPS Contacts:

Bill Johnson 602-525-6318

Email: BILLJ6@GMAIL.COM

Bridge selected for 2015-16

A number of squadron members stepped up to the plate, and have agreed to serve the squadron as bridge officers and as members of the Executive and Nominating committees.

Chris Lockyer-Bratton, who served as commander for two years previously, as agreed to serve a third term as commander.

The position of executive officer remains vacant.

Bill Johnson, who earlier served as commander, has been selected to serve as administrative officer. Ron Werner will continue as squadron educational officer. Jackie Wanta continues as treasurer and Kim Sheen will serve another term as secretary.

The members of the executive committee are Joel Lieberman, Connie Johnson, Art Ashton, and Danny Friend. Dan Sheen will serve a three year term on the nominating committee.

Happy Birthday

See this month's *Bos'n's Pipe* in color on the Squadron's web site at www.sailangle.com (That's all one word, no spaces.) There's a year's worth of "Pipes" there in case you missed something earlier.

The following members are celebrating birthdays this month



Amy Ashton, Angela Ashton, John Grif-foul, Larry Knowles, Frank Rickey,, Lannie Scott, Joe Warren, Ron Werner.

Many Happy Returns

April potluck dinner

Our April meeting and potluck dinner will be hosted by Dan and Kim Sheen at their home in North Glendale. Here are the specifics.

- When: 25 April 2015
- Attitude adjustment: 1730
- Dinner: 1830
- Meeting: 1930
- Where: 6336 W. Hill Lane, Glendale AZ 85310 Phone: 623-760-8035

Bring: A covered dish to share, BYOB, chairs and your own dish and silverware. There are plenty of outlets for crock pots and chafing dishes. There should be plenty of tables, but remember: your own chair! If you have a favorite mixer, bring a bottle of it. **Don't bring:** tables, ice, set-ups or coffee.

This event will be a good time to meet with squadron members and discuss plans for the upcoming summer. Also, Dan Rye has generously offered to give a program on his Northwest summer adventures.

Directions to Sheen's House at 6336

W. Hill Lane in North Glendale

Take I-101 West from junction of I-17 and I-101

Take exit 19 for 59th Ave

Turn right onto N 59th Ave going north

Go 1.0 mile, Turn left onto W Deer Valley Road going west

Immediately turn right onto N 59th Ln

Continue on 59th Lane & it becomes W Robin Ln

Blue Water Passage: Kaneohe to Marina del Rey

By P/LtC Joe Warren, JN

In early July I received an email from Perry Peters, announcing that he was crewing on a yacht in the 2014 Pacific Cup race to Hawaii. The Pacific Cup bills itself as "the fun race to Hawaii" and begins in San Francisco, CA and ends in Kaneohe, Oahu, Hawaii. It is held every other year, the off year from the more well known Transpac race. The Pac Cup race is about 2400 miles and approximately 70 boats were entered in 15 categories in the 2014 event. Perry was crewing on a double handed boat, of which there were a dozen entered in the race. They started July 8th.

I replied to his email offering my congratulations and best wishes and asking if, by chance, the captain needed return crew. Surprisingly, to me anyway, I received a reply almost immediately stating that yes, the boat owner did need return crew. Well one thing led to another and August 14 I boarded a United flight to Honolulu Hawaii along with Cecile Schwedes and Aleks Tamulus. The captain/owner, Cecile, is an experienced Sailboat racer with a 100-ton Coast Guard Master license holder with much experience. We were to sail Aeriagnie back to its home berth in Marina del Rey, California.

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Check the squadron's web site for the latest schedule of public boating classes. They are conveniently located on both the east and west sides of the metropolitan area. And volunteer to proctor. You'll sharpen your boating skills with some very nice people.

Aeriagnie is a 40 foot C&C tall rig, fitted as a cutter rig. She holds about 20 gallons of diesel and 40 gallons of water in her internal tanks.

Boats competing in the Pacific Cup race are required to meet rigorous safety inspections and requirements. So for the race and return crossing she was carrying extra fuel and water. The racing rules are very stringent about safety and multiple inspections of each boat are held to make sure each boat is in ship shape to make the crossing safely. There are lots of photos and information at the Pacific Cup web site, where preparations are already underway for the 2016 race.

We landed in Honolulu about 10 am Hawaii time and picked up our rental car. We stopped at the Honolulu West Marine store and picked up a dozen 5-gallon diesel containers (preordered) then stopped to fill the containers. Then we left Honolulu for the Kaneohe Yacht

Club, where the boat was moored. With 60 gallons of diesel fuel in the trunk we were hoping no one rear-ended us on the way.

That afternoon was very busy as Aleks and I stowed and arranged stuff aboard, and tied the dozen jerry cans to the lifelines while Cecile went grocery shopping for our trip. The plan was to return the rental car to Honolulu by 5 p.m. Thursday evening. I think we were a little late with the rental car return but with good communication everything worked out OK. The dinner special at the yacht club that evening was Bouilliabaisse which everyone agreed was about the best they had had. I had the beef short ribs as I had had Bouilliabaisse the night before in LA. Before noon on Friday August 15 we cast off lines bound for LA. I was excited to see how I would do on a blue water crossing. This was a new challenge and opportunity for me.

Honolulu is approximately the same latitude as Cabo San Lucas, Mexico: both being south of the Tropic of Cancer. Generally sail boats returning to the mainland USA from Hawaii sail north about 1000 miles then turn east then southeast and sail to a port on the west coast. The waters around Hawaii are particularly rough and often described as a washing machine because several conflicting currents and waves converge there.

So for the first several days we experienced rough waters and lots of squalls. Naturally, I lost my scopolamine patch and did not notice it missing until it was too late to prevent onset of motion sickness. So I spent several days with a bad case of seasickness until a new patch could kick in. One very good benefit came from that negative experience. I learned I can cover the scopolamine patch with a piece of sail tape and it will not slide around or get lost. Losing scopolamine patches has been the bane of my ocean sailing experiences and the source of many funny stories. This solution is a lifesaver for me. So simple and obvious that I wonder why I had not thought of it before. In a way it will be sad as I will have no more lost and found scopolamine patch stories to tell.



Author Joe Warren wearing foul weather gear on the cruise from Honolulu to Los Angeles.

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rig, fitted as a cutter rig. She holds about 20 gallons of diesel and 40 gallons of water in her internal tanks.



Aeriagnie at Kaneohe Yacht Club. The planning for the trip back to the mainland is underway.

The 1000 mile north leg of the trip takes a week to ten days during which we are constantly sailing close hauled which is a wet, bouncy, difficult point of sail. During this leg we were averaging about 120 to 140 nm per day. A good average for this leg we thought.

Our communication equipment included a Single Side Band radio, a 25 watt fixed mount VHF radio with top of the mast antenna, a spare 25 watt fixed mount VHF radio with spare antenna (in case we lost our mast) several hand held VHF radios, a satellite phone, a laptop computer to download weather files and emails, and a DeLorme iNreach Explorer satellite communicator. I brought the DeLorme for purposes of communicating with Villa while we were underway. Our habit had been to chat twice each day. I wanted to maintain that schedule as much as possible, and the DeLorme allowed us to do that. We were in daily contact with our weather router in California. He was advising us to keep going north. Finally after about 10 days we turned east and life was good. We sailed east a few days and entered the Pacific High and wound up motoring for about a week to get across the high. The first thing we did after entering the high was to stop and fix our head which became clogged

early on when I was in my motion sickness phase and tried to flush it with the valves closed. Needless to say I got to do the worst part of the cleanup/repair job. It was a messy job but not complex or difficult. And the Pacific was cooperating and warm while we worked on it. And if you are wondering what we did that first week or so, while the head was not functioning, yes we did use a bucket. After finishing the repair we celebrated with boat drinks. We celebrated frequently but not excessively. I think it is a good practice to mark the small and special events of the passage.

Our daylight hours routine was pretty simple. We usually had a variety breakfast foods, including hot or cold cereal, fresh fruits, coffee or tea. Occasionally we broke the routine with eggs and Mahi Mahi or bacon or other. Lunches frequently were cold cuts and cheese sandwiches with fruit and chips, sometimes left over Mahi Mahi or the previous evenings dinner. Dinner was really varied and mostly hot. Cecile did the cooking every night except a few evenings when the weather was rough. Then I prepared some cold canned tuna salad or something similar. We ate very well. We had lots of fresh fruit, granola bars, and dried fruit and other snacks for anytime we felt hungry.

Occupying our time during the day we would talk, fish, do laundry, take position readings, make notes and take photos of debris floating in the ocean. We kept busy and the days went by quickly. Aleks had brought a Chinese sextant, circa 1929, that he used to take noon sights, weather permitting.

Fishing was interesting. If we were making 6 to 7 knots or better we could catch a Mahi Mahi if we had a line out. Slower than that and they were not interested in our bright neon lure. After losing the first few just as we were about to bring them aboard we caught many Mahi Mahi, also called dorado or dolphin fish. We did not tire of eating the Mahi Mahi. And we must have eaten it about 8 to 10 times during our trip. Mostly for dinner but also for lunch and breakfast.

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We made sashimi one night and we liked it. The other two though the texture a little soft, and it was, and did not want the sashimi again, but I enjoyed it and was not bothered by the soft texture. We were hoping to catch a tuna but never did. We were hoping that a shark would not take any of our catches before we could get them aboard and none did. Fileting a 3-to-4 foot Mahi Mahi in the cockpit was a time consuming and messy task and clean up. But the effort was well worth it.

Our watch routine varied and was flexible. Watch schedules varied between one and three hours with 2 hours being common. During our worst weather the schedule was one hour. Weather and wind conditions permitting we used the auto-pilot during the day and at night if motoring. During daylight hours typically two or three of us were in the cockpit occupied by various activities and keeping an eye for debris, ships, sea life and whatever flotsam and jetsam we might encounter. Always at least two people were in the cockpit, even through the night, to assist the helmsperson if needed.

The furthest north we sailed was approximately 41 degrees north Latitude, equivalent to the latitude of Cape Mendocino. At this latitude we could easily sail into San Francisco. Cecile had thought to stop there to visit friends and retrieve one of her sails that she had loaned to another Pac Cup racer based in San Francisco. However the weather was turning bad and entering San Francisco became a risky choice. We endured several days of bad weather and continued our journey to Marina del Rey. Just before the weather turned bad we encountered *Thelonius* a 33-foot Erickson sailboat being single handed by Christian Williams out of Los Angeles. He was on the return leg of a single-handed sail from Marina del Rey to Kauai and back. The encounter was remarkable given the immensity of the Pacific Ocean. His 30-minute YouTube video is exceptionally well done and well worth the time to view it. We have a two-minute appearance in his video. Here is the link to his video:

www.youtube.com/watch?v=28TAdDu5L6U
www.youtube.com/watch?v=28TAdDu5L6U

For the first 10 days or so we saw/heard no sign

of human life on the water. We were truly alone **“out there.” We did see maybe 8 or 10 ships** during the entire 24 days of our passage. With the exception of *Thelonius* **the ships we “saw”** were large cargo ships.

After arriving at Marina del Rey mid morning September 8, we celebrated our successful trip. **Aleks’ mom had flown in from Chicago to surprise him.** She brought sparkling wine and other goodies and we had a party. Then we cleared the boat of our gear, closed her up and said our goodbyes. Aleks back to his liveaboard sailboat there, Cecile back to being a college professor and me back to Phoenix to prepare for my next adventure.

After 24 days on the water I know first hand **the meaning of the phrase “like a drunken sailor.” There are drunken sailors, literally. Then** there are drunken sailors with respect to not having walked on solid earth for a long period of time. I looked the part of a drunken sailor, not having shaved for 24 days and not having walked on solid earth for that same time. I had showered twice during the trip, most recently several days before. It was one of the greatest challenges of the trip—trying to get through LAX with my gear. Walking straight while appearing to be sober had never been such a challenge in my adult life as that day. Picking a US Airways flight, I made it home to Phoenix by late afternoon. At home I slept for the next day or so. While the crew competing in the Pac Cup race did not place in the race they were warmly received by the Kaneohe Yacht Club upon their arrival in Oahu. After returning to the mainland Perry began final preparations for his year-long solo Adventures in Paradise sailing adventure across the Pacific to the Marquesas and other South Pacific isles then heading back to Hawaii and the mainland US in the latter part of 2015. Currently he is in Puerto Vallarta preparing for **the “Pacific Puddle jump” later this spring.** We wish him well.

I came away from the trip with the knowledge that I enjoyed blue water sailing. And I look forward to making blue water passages in the future. The USPS courses are excellent for helping prepare for such opportunities.

Paper or Online?



Phoenix Power Squadron
2014-2015 Bridge

Over the past few years, many members have opted to receive the publication by computer instead of "snail mail." Increasing the number of online-only readers has a significant influence on the squadron's budget. Postage has increased to 49¢ per copy. The October-November 2014 edition was typical, so it cost about 56¢ per copy. The number of mailed copies has been reduced by many households, saving postage and printing.

Most, including the current editor of the publication, believe the *Bos'n's Pipe* is an easily justifiable expense. There are members, however, who would rather have the *Pipe* delivered each month exclusively online. Online distribution saves the squadron money, and the publication is available for use two or three days before it is delivered by mail. And, of course, the online edition is in full color usually with one or two extra pages that the printed version does not contain.

The form below must be used to end receipt of the *Bos'n's Pipe* by mail, if you wish. If you want to continue receiving the monthly newsletter each month by mail, do nothing.

If at some later time you wish to reconsider and resume receiving a paper copy, just let us know, and we'll restore your address to the mailing list.

Commander

Cdr Chris Lockyer-Bratton, P
480-219-1346
chrisb1@cox.net

Executive Officer

vacant

Educational Officer

Lt/C Ron Werner
623-465-2847
rwerner@prodigy.net

Administrative Officer

Lt/C Bill Johnson, SN,
623-566-3044
billj6@gmail.com

Secretary

Lt/C Kim Sheen
623-572-6914
sheen@ieee.org

Treasurer

Lt/C Jackie Wanta, S
480-860-9582
jmwanta@cox.net



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Promoting Safe Boating for 50 Years



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Address all correspondence to
P/D/C Lee Whitehead, SN
5917 E Beryl Avenue
Paradise Valley, AZ 85253-1105
E-mail: bosnspipe@aol.com
www.sailangle.com
E-mail bosnspipe@aol.com

I do not wish to receive the *Bos'n's Pipe* each month by mail, and I prefer to read the publication online only.

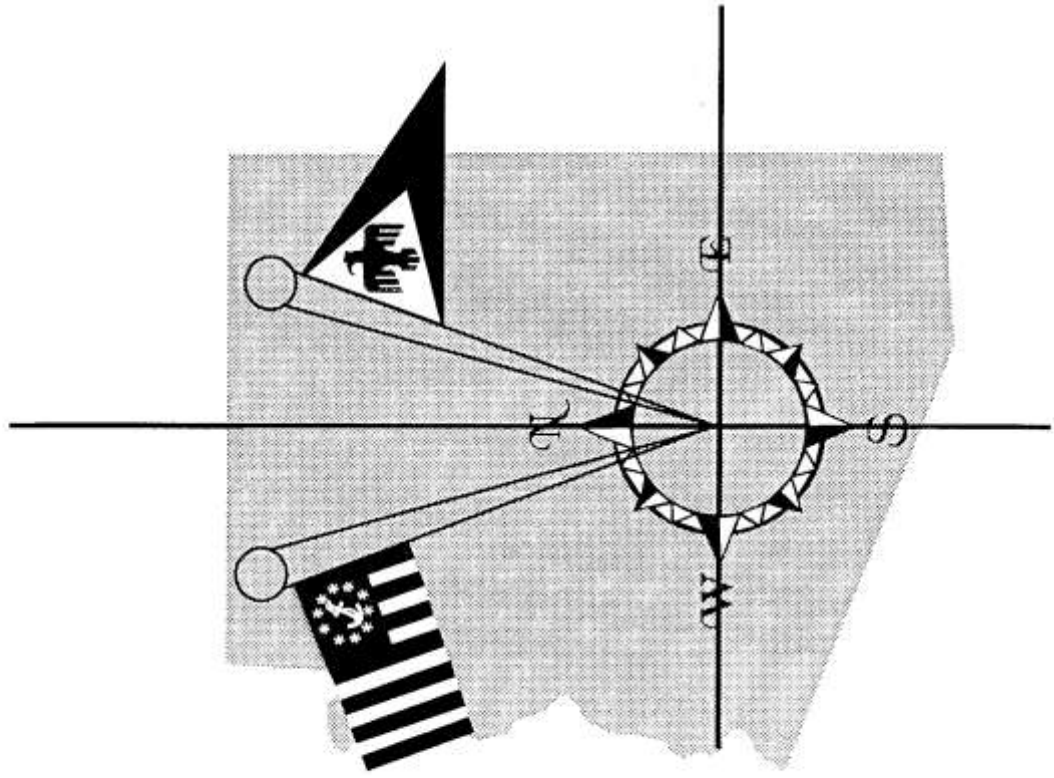
Name:

Signature:

Please mail this notice to
Lee Whitehead
5917 E. Beryl Avenue
Paradise Valley, AZ 85253-1105

BOS'N'S PIPE

Phoenix Power Squadron
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Paradise Valley, AZ 85253-1105



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