



River Pilot



Editors: P/C James Scaccia, AP & Lt. Gene Mika, AP

March 1997

Commander's Message

By Cdr. Raymond Murphy, AP

I would like to use my first commander's message to thank P/C Russ Kaiser, P for the way he improved things as commander and to state some of the things I hope we can accomplish in the next year.

As is the case with many organizations, the lion's share of responsibility for the tasks necessary for the Sacramento Power Squadron to remain vital is being shouldered by a diminishing

number of cadre. I believe this is because many members are not aware of the type of jobs that need to be done.

To make this information more available, a binder with squadron positions and what they entail will be available at general membership activities. Please take the time to browse the binder and decide what you would like to do.

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The *River Pilot*, published monthly, is the official publication of
Sacramento Power Squadron, Inc.

A unit of United States Power Squadrons.

Deadline for articles and input is the 15th of the month.

Coming Attractions

MARCH

March 5 - D/25 District Council Meeting at Berkeley Yacht Club

March 6 - Seamanship class starts. See page 6.

March 12 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

March 12-16 - Sacramento Boat Show at Cal Expo

March 18 - 7:00PM - Boating Class starts at Naval reserve Center. See page 6.

March 19 - 6:30PM - Sacramento Power Squadron General meeting at Sacramento Yacht Club (See article on page 7)

March 20 - 7:00PM - Boating Class starts at Folsom High School. See page 6.

March 21-22 - D/25 Spring Conference & Change of Watch at the Holiday Inn, Vallejo. Hosted by Carquinez and Montezuma

APRIL

April 9 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

April 16 - There will be no General Meeting due to the First Annual Merit Mark Dinner.

April 16-20 Nor Cal Spring Boat show at Jack London Square.

April 27 - Opening Day on the Bay

MAY

May 2-4 - Discovery Bay Boat Show

May 7 - D/25 Council Meeting at Berkeley Yacht Club

May 9-11 - Tower Park Boat Show

May 14 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

May 14 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

May 15-18 - Spring Governing Board, Kansas City Missouri.

May 15 - *Light 25* Deadline for Summer Issue.

May 17-23 - National Safe Boating Week

May 21 - 7:00PM - Sacramento Power Squadron General meeting at Sacramento Yacht Club

JUNE

June 4 - D/25 Council Meeting at Berkeley Yacht Club

June 11 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

June 18 - 7:00PM - Sacramento Power Squadron General meeting at Sacramento Yacht Club

JULY

July 9 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

July 26-27 - Delta Rendezvous

AUGUST

August 1 - *Light 25* deadline for Fall Issue.

August 13 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

August 20 - 7:00PM - Sacramento Power Squadron General meeting at Sacramento Yacht Club

SEPTEMBER

September 3 - D/25 Council Meeting at Berkeley Yacht Club

September 10 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

September 10-14 - Nor Cal Boat Show at Jack London Square

September 11-14 - Fall governing Board meeting at San Antonio, Texas

September 17 - 7:00PM -

Sacramento Power Squadron General meeting at Sacramento Yacht Club

OCTOBER

October 1 - D/25 Council Meeting at Berkeley Yacht Club

October 8 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

October 15 - 7:00PM - Sacramento Power Squadron General meeting at Sacramento Yacht Club

October 25 - D/25 Fall Conference (1 day only)

NOVEMBER

November 12 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

November 19 - 7:00PM - Sacramento Power Squadron General meeting at Sacramento Yacht Club

DECEMBER

December 3 - D/25 Council Meeting at Berkeley Yacht Club

December 10 - 7:00PM - Sacramento Power Squadron Executive meeting at SMUD Customer Service Center

(Continued from page 1)

I hope that this year we can have close to one hundred percent merit mark recommendations.

I have a few ideas I am for which I am seeking support.

The Ten Minute Teacher

A position for people that would like to ease themselves into a teaching position. This person would be responsible for presenting a ten minute portion for another teacher's class and would serve as an on-site researcher during the rest of the class.

The Incremental Introduction of the Power Squadron

I would like to see the benefits of membership, the role in the community and the education program detailed over the entire presentation of the public boating class. Students that complete our course should have knowledge of the USPS and know whether membership is for them by the end of the course.

More Social Events

I hope there is support for more social activities. A couple I would like to see are:

Big Boat Day, a day on the river or Bay on which the owners of some of the larger boats would invite other members out to see what type of activities are provided by big boat ownership.

Small Boat Day, a day at Folsom Lake that would allow the owners of smaller boats to enable other members to sample the pleasures of small boat ownership.

If anything has piqued your interest, or if you have any comments, please give me a call at 723-3720.

A Message from the Safety Officer

by Lt. Ray Baughn, AP

Fungus



It gets into all sorts of places! And the kind of weather we have been having lately, with the floods and all that dampness, makes for a great possibility for it to grow. Fungus doesn't need sunlight to grow -- fact is, most grow without any sunlight at all.

You hear a lot about dry rot...well, dry rot is a fungus. As in all matter, like animal, plant or fungus, they need things to eat or feed on. The nearest supply of food for the fungus is wood and, you guessed it, usually our boats.

This day of fiberglass boats doesn't give us liberty to ignore such things as fungus. The ribs and members are not solid fiberglass. If they were the boats would be a lot heavier. They have a wood core. (a few years they were using balsa wood now they have poplar and other wood). A resin is sprayed over the core and, believe me, anything man made (it doesn't make any difference what it is) give it time and you'll find a flaw in it somewhere.

And those bulkhead braces, etc., just a little pin hole will let moisture get in and the next thing you know you've got dry rot and / or other deterioration of internal members.

For different types of boats there are different ratios of coats of resin to cloth they put over those wood forms. I'm sure they always try to get it completely air tight - however, there is the occasion where there will be a flaw (or, with time, develop a hairline stress crack).

One comment on Carbon Monoxide: Be very careful when using Presto Logs in enclosed spaces They seem to give off more Carbon Monoxide than other materials (possibly due to the resin binders). We all know that Carbon Monoxide is odorless, tasteless and sightless. Good Ventilation is it's worst enemy. It gets rid of the fumes or furnishes more oxygen which makes CO₂ which is used in fire extinguishers and is a relatively safe gas.



Educational Update

by Richard Winter, *N*

Congratulations are in order for the following folks who passed the Marine Electronics exam in February:

Congratulations, all! Well done!

Sid Abbott, JN
Frank Chan, AP
Walter Gutt, N
Art Hartwell, JN

Lance Myers, AP
Kevin Ryan,
Nancy Seaquest, AP and
Richard Seaquest AP

Seamanship Class will be starting 7:00PM on March 6th at the SMUD Customer Service Center, 6201 S Street.

Boating Class Will be starting in the South area at 7:00PM on March 18th at the Naval Reserve Center at 8277 Elder Creek Road and in the North area at 7:00PM on March 20th at Folsom High School on Riley Street in Folsom.

Proctors are needed, so here is a perfect opportunity for you to earn your merit mark.

A POINT TO PONDER

P/C W S Montgomery, N. Member Involvement

How many classes have you taken? How many hours have instructors, proctors, and class chairs spend preparing for and teaching these classes, at no charge to you? We will be contacting members to help on the various committees and we hope you will consider giving us a few hours of your time in return.

GENERAL MEETING

WEDNESDAY, 19 MARCH

P/C Marilyn C. Montgomery, AP, Meetings/Programs

PLACE

Sacramento Yacht Club, South River Rd. It is located just south of Linden Rd on the Yolo County side of the Sacramento River.

TIME

No host cocktails 1830, dinner 1900. If you wish to hear the speaker but cannot make the dinner "come on down" about 2000.



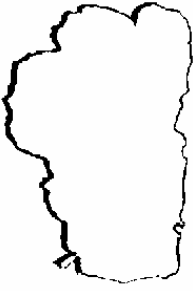
DINNER

We will have a nominal fee (pot luck) dinner. Each person or/couple should bring a hot dish, salad, vegetable, or dessert to serve 8 to 10 people. We would appreciate your providing a serving utensil for your dish and your own plates and utensils. You will be charged \$2.00 per person to cover the cost of napkins, coffee, and the bartender.

WHAT'S A FID-0?

Come to the 19 March meeting and find out. Jim McGrew of the Fid-O/McGrew Splicing Tool Co will be on hand to demonstrate how to splice the ropes and lines for your boat. McGrew has been operating in the Elverta area for at least 20 years and his specialty is splicing. His handy tool makes splicing easy and neat.

You can make your own ski ropes, fit a line to a thimble, back splice, etc. Any size line can be spliced. Just think about all the lines and ropes you have on the boat and around home. They don't last forever.



News from Lake Tahoe.

by Lester Lewicki

Natural rim	6,223.00	feet
As of February 5, 1997	6,229.26	feet

EXAMINING DIFFERENT THEORIES OF ENVIRONMENTAL MANAGEMENT.

(Conclusion.)

As you might imagine, environmental groups didn't exactly buy these ideas. They didn't really trust the Forest Service. And they viewed "adaptive management toward desired conditions" with suspicion. The SNEP folks concluded that public input wasn't sought early enough in the process. They noted that as more public meetings were held, tensions eased - at least temporarily.

In 1988, the Sequoia National Forest published a Land and Resource Management Plan. It covered, among other things, care of the Sierra's awe-inspiring giant sequoia trees. Twenty-one appeals were filed with the Chief of the Forest Service. He resolved some issues that were appealed and dismissed one, but fifteen remained.

The issues involved in the appeals were so disparate the forest service resorted to formal, professional mediation. The process took almost a year and half, and ended with a Mediated Settlement

Agreement. It provided, among other things, for the mapping of sequoia groves and their future management.

Many of you remember that we went through something like that when TRPA was sued over its regional plan. What did the SNEP researchers think of this process to resolve conflicts? On the whole, they thought it was a good idea.

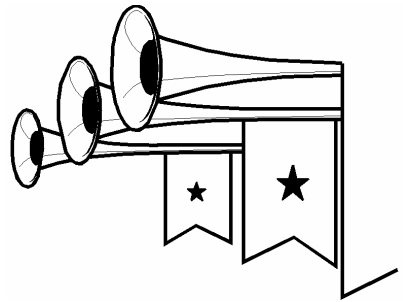
Still, there were problems. As often happens, the mediation process didn't foresee all the difficulties that would arise when they

implemented the Agreement. Any changes that became necessary had to be approved by all the folks that signed onto the Agreement.

That turned out to be awkward. Funds for recommended research aren't forthcoming in these times of tight budgets. Lack of funds might also prevent the restoration and preservation of the groves, though that was an important objective of the agreement.

Inflexibility and lack of funds for the restoration of the watershed could also be a comment on Tahoe's mediated agreements. However, we will save discussion of the Tahoe situation to another time after SNEP releases the full report.

**Thanks to the Following
River Pilot
Supporters!**



The *River Pilot* would like to thank the following for their support.

The Crew: P/C Wesley B. Moore, AP

If you would like to help support the *Rive Pilot* with a contribution, contact the treasurer, Lt/C Arthur Hartwell, JN and let him know at what level you wish to contribute.

Commander - \$100
Crew - \$10

Captain - \$50
Other - \$_____

First Mate - \$25

Hosted By: Carquinez Squadron & Montezuma Squadron
HOLIDAY INN at MARINE WORLD --- VALLEJO

HOTEL RESERVATION FORM

MAIL TO: HOLIDAY INN/MARINE WORLD
1000 FAIRGROUNDS DRIVE
VALLEJO, CALIF. 94589

OR: PHONE: (707) 644-1200
FAX: (707) 643-7011

** If you phone or fax in your reservations, be sure to request special USPS room rate - good through March 15, 1997. Reservations made after that date will pay a higher room rate!

SINGLE (1 per/1 bed) \$69.00,

DOUBLE (2 pp1/1 bed) \$69.00

Double/Double (2 ppl/2 bed) \$69.00

NON-SMOKING HANDICAPPED

ARRIVAL DATE/TIME: _____ DEPARTURE DATE: _____

***ROOMS must be guaranteed with one night's deposit - made by check, money Order or credit card. Room will not be held without guarantee!

Please guarantee my reservation by

Master Card Visa Discover Card Other

Card # _____ Expiration Date: _____

Name: _____ Phone: (____) _____

Address: _____ Apt: _____

City/State: _____ Zip: _____

D/25 SPRING CONFERENCE
21-22 MARCH 1997

Hosted By: Carquinez Squadron & Montezuma Squadron

HOLIDAY INN at MARINE WORLD --- VALLEJO

CONFERENCE REGISTRATION FORM:

WELCOME DINNER 21 MARCH	Gourmet ITALIAN Buffet - Dance	_____	\$22.50
CDRS' BREAKFAST 22 MARCH	Sqd Commanders and Nat'l Visitor	_____	\$11.00
CONF. LUNCHEON 22 MARCH	1. Sliced London Broil in Sherry Mushroom Sauce	_____	\$17.00
	2. Large Cobb Salad	_____	\$14.00
SPOUSE'S DAY 22 MARCH	*See page 10 for details	_____	\$27.00
CHANGE OF WATCH BANQUET 22 MARCH	1. Prime Rib, B-potato	_____	\$28.50
	2. Chicken Breast stf'd with Lobster - served in Champagne Sauce	_____	\$26.50

TOTAL AMOUNT ENCLOSED: \$ _____

NAME: _____ SPOUSE: _____

SQUADRON: _____ RANK: _____

TELEPHONE NUMBER: (____) _____

***MAIL TO: P/C ETHEL L. OTT, CONF. CHAIRMAN
1 DONALD PLACE
MORAGA, CA 94556

Questions?? CALL ETHEL @ (510) 376-7542

D/25 SPRING CONFERENCE
21-22 MARCH 1997

District 25 Spring Conference

Spouses Day Plus Two for the Road

Presented by

Carquinez and Montezuma Squadrons

Saturday, 22 March

Plan I Arranged by the Carquinez and Montezuma Squadron

Tour the Benicia State Capitol Building and many shops of First Street in Benicia as you look and walk your way to lunch. Lunch at Captain Blyther's Restaurant. After lunch tour The Benicia Camel Barn Museum. The Camel Barn features exhibits and educational programs highlighting the History of Benicia and the U.S. Army Arsenal. The cost for the day is \$27.00

Please make checks payable to D/25 and send your reservation forms to:

Cdr. Ethel Ott, AP
1 Donald Place
Moraga, CA 94556

Reservation Form Plan I Luncheon Menu (Select One)

_____ Sandwich Special Grilled Breast of Chicken with Mushrooms

_____ Blyther's Special Chicken Salad

_____ Chicken Caesar Salad

Also included are coffee or tea

Name _____ Phone: _____

Squadron: _____

Questions call Cdr Ethel Ott, AP (510) 376-7524

Plan II a do it Yourself

If a family outing is what you desire across the street from the Vallejo Holiday Inn is Marine World Africa USA. At the time the park was contacted, the rate for individuals was \$26.96 for adults, \$18.95 for children from 4 -12, and a Senior Discount of \$22.95.

Plan III a do it Yourself

There are two golf courses located near the Holiday Inn in Vallejo. The Joe Mortara Golf Course at the Fairgrounds, just down the street from the Holiday Inn (707)642-5146. This course has 9 holes; the first round cost \$7.00 on Friday and \$8.00 on Saturday and Sunday. The second 9 holes would cost \$4.00 on Friday and \$5.00 on Saturday and Sunday. The Blue Rock Springs Golf Course, (707) 6438476, located at 660 Columbus Pkwy. A round of golf will cost \$26.00 on Friday, Saturday or Sunday.

Name Tags

by Lt/C Arthur Hartwell, JN

The treasurer, Arthur Hartwell, JN, has name tags for the following members. They can be picked up at the next General Membership Meeting. You can also call him at 985-3712 and arrange to get your tag.

Henry S. Ballin
Guy Bixler
Beverly Bixler
David Branstertter
Heather Branstetter
James M. Bren
N. Darlene Bren
Ione Brown
Otis Brown
Myra B. Campbell
Donald C. Cran
Lynn Elam
Robert Elam
Rick Evans
Michael Gray
Pamela Gray
George E. Hartshorne

Kathleen A. Hartshorne
Christine Hunter
Jonathan Jespersen
Russell L. Koogler
Sue A. Koogler
Christopher Longaker
Mac McCord
Donnalie McCord
Linda Michael
Gorden Nash
James D. Newcomer
John Post
William Rich
Sandra Rich

Surfing The Net

Remember when you used to consult your Farmer's Almanac for all that important information?

Remember those witty sayings? "When the cat in February lies in the sun, she will creep behind the stove in March."

Remember the weather forecasts, and astronomical data that was available?

Now you can get it all online at:



<http://www.almanac.com>



Weather Rhymes

ANCIENT MARINERS and farmers didn't have satellites and computers to help them forecast the weather. They observed the sky, winds and clouds. Eventually, patterns emerged and people made up sayings to remember them. We now realize that behind the folklore often lies real science. Here are several time-tested rhymes and sayings, and the meteorological reasoning backing them up:

Hens' scratchings and mares' tails make tall ships carry low sails.

"Hens' scratchings and mares' tails" refer to high-altitude cirrus clouds. During fair weather, check the upper atmosphere for these little clusters of wispy clouds that look like groups of apostrophes. Forerunners of a low-pressure storm system, they often follow a fair-weather, high-pressure system. If a lower, thicker veil of clouds trails in behind the mares' tails, the picture looks bleaker still: **"The lower they get, the nearer the wet."** Typically, the hens' scratchings give you about 15 hours of warning before the rain arrives, but remember: **"Long foretold, long last; short notice, soon past."** If lower, thicker clouds seem to take forever to arrive, then the slowmoving front generally will take even longer to leave. If the cloud level falls rapidly, your wet spell should be short and sweet.

A backing wind says storms are nigh. A veering wind will clear the sky.

Winds are named according to where they originate: westerlies blow from west to east. and so on. Fair-weather winds tend to blow from the west or north, while bad" weather winds usually howl from the southwest, south or east. If you notice the wind backing (shifting counterclockwise from westerly to southwesterly, for example),

expect worsening weather. Likewise, if the weather has been poor and the wind veers (shifts clockwise, say, from southwesterly to westerly), you should be seeing a change for the better.

**Red sky at morning, sailor take warning;
red sky at night, sailor's delight.**

Fair weather involves high-pressure air masses composed of dry, stagnant air rich in dust and haze. Low-angle light from the rising and setting sun appears red in such air; thus, a fiery display at sunset indicates high-pressure air lying hundreds of miles to the west, the direction of the prevailing fair-weather winds in the Northern Hemisphere. Conversely, a crimson dawn signals that high-pressure air has already passed eastward, increasing the odds that what follows will be wet.

**Ring around the moon, rain by noon;
ring around the sun, rain before night is done.**

So says weather-folklorist Don Haggerty, author of *Rhymes to Predict the Weather*. Atmospheric ice crystals scatter the light of the sun and moon, creating rings or halos. High cirrus clouds, which form the most common halos, often indicate poor weather is 12 to 18 hours away. Halos may appear to grow as the cloud level lowers and the depression draws nearer. **"The bigger the ring, the nearer the wet."**

**When the dew is on the grass,
rain will never come to pass.**

Clear skies at night lower temperatures enough for humidity to condense as dew. So if a heavy dew forms on a summer night, expect a fair day. But **"When grass is dry before the morning light, look for rain before night."** This is especially true if temperatures rise during the night as a result of increasing cloud cover. **"If night has a fever, it cries in the morning."**

Summer fog will scorch a hog.

Elegant it's not, but the saying often rings true. Clear skies on

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summer nights radiate heat and drop surface temperatures until moisture in the low-lying air condenses into ground fog. Likewise, fog rarely forms over land unless the air is nearly still. Clear skies and still air characterize high-pressure areas. Come morning, the sun shining through the clear skies will burn off the fog and scorch the skin of any hog careless enough to rise above the muck.

**When the glass falls low, prepare for a blow;
when the glass is high, let your kites fly**

Lousy weather arrives in low-pressure air masses. Watching the glass, or barometer, in conjunction with the cloud progression (lowering or rising ceiling) and wind shifts (veering or backing) lets you monitor the three most important variables in foretelling the weather. Other signs can also warn you of a drop in pressure: headaches, an arthritis flare-up, sleepiness.

**If with your nose you smell the day,
stormy weather's on the way.**

Plants release oils into the atmosphere, and research indicates that the higher the humidity, the more oils the plants give off. This produces the distinctive odor many of us recognize when we say, "Smells like rain today."

While RHYMES such as these helped past generations, the wisest of the old-timers didn't rely on a single couplet; they looked to see if a variety of clues matched up. Haggerty sums it nicely: "One indicator makes lucky your guess. Two indications make errors much less. So take the weather sign at its word, if you look again and see a third." Mind you, these time-honored forecasts are by no means infallible. Then, as now, the only absolute about weather is that nothing is absolute.

Merit Mark Recipients

P/C Russ Kaiser, P

Congratulations to the following members who have been awarded a Merit Mark for 1996. Thanks for all your efforts.

Sidney Abbott
Steve Barker
Raymond Baughn
Frank Chan
Thurston Cole
James Coviello
Donald Cran
Paul Crebbin
Ed Daguanno
James DeBenedetti
Robert Elam
Marvin E. Fox
Richard Golden
George Hartshorne
Arthur Hartwell
Fred Haynes
Edward Holler
Barry Hurff
Christie Kaiser
Mary Kerecman
Mitchell Kestenbaum
Russell Koogler
Sue Koogler
Lester Lewicki
Mary Ellen Mahoney

Everett McMahan
Daniel Mika
Geneva Mika
Marilyn Montgomery
Winfield Montgomery III
Wesley Moore
Raymond Murphy
Lance Myers
John Raygurt
Patrick Regan
Sandra Rich
Albert Rickman
James Scaccia
Beryl Shoemaker
Joseph Shoemaker
Larry Starn
Michael Tommolilo
Harry Valentine Jr.
Robert J. Webster
Edith Winter
Richard Winter
Charles Young Jr.



Ponder this:

If God meant for us to have fiberglass boats, why didn't He make fiberglass trees?

Editor's Note

By P/C James Scaccia, AP

Welcome to the new *River Pilot* format. Hopefully this new format will provide you with a more useful source of information and arrive in a less tattered condition. With it double stapled, it should be more stable and pass through the automated postal handling equipment better than it has in the past.

Note that you can remove the front and back pages from the staples and post it on your refrigerator or bulletin board and have the schedule of coming events and important phone numbers of the bridge in one handy place. The center sheet can be removed from the staples, filled out and sent to the appropriate people to reserve your spot at the D/25 Spring conference in Vallejo.

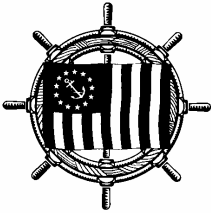
This issue is the first pass at the new format, so it may evolve as time goes on and I incorporate input from the members. As always, I am open to suggestions for improvement.

Your *River Pilot* editor will accept articles or input via E-mail (See addresses below); via fax at 782-1240; via voice mail at 782-1240; or via snail-mail at 1446 Spring Valley Drive, Roseville, CA 95661-7333.

E-Mail

The following members can be reached electronically via E-Mail.

Sid Abbott, JN	abbott_sidney@aphub.aerocket.com
Frank Chan, AP	GMan2003@aol.com
James Coviello, AP	76317.1516@compuserve.com
Brenda Fox	Brendaj1@Juno.Com
Marvin Fox, P	Marvinef@Juno.Com
Arthur Hartwell, JN	hartwell@calweb.com
Raymond J. Murphy, AP	XZBM96A@prodigy.com Rmurphy@JPS.net
Lance Myers, AP	MYERS_LANCE@aphub.aerocket.com
Jim Scaccia, AP	(Home) 104101.3654@compuserve.com (Work) Jim_Scaccia@HP-Roseville-om2.om.hp.com (Work - short version of above)Jim_Scaccia@hp.com (Work- workstation) jims@hprctbs3.rose.hp.com
Richard Winter, <u>N</u>	rwinter@ns.net



Your Bridge

The bridge would like you to know that they are available to answer questions and accept feedback.

Commander: Raymond J. Murphy, AP	723-3720
Executive Officer: James DeBenedetti, P	685-0796
Administrative Officer: Edith M. Winter	791-0268
Secretary: Nancy Seaquest, AP	974-1381
Treasurer: Arthur Hartwell, JN	985-3712
Educational Officer: Lance Myers, AP	965-7540
Assistant Educational Officer: Richard A. Winter, <u>N</u>	791-0268
Executive Committee Members at Large:	
Marvin E. Fox, P	991-5504
Mary Mahoney, P	648-1724
Audit Committee:	
P/C Harry Valentine Jr., <u>N</u>	489-1359
Mitchell Kestenbaum, P	371-3154
Nominating Committee:	
P/C John Raygurt, AP	685-1167
Robert Barker, S.....	485-5619
P/C Russell C. Kaiser, P.....	371-3353
Rules Committee:	
Everett “Leo” McMahan, P	972-1083
P/C Paul Crebbin, <u>N</u>	922-4643
<i>River Pilot</i>	
Editor: P/C James Scaccia, AP.....	782-1240
Co-Editor: Gene Mika, AP.....	363-2123
Publisher: Lance Myers, AP.....	965-7540



Sacramento Power Squadron, Inc.
River Pilot Editor
1446 Spring Valley Drive
Roseville, CA 95661-7333

First Class



Important - Dated Information Inside!