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RSPS Web Site:

<http://www.abcrockville.org/>

RSPS Facebook Page:

<http://www.facebook.com/pages/RSPS>

For Boaters, By BoatersSM

PUBLISHER'S STATEMENT

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Editor: Lt Gen McGlothlin Peterson 919-743-0023 or skipjack@rspsonline.org.



Commander's Corner

Cdr Gilbert Rose
USCG Licensed Master

Hello All!

Now just back from Bermuda and I am happy to report our club burgee is now proudly displayed in the clubhouse of the Royal Hamilton Amateur Dinghy Club (R.H.A.D.C.)!

On June 16, 2018, Commodore Willie Forbes of R.H.A.D.C., ceremoniously exchanged Burgees with me as a token of our appreciation for their hospitality toward Team Kilmarnoch.

Present were Deborah Brown and Eddy Cecil, Kilmarnoch's Engineer.





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2017-2018 RSPS Executive Committee



Treasury Notes
Lt/C Jeff Cornish, AP

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Summer is a quiet time for the Treasury with members out on the water rather than at courses and events. But we're looking forward to the Fall Picnic which will be held in September at the Maryland Yacht Club. As in the past, we are looking for items to auction, so please start thinking about items you would like to donate to the cause. Over the last three years we raised \$1,057 auctioning items such as flares, life jackets, books, and more. All items are tax deductible, and the proceeds go to help support our club's education programs. Last year we also made a \$150 contribution to the Fire Department for their outstanding support and their safety demonstration.

Would you like to add your spouse or family to your membership? It costs only \$45 to change your listing from "individual" to "family" – no matter how many family members in your household you add. Email admin@rspsonline.org with name(s), birthdate, email, and phone if different. We will add your family members to the database and send you an invoice for the difference. It's not currently offered as an option when renewing, so if due for renewal, please renew your individual membership online or by mail as we add your family members.

Questions (and volunteers) are always welcome at treasurer@rspsonline.org.

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NEW 2018-2019

MARYLAND/VIRGINIA CRUISING GUIDES

Williams & Heintz Maryland and Virginia Cruising Guides available at \$35 each or the set for \$68 at RSPS events or treasurer@rspsonline.org.

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RSPS SHIP'S STORE

Order squadron logo wear online. Extensive selection available. Visit <https://rsp.sqstores.com/home>. Or look for Ship's Store under About RSPS at rspsonline.org.



Do you shop at Amazon.com? You can designate the **Rockville Sail and Power Squadron** as your Amazon Smile charity. Click the Amazon Smile button in the left column at www.rspsonline.org for details.



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Executive View Lt/C Chris Smith

The Caps win Lord Stanley's Cup, and the 2018 Father's Day Spring Cruise (Raft Up) goes off without a hitch...Coincidence?

I think not! The weather cooperated, and it was a great day to be out on the water. I had the pleasure of seeing Captains McKinney and Reed come into port. Captain Ewell, in his usual low-key style, slipped in unnoticed.

We enjoyed hors d'oeuvres on our boat, and it felt like all of ABC Rockville was either on the boat or on the dock...It was GREAT! Food was passed around, and conversation (and sailing stories) flowed. We enjoyed hearing about Tom and Rebecca's new purchase and look forward to seeing them at Herrington Harbour South. We headed over to Dockside Restaurant right on schedule, where we continued getting to know each other better over drinks and dinner. Even our Commander Gil Rose made a telephonic appearance from Bermuda. We look forward to hearing their tales of the high seas. We had 18 attendees and after the festivities, captains and crews headed back to their transient slips to get a good night's sleep and an early start for the voyage back home.

There is a lot of work that goes on behind the scenes to ensure that each of our events runs well. I want to give a huge "thank you" to Captain Wells, who took Gil and me out on his beautiful Albin 28 last week to scout out locations for our two upcoming cruises:

July 28-29 Lankford Bay Marina Get-Together & Raft-up and September 23 Oxford Raft Up.

Hope to See You There.



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First Aid Support Team
Stf/C Jeff McKinney, RN, JN-CN
Medical Officer, RSPS

Boating and smart eating. Seems like a good combination, but not always as easy as it sounds. Here are some tips for getting enough food but not overdoing it too much.

Calories: You hear about these all the time. Your body uses energy (calories) produced from eating food. The issue for all of us is balancing how much we eat and what we burn off. More in than out is not good. At home you can increase activity easily enough to use up more and keep the weight under control.

Unfortunately, boating involves a good bit of just sitting around and little exercise. Sure, there are the short bursts



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of activity associated with departing, operating the boat, and docking. Other than that, not much else happens.

Think back to how much time on your last cruise was spent scanning the horizon, relaxing, snoozing, or reading. I would bet 80% of the trip was passed in this mode.

A typical day may consist of breakfast, sit around, grab lunch, and then sit around some more. At the end of the day a beverage or two, heavy hors d'oeuvres, maybe a nice meal ashore or in a raft-up and sit around some more before retiring.

I am not saying this is wrong, and am as guilty of it as anyone else, especially when it gets hot or a 30+ mile run under sail. However, being smarter about what you eat will help with enjoying the trips.

The first thought is to skip breakfast, especially if you have a long day planned and want to get underway early. Trying to start the day without any food may lower intake but is actually a bad choice. Even though it's typically the smallest meal of the day, breakfast is the most important one because it sets the tone for the entire day. What you eat, or do not eat, will determine how much you pack in for lunch, dinner and snacks. If you skip breakfast, you become more likely to binge at lunch and load up on unneeded calories. Solution: eat a small, easily digested meal. That way you are not looking for the bag of cookies at 1000 or feel bloated all morning.

Lunch: Again, go light, maybe more protein so it will stick around, and lessen the urge to fill up on snacks towards the end of the day. Remember, it will probably be getting hot, so the afternoon "activity" may consist of simply changing positions to get out of the direct sun.

Dinner: You survived the day, went all that distance just to make the raft-up, and now its party time! No harm in that, but again use a little common sense. You do not want to be up all night trying to digest a huge steak or that double-jumbo crab cake platter (even if it WAS the best you had this season). Consider saving some for another meal or back down one size on the portions. Add in some veggies or a salad to balance the flavors, provide a little extra water, and help your gut move everything along.

Wine? Wine not. A glass with the meal improves the digestion. Most popular varieties add less than 100

calories per 5 oz glass. For comparison, a slice of bread is about 80 calories. No, you may not drink the entire bottle instead of having a decent meal and call it even!

Not a wine drinker? No worries as there are lots of options. A big glass of ice water with a slice of lemon or unsweetened iced tea will fix you up and replace that water you forgot to drink during the hot part of the day.

Dessert? Maybe a little fresh fruit or just skip it. After all, there is always tomorrow. Time to go watch the stars.

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Vessel Safety Checks

Stf/C Jeff McKinney, JN-CN
VSC Chair

Not a lot new in the world of Vessel Safety Checks. The team keeps plugging along (110 done so far) but have been hampered by the continued soggy weekends. Don't forget that there are five other days in the week, and the odds are one of our crew can come get your VSC done in mid-week if you wish.

I would believe that most of you have a smartphone, and usually take it with you on the boat. One app that I really like is the U.S Coast Guard Mobile App. It is FREE, and available for Apple or Android phones. It is not all that large (just over 26 MB of storage) and has a ton of useful features. The following content is from the U. S. Coast Guard Mobile App web page: <http://uscgboating.org/mobile/>.

Features of the app include: state boating information; a safety equipment checklist; free boating safety check requests; navigation rules; float plans; and calling features to report pollution or suspicious activity. When location services are enabled, users can receive the latest weather reports from the closest National Oceanic and Atmospheric Administration weather buoys as well as report the location of a hazard on the water.

The app also features an Emergency Assistance button which, with locations services enabled, will call the closest Coast Guard command center.



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The Boating Safety Mobile app was not designed to replace a boater's marine VHF radio, which the Coast Guard strongly recommends all boaters have aboard their vessels. The app was mainly designed to provide additional boating safety resources for mobile device users.

The app is self-contained, so personal information is stored on the phone and is not sent to the Coast Guard unless the user chooses to send it. The Coast Guard does not track a user's location, and the app does not track a user's location unless the app is being used.

I encourage you to give it a try. You probably will not use it every time you go out, but it is nice to know it is there if you need it.

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Education Log

Lt/C Jon Griffin, SN

This fall we have a number of very good educational opportunities lined up and ready to go. This includes two outstanding courses – Piloting and Marine Electrical Systems as well as four interesting seminars – Instructor Recertification, Fuel and Boating, Rules of the Road and Anchoring.

Piloting is the first in the sequence of our courses on navigation, covering the basics of coastal and inland navigation. This course, not only covers the use of GPS as the primary navigation tool covering the planning of safe courses by setting up waypoints and routes, it also includes traditional piloting techniques such as using charts, navigational aids and the marine compass to plot courses and determine direction and distances. If you have taken Seamanship but not yet Piloting, this is a great course to increase your skills, and more importantly, your confidence in knowing that you will be able to safely find your way home even if your GPS fails! This course consists of 9 weekly two hour session starting Monday, September 10 at 7 pm and will be held at the Walter Johnson High School. It is being taught by our Chapman Award nominee, Mike Collins and costs \$60 for the student manual and related materials.

Modern vessels have both DC and AC electrical systems that incorporate a variety of components. Being able to understand these complexities is important for anyone interested in properly maintaining their boat's electrical systems. Let Joe Gibson make sense of all this and dispel the mysteries of electricity! The Marine Electrical Systems course starts with an explanation of what electricity is and is followed by discussions on boat electrical wiring, DC and AC electrical systems, galvanic and stray current corrosion, lightning protection, and ends with troubleshooting of boat electrical problems. You will learn the useful skills of how to use a multimeter, how to solder and crimp electrical wiring circuits, and how to read electrical wiring diagrams. This course consists of 8 weekly two hour session starting Tuesday, September 11 at 7 pm and will be held at the Walter Johnson High School. It costs \$40 for the student manual.

In addition to these two courses, we have 4 seminars, all free, planned for this fall. The first, which will be on Monday, August 27, is Instructor Recertification. The USPS Instructor Development course is valid for 3 years, and for a dozen or so of us (including me) this is coming due this August. So those of us who are in this category need to sign up for this seminar. Jeff McKinney, who will be the instructor, feels that that there is sufficient material such that we need to start at 6 pm in order to ensure we will be done a 9 pm. This seminar will be in the community room at REI North Bethesda, 910 Rose Avenue, North Bethesda, MD 20852.

We are trying something new this year by scheduling two seminars in the Herrington Harbor North area. If you are down to HHN for the weekend, but for some reason can't be out on your boat, then join us Saturday morning at 10 am and bring a friend interested in boating. The two seminars are Fuel and Boating taught by trawler owner, Beth Dumesco on Saturday, October 6 and Rules of the Road taught by Captain Alan Karpas on October 20. Both these will occur at West Marine located at 389 Deale Rd, Tracys Landing, MD 20779. Finally, Bill Stuart is teaching Anchoring Thursday, November 13 at 7 pm. This seminar covers the selection of anchors and anchoring techniques, important skills to unfamiliar area. This will be held at the Walter Johnson High School in North Bethesda.



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Please contact me to sign up for these courses and seminars or to find out more.

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Administratively Speaking
Cdr Gilbert Rose
USCG Licensed Master

Heads-up! The Summer Picnic is coming! September 15th!

This is a reminder that our annual Summer Picnic is fast approaching and I wanted to put the bug in your ear for the date and logistics and to keep an eye out for more details as they become known.

Last year's picnic at the Maryland Yacht Club was a great success and this year promises to be just a good, if not better! It will again be at Maryland Yacht Club (MYC).

So, this is what we know so far and what we need from you:

- * The date for the picnic was mistakenly given on our website as Sept 8...it is not, it will be **September 15, at around noon to 1600.**
- * The POC for the picnic is our XO, Chris Smith (Chrisphoto1@yahoo.com; 240-604-8675), and he is busy arranging the details and program.
- * There is also the possibility of having a life raft deployment demonstration as well.
- * There will be a raft-up opportunity, and I'm planning to come by boat, weather permitting.
- * There will be the Auction! We have already have some items donated but need many more.
- * We plan to have our fire/flare and safety demonstration as we did last year and we

look forward to Riviera Beach Volunteer Fire Department's participation-and their fire boat-again this year.

What we need from you:

1. Your attendance
2. We need an Auctioneer! Any volunteers?
3. We will need volunteer grillers and a pre set-up crew and a post clean-up crew.
4. Please bring and report what side dishes and desserts you plan on bringing; the club will supply the main course items, dishes, cutlery, etc.5.
5. Auction items are needed, as well as expired flares and fire extinguishers!
6. A volunteer photographer is needed! Chris can't do it all.

Also, (Harleigh, are you listening) there will be at MYC that day a meeting of one of the local PORSCHE clubs, bringing all that steel eye candy with them! Maybe you can swap ride dates with them?

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Make sure to put these very important dates on your calendars. Some of the best times and greatest memories are made during these events! For additional information (times/addresses) Please check the website at www.abcrockville.org.

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Upcoming Events

2018

- JUL** 25 Jul
25 ExCom Meeting
- JUL** 28-29 Jul
28 Lankford Bay Marina Get-Together & Raft-up
- AUG** 22 Aug
22 Happy Hour Social @ Ruth Chris
- AUG** 27 Aug
27 Seminar: Instructor Recertification Seminar
- SEP** 10 Sep
10 Piloting
- SEP** 11 Sep
11 Marine Electrical Systems
- SEP** 15-16 Sep
15 Picnic Rendezvous @ Maryland Yacht Club
- SEP** 23-24 Sep
23 Raft Up---Oxford
- SEP** 25 Sep
25 Happy Hour Social @ Red Lobster
- OCT** 6 Oct
6 Seminar: Fuel and Boating @ Tracys Landing
- OCT** 10 Oct
10 Dine and Learn

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AMERICA'S BOATING CLUB
Rockville

ABC Rockville is on Facebook

Are you following us on Facebook? We have a new page! This is the place to go to stay current on all our Club's upcoming events. Just open Facebook and search on America's Boating Club Rockville, or use the link below.

<https://www.facebook.com/Americas-Boating-Club-Rockville-162532707800704/>

ATTENTION all boaters – we need your pictures to share our experiences on our Facebook page! Especially pictures of powerboats. Please let us know if you are willing to share a photo or two.

Please feel free to invite your friends and marina mates to like our page too

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Membership Renewals

Received a renewal notice from National recently? Renew online with your certificate and invoice numbers. Your prompt renewal from the email saves trees, fuel, and the cost of mailing a renewal notice.

<http://www.usps.org/dues/>

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JOB OPENING - VOLUNTEER

Administrative Officer - Reports to Commander. Responsible for developing Boating Activities, Meetings and Programs as well as Entertainment. Writes one article a month for newsletter, attends EXCOM meetings. CONTACT ANYONE ON THE BOARD. Contact info on Page 2, left side.



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Hey Alan, “Want to sail to Bermuda?” A 1500-Mile Sailing Adventure

P/C Alan Karpas

It all started in January 2017 at the Americas Boating Club (ABC) of Rockville meeting when fellow member Neal White asked, “Hey Alan, want to sail to Bermuda?” Neal dreamed of entering Kilmarnock, his 1983 41’ Morgan Out Island ketch, in the 2018 Annapolis to Bermuda Race and wanted to know if I would sign on as crew. It took me a nanosecond to say “HELL, YES!” Thus, the adventure began. The Eastport Yacht Club in Annapolis and the Royal Hamilton Amateur Dinghy Club (yes that is the real name of the marina) were the sponsoring race clubs.

Neal had already asked his 25-year old son Alex White, a professional photographer and FAA licensed drone pilot, as well as his 39-year old son-in-law Chris Hove, an accomplished computer scientist, to serve as crew. Next Neal asked Rockville’s XO (our current Commander) Gil Rose to crew. I suggested Larry Schuman, my close friend from Texas, be added to our crew list. Larry is a retired airline pilot who is an excellent sailor and owns a 40’ Beneteau. Larry has open water sailing experience as he has crewed for me sailing from the Chesapeake Bay to New York City, and the Chesapeake Bay to Nantucket as well as chartering experience in the Caribbean and Croatia. Larry and I were the only crewmembers with “blue water” experience. The seventh crewmember was Ed Cecil, the yard manager from Neal’s home marina. Ed oversaw all of the work done on the boat leading up to the race.

Each crewmember had a job for the race. Gil’s was our “Bowman”. He would go forward to set the asymmetrical spinnaker, raise, lower, and reef the mainsail. Gil became known as our “I’ll do it” man. Whenever there was an unpleasant job to do, Gil was the first, and sometimes the only, crewmember to say, “I’ll do it.” Ed was our “engineer” – our Mr. Fix-It when anything went wrong. Chris was our tactician, responsible for providing a “weather route” to take maximum advantage of the forecasted wind and current. NOAA’s Ocean Prediction Center and a private company called PredictWind.com provided Chris with this information. In route, we received updates from

PredictWind every 12 hours via our satellite phone. Larry was our weatherman, constantly watching the sky and our onboard RADAR to forecast the upcoming weather. Alex, besides taking pictures to document the trip, was “Mr. Muscle.” When we needed someone to tend a heavy line or crank a tight winch, we called on Alex!

My job was to be the navigator. As navigator, I created and maintained our route. The route was constantly being updated based on the input from Chris and Larry. We calculated that if we averaged 5 to 6 knots, we would arrive in Bermuda in 5 – 7 days. We provisioned for the “worst case scenario” – 8 days. Gil and Larry did the provisioning for the trip.

Upon our arrival in Bermuda, Ed and Alex would fly back home to return to work. Our wives were all flying to Bermuda, and we were spending a long weekend together before starting our sail back home on Monday, June 18.

With the crew set, we began the next step in the planning phase. The Annapolis to Bermuda Race Committee (A2B) has very stringent rules for both the crew and boats participating in the race. At least three members must have completed the US Sailing Association’s Safety at Sea Course and be CPR/First Aid Certified. The Committee provided a list of personal safety equipment that each crewmember must have onboard. This included a life jacket with crotch straps and double tethers, strobe light and a personal MOB recovery device attached to the PFD. Complete foul weather gear with boots was another requirement. A2B also provided each captain with an extensive list of boat requirements, including watertight companionway doors, attachment points for tethers in the cockpit for each crewmember and a means of attaching tethers prior to entering the cockpit. Two safety inspections of the vessel were required. The first was to provide a list of all of the vessel modifications still needed and missing safety equipment, and the second to ensure that all of the requirements were met. The vessel was equipped with an EPIRB and we rented an eight-person life raft.

Our preparation for the race included crew training so we could work efficiently as a team. We had a practice run down the Bay that included setting an asymmetrical spinnaker for down-wind sailing and a heavy weather



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tri-sail off the baby-stay. We also set up a watch rotation for the crew – four hours on and ten off for the seven-man crew going to Bermuda and four on and six off for the five man return crew. Rotation was set so there was a shift change every two hours. We made log entries each hour and when we had a course change or other significant event like reefing sails due to heavy weather.

At 1200 on June 8, the 27 participating boats departed slips for pictures while parading around the Annapolis Harbor and then prepared for the 1330 start of the race. The boats were categorized by their “PHRF” rating, a method of handicapping sailing vessels for racing. We were in the third of the three categories – Cruising Vessels. The first of the three legs of the race was to sail the 120 NM south down the Chesapeake Bay to the Atlantic Ocean. The second leg was the 615 NM to Bermuda, and the third leg was the 15 NM turn around the Bermuda reefs to the finish line at the northeast entrance to the St. George Harbour. As we crossed the start line, we encountered the forecasted 5 – 10 kt wind from the south – right on our nose. We started tacking our way south. Our heavy 27,000 lb. full keel boat was struggling to maintain 3 kts. On Sunday morning, the winds shifted from the north, and we set the asymmetrical for a beautiful broad reach sail. Unfortunately, this did not last long as the winds diminished. Late Sunday morning we found ourselves at the mouth of the Bay in light winds with 630 miles to go. At our current speed, we calculated that we would reach Bermuda on Monday morning, June 18, just in time to leave for the sail back home. No, we were not alone. All of the boats in our cruising category were having the same problem. The lighter, faster boats had cleared the Bay on Saturday and were well on their way to Bermuda. Several of the boats in the Cruise Category decided to call it quits and returned to Annapolis. We realized that if we wanted to spend time with our wives in Bermuda, we would have to resign from the race and use our engine. We could motor sail at 7 kts to make up the lost time getting down the Bay. We made the decision to use our engine.

Monday brought some moderate to heavy storms, 12 hours of 20 - 25 knot winds gusting to 35 and 15 ft seas breaking over the bow. At 2100, as we reached the western edge of the Gulf Stream the skies cleared. The night sky was magnificent with the Milky Way clearly

visible. Mars was low on the horizon and we mistook the red planet for another boat. As we entered the Gulf Stream, the water temperature rose from 70° to 82°. Kilmarnoch required a 30° offset to counter the 4 kt north current and stay on course. East winds at force six conditions with 16 ft seas breaking over our bow was the weather for most of Tuesday. At times, we were unable to reach 4 kts as we pounded into the waves. This made for a very uncomfortable ride. While no one became severely sick, several of the crew were taking medication to control their nausea. On Wednesday, the wind shifted to the southwest and blew at a consistent 15 kts. This allowed us to sail on a beam reach at 7 kts – NO ENGINE! We continued on this point of sail for a solid 24 hours. Unfortunately, the rolling seas made Chris so sick that he realized he could not risk sailing back with us. When we were 125 miles out, I calculated that if we maintained our speed, we would be threading the infamous Bermuda reefs at night and arriving on Friday at 0300. Bermuda Customs had set up a special office at the Dinghy Club in Hamilton to clear the A2B boats. The office was open from 0900 – 1600. Any boat arriving at night would have to anchor in the St. George Harbour. All approaching vessels need to contact Bermuda Radio when they are 30 miles out for clearance instructions. We decided to drop sail and motor at 5 kts to arrive at the reefs at daybreak. When we were 30 miles out, we contacted Bermuda Radio, advised them that our ETA to Hamilton was 0930 and received clearance to go directly to the marina. By 0930, we were in our slip. We flew the Yellow “Q” flag while Neal went to clear customs and checked us in. At 1100, we were off the boat and with our wives. Long hot showers and lots of sleep were on tap for all of us!

The crew and their families spent Saturday and Sunday enjoying the hospitality, great food and beautiful beaches of Bermuda. Saturday evening, crewmember and ABC Rockville Commander Gil Rose and Commodore Willie Forbes of the Royal Hamilton Amateur Dinghy Club exchanged burgees.

With Chris too sick to sail back, we were going to be short one crewmember for the return trip. Not to worry – ABC of Rockville Past Commander Denise Ellison Allen, having previously expressed her disappointment that she was not part of initial our crew, was excited to receive our call asking her to help us on the return trip. Denise is a lifelong sailor and is one of the best sailors I



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have ever had the pleasure of sailing with. Upon receiving our call, Denise promptly arranged a flight to Bermuda to sail back with us.

After provisioning and refueling the boat, we were ready to leave on Monday, June 18 for the return trip. We departed Hamilton at 1730. For three and a half days, the sail home was relatively uneventful. We went through some storms and dodged several more as we sailed or motor sailed back. On Thursday afternoon, our peaceful sail came to an abrupt end when our transmission failed. After checking out everything we could, we realized that we could not fix the transmission and would have to sail the remaining 150 miles to the Chesapeake Bay without an engine. At that point, Neal placed a call to BoatUS for assistance. BoatUS advised us that they would meet us when we were 20 miles from the entrance to the Bay and tow us to Little Creek, VA. At 2000 Friday night, they met us at the entrance of the Bay. By 2200, we were secure in a slip in the Little Creek Harbor. Harry Allen, Denise's husband, met us in Little Creek and drove Larry and me to Neal's Rock Hall, MD marina where I had left my car. At 0600 Saturday morning, I was home. By 0630, I was fast asleep!

By far, this was my most exciting sailing adventure, spending days on the sea in total tranquility. Even when we went through some rough weather and the seas were breaking over the bow, I was enjoying the experience. Nothing could compare with the beautiful nights or the times when I was on watch just totally at peace at the helm. The beautiful deep blue Atlantic with its rolling waves was just magnificent. For me it was very relaxing. For five days, there were no other boats around us, no constant chatter on Channel 16, just our boat and the sea.

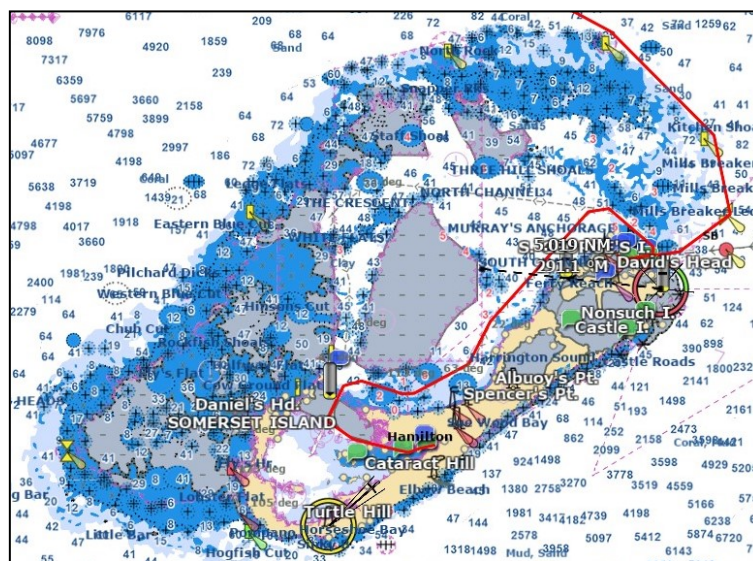
I am now looking forward to my next open water adventure - sailing to the Bahamas.



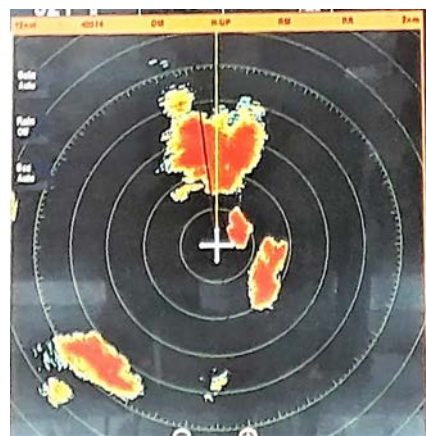
Route to and from Bermuda



Avoiding the Bermuda Reefs



Weather Ahead!





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Blue Angels Mary Ferrante



July/August Birthdays

It was a warm and sunny day as my son and I lined up on the dock of the Chart House waiting our turn to make our way to the beautiful boat of Alan Karpas where we would be spending the day. As we departed, we zipped past boat after boat in the Annapolis Harbor, all waiting eagerly to watch the Blue Angels soar.

We arrived early for the event so we would have a chance to relax and enjoy the wonderful day on the water. When showtime finally came, we piled onto the bow and took our spots to see the spectacle.

The Blue Angles came roaring through the corridor and past the boat as the announcer introduced each pilot. We watched in awe as the jets danced with each other through the sky going what felt like a million miles per hour. They flew past fast and low flying upside down and spinning as only they could. In one instance, a pilot cruised past us with his thrusters at full tilt and his nose towards the sky as if his jet was just walking past us.

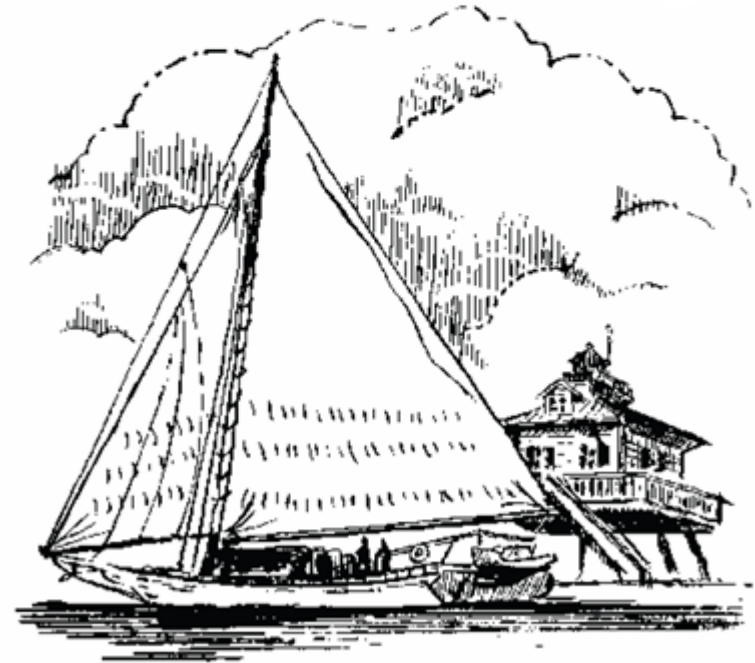
The entire show was a truly spectacular event, and the entire crowd of boats watching along with us must have thought so as well as they cheered with each stunt. We would like to thank Alan and Arlene Karpas for their hospitality and a delicious lunch. I will never forget this wonderful day, and I look forward to next year when they return and I can hopefully see them again.

If your birthday does not appear in THE SKIPJACK in its proper month – please check if your personal data is up to date on the RSPS web site.

07	14	Grant	Woodside
07	17	Pamela J.	Ledford
07	19	Charles J.	Wells
07	19	Elliott N.	White
07	21	Deborah Ann	Brown-Rose
07	23	Michael L.	Joyce
07	23	Geoffrey	Krug
07	23	Stanley D.	Raspberry
07	24	Barbara A.	Boykin
07	26	Asiad	Kunaish
07	27	Brian	Reed
07	27	Richard C.	Towner
07	28	Christopher S.	Smith
07	31	Donal L.	Trump
08	04	David J.	Hadary
08	07	Joseph	Ferrante
08	07	Teodoro	Topa
08	09	Amy L.	Reed
08	10	James A.	Brown
08	12	Kevin	O'Brien
08	13	Kathleen Ford	Lytle
08	15	Jan	Simak
08	21	Douglas E.	Spickler
08	25	Julien P.	Hofberg
08	31	Lauren E.	Cosgrove



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