



THE BINNACLE

DAYTON SAIL & POWER SQUADRON
A UNIT OF UNITED STATES POWER SQUADRONS
DISTRICT 24
Sail & Power Boating



THE BINNACLE

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Commander.....Cdr David C. Hitch, SN
Executive Officer.....Lt/C Gregory R. Wise, SN
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Education Officer.....P/C Wilbur F. Pell III, SN
Asst. Education Officer.....P/C Dan L. Beckman, AP
Binnacle Editor.....P/C David B. Jones, AP

TRAINED SKIPPERS MAKE BOATING SAFER

Cover by: Cdr David C. Hitch, SN
Mixed Happiness in the BVI'S

Send Change of Address to:
Lt/C Martha Rothman, AP

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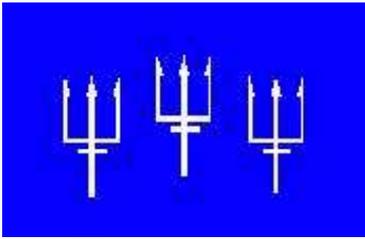
LOOKING
AHEAD

2 April 2015
Executive Board Meeting
270 Regency Ridge - Centerville

11 April 2015 - Saturday
Squadron Change of Watch
Kohler Center

7 May 2015
Executive Board Meeting
270 Regency Ridge - Centerville





COMMANDERS CORNER

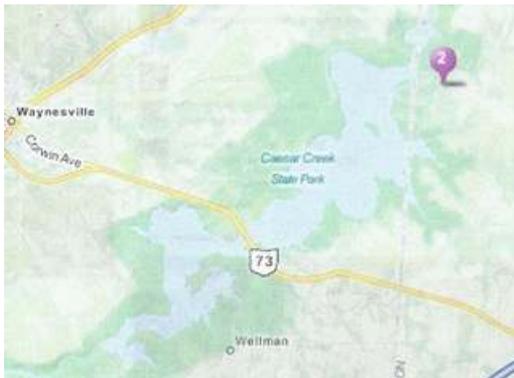
David C. Hitch, SN



The saying "March comes in like a lion and go out like a lamb" may be true for I plowed my driveway of snow twice this week. For boaters, Spring is the time for personal and organizational renewal. For the Dayton Sail and Power Squadron our organizational renewal begins with the Annual Business Meeting. The Business Meeting is part of our monthly dinner on the third Thursday evening of March. I encourage you to participate.

Last month, the Nominating Committee presented a slate of nominees to the membership. If elected each nominee has agreed to fulfill his or her respective office during the forthcoming year. It is a strong group with good ideas. The current Bridge will submit individual reports to the membership at the March meeting. On a personal note, I very much appreciate the Bridge and Executive Committee's attention and devotion to our organization.

Tom Davidson is diligently working on the March program. We hope to learn more about developments at Caesar Creek, which is debatably the closest major lake adjacent to Dayton, Ohio. It was



authorized under the Flood Control Act of 1938. It was designed and built by the U.S. Army Corps of

Engineers. When we moved to Dayton in 1989, it was to this lake that we took our Jet-14 and subsequently our Hunter 23. We even participated with the dry land dockage. Currently there are four no-fee ramps for boat access. ODNR is planning (2016 season) for construction of a marina and boat slips. Please consult <http://engineering.ohiodnr.gov/facility-improvements/caesar-creek-marina> for additional information.

District 24 of the Power Squadron is having their Spring Council and Conference in "Louisville, KY" this month. Tom Davidson will be our representative. Also Tom will present this year's Polaris Award winner. I have already submitted to the District the State of the Squadron Report. We continue to be financially sound, have a dedicated stable membership, and are addressing the educational activities. To that end, the membership completed an education survey. What have we learned? The majority indicated that they used direct personal or classroom lectures as the venue for their DSPS education. In general, you have felt that your past DPSP education has been good, although you express some concern about current boating education. The survey indicated that you overwhelmingly would like for us to publish year's course schedule. You would prefer to learn of new education opportunities through our meetings, the Binnacle, and our website. Refresher courses and short seminars would be of interest. Investigated new courses and individual home study. I congratulate the members who took the Electronic Navigation course. Bill Pell reports that the Cruise Planning Course is much improved and ready to be tackled. Any takers?

Many of you have used the winter months for Florida sunshine or cruises whether on an official

cruise line or bare boating in the Caribbean. I welcome you back to the North. The month of May will soon be upon us and summer boating will once again pass too quickly. In southwest Ohio we have many boating opportunities. I would like to point out one opportunity of which we consistently do not take advantage. I speak of participation with your fellow boater. As a group we show great hesitancy in making a simple request of our fellow boaters; that is, to cruise with them for an afternoon. It would be the rare member that would not be delighted and frankly flattered to accommodate you. Please note elsewhere in Binnacle a list of "day sails" on Lake Erie. Everyone from Lake Erie, with whom I have spoken, has

expressed an interest and willingness to give you a chance to share a wonderful day on the water.

As the 2014-2015 season ends, so does the SeaHawk Log series. The next issue of the Binnacle will be the final installment. It ends with a description of island hopping in the Caribbean. It is hoped that the author, Mike Ward (SeaHawk), will join us and present during the 2015-2016 season an illustrated evening program of his most recent experience.

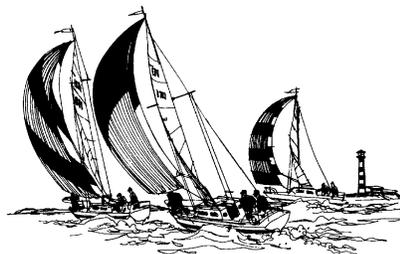
I look forward to seeing you at the March meeting with the selection of a new and energetic Bridge.

Cruise Potentials on Lake Erie

The Dayton Sail and Power Squadron members have been invited to participate on a single cruise of your choice with the members of the Harbor Bay Yacht Club during the 2015 summer season. This is offered to our members as a courtesy to the DSPS. The HBYC's home port is at the Sandusky Harbor Marina. Several of our Squadron members also dock at SHM. This year, one of our members is the HBYC's Commodore. Although there are several mild restrictions and some cost to the member, none should present a real obstacle to our membership. An application for the participating on a cruise can be found at: <http://www.harborbayyachtclub.org/> under Cruising for Non-Members. A listing of the cruises can be found below.

<u>Destination</u>	<u>Dates</u>	<u>Destination Marina</u>	<u>Brief Description</u>
Kelleys Island	June 5-7	Seaway Marina	Known as the K-9 cruise
Toledo Beach	June 19-21	Toledo Beach Marina	New this year - Dock price break
Leamington	July 2-5	Leamington Municipal	Day after Canada Day
Loraine	July 17-19	Spitzer Marina	First leg of Week Long Cruise
Mentor	July 19-22	Mentor Lagoons	Send leg of Week Long Cruise
Cleveland	July 22-25	North Coast Harbor	Third leg of Week Long Cruise
Vermilion	July 25-26	Vermilion	Fourth leg of Week Long Cruise
Pelee Island	July 31-Aug 2	Scudder's Marina	Canada's "Key West"
Bay Week	July 30-Aug 2	Put-In-Bay	ILYA sponsored Bay Week Regatta
Circus	Aug 3-4	Kelleys Island	Kelly Miller Circus on Kelleys Island
Middle Bass	Aug 21-23	Middle Bass State Pk	New marina, favorite for many
Vermilion	Sep 5-7	Vermilion Docks	Labor Day
Put-In-Bay	Sep 18-20	Park Place	New location at Put-In-Bay

Dayton Sail and Power Squadron members also have the opportunity of a "day sail" on board ON CALL 2 for any United States leg of the described cruises by contacting David or Melanie Hitch. There would be no cost to the member for this "day sail".



*P/C Wilbur F. Pell III, SN
SQUADRON EDUCATION OFFICER*



After seven years of submitting almost every month an article to Davy this is the penultimate one. I wish I had more to report. Interest in taking any of the quality courses available to members of the USPS continues to be almost non-existent. I, and I know others of the Bridge, wish we could find the key to igniting a desire to pursue some of the fascinating educational matters available to us.

However one bright spot of continuing education, sort of above and beyond the USPS available courses, resides in our XO. Congratulations to Greg Wise on getting his 50 ton license. He is not really sure what he is going to do with it, but he got interested in pursuing it, and did. Job well done Greg.

One member of the squadron has taken me up on the EdDept's outstanding offer to get courses for members who want to self-study a course. Not going to say who, or what, but I could not be happier to have received the request and the course asked for has been ordered. I hope in the near future to be able to announce that it has been taken and passed.

This brings me to Cruise Planning. We have been pushing this course and I would like to beat the drum one more time. It is a great course and can be used just as the name implies as a tool to help members with the planning of actual courses. This is a course which if self-studied can be very useful to anyone pursuing it. It would not be necessary to take the course exam.

I hope all members of the squadron get the monthly publication from National called the "USPS News Blast". In the most recent edition of the Blast a webinar was announced which should be of interest to all of our Lake Erie boaters

**Save the Date:
Crossing Borders Webinar
21 April 2015**

The Crossing Borders webinar explains the immigration and customs process and the programs that enable boaters to easily cross into Canada, the Bahamas and other destinations. After this webinar, you'll be prepared to have the correct documents on board in an organized manner .

Email: Robert F. Anderson at passage1@wavecable.com .

Read more:

<https://attendee.gotowebinar.com/register/4969895176635110657>

Not sure whether the link will work but all of the information about the webinar is contained in the paragraph. If the link doesn't work cut and paste the https into your browser address box to register for the webinar.

**The percentage of
Africa that is wilderness: 28%**

(Not get this...)

**The percentage of
North America that is wilderness: 38%**

Dayton Sail and Power Squadron

Dinner Meeting

March 19, 2015

St Leonards

8100 Clys Road, Centerville
Chaminade Hall - Dining Hall - 2nd Floor

Social Hour - 1800 — Cash Bar — Wine and Beer (\$2.00)
Dinner 1900

On The Buffet

ST Patty's Theme

Tossed Green Salad with Ranch or Italian Dressing

Corned Beef Cabbage with Red Skin Potatoes

Veggie Pie with Onions, Green Peppers, Black Olives and Tomatoes

Dubliner Stuffed Chicken

Soda Bread

Shamrock Cookie Sundae

Coffee, Tea, and Water

\$23.00

Program:

Jim Otte who has been investigating government spending since joining WHIO-TV in 1988 will present a program on the “Caesar Creek Lake Marina Project”

Becoming a real' captain

Lt/C Greg Wise, SN, Executive Officer

In a weak moment while attending the Annapolis Boat Show a few years ago, I signed up to get a captain's license through Mariner's Learning System. The course comes complete with textbooks (really manuals), plotting equipment, calculator and access to their website for extra materials and the required online course work and testing. My motivation probably stems from the fact that I was proud of my father who served during WW II as a Lieutenant J.G. (junior grade) aboard a U.S. tanker in the merchant marine. His master's thesis at the University of Maryland was 'U.S. Tanker Operations in the Atlantic during World War II.' As a junior high student I learned typing (the hard way without word processing and using 5 carbon copies on his portable Royal typewriter which I eventually inherited). His professor was Gordon Prange who wrote Tora! Tora! Tora!

The student takes modules of coursework which have to be completed within a year although extensions can be taken for an extra fee. Once the course work has been successfully completed with a high passing rate typically 90% or more one can sit for the proctored final written exams. USPS navigation classes were certainly helpful in passing the plotting exam. Once you have received documentation of passing the modules that you need, you can begin the application process for a merchant mariner credential through the U.S. Coast Guard. This ordeal requires the completion of a 30 plus page application packet which includes obtaining a TWIC (Transportation Workers Identification Card), fingerprinting, an oath before a notary public, a current Red Cross first aid course within one year and a current CPR card, an extensive history and physical exam and a urine drug screen. Additionally one needs to complete a Sea Service Form that details how many days you have spent on the water and the bodies of water sailed for your lifetime or back until you have a total of 360 days total with typically 90 days within three years required to show currency. One must also submit proof of ownership of the vessels for which you submit sea service time. After money exchanges hands, you must take your application to an approved Coast Guard regional examination center where the packet is pre-

liminarily validated for completeness before being sent to the national center in West Virginia. After appropriate review and scrutiny, you are informed if there is any missing or additional information required and you are given deadlines for submitting same. If all goes well, you receive your certificate in the mail.

I dropped off my application at the U.S. Coast Guard regional examination center in Baltimore on December 1, 2014 and on February 9 I received my 50 gross ton inland merchant mariner certificate that permits me to take passengers out for hire. The cost of the course work, travel for proctored exam, drug screen, Red Cross courses, TWIC card, physical exam, travel to the Coast Guard Regional Center and miscellaneous fees has easily cost me \$1500. Was it worth it? Not for the tangible value since at this point I don't intend to charter for hire, but the experience was priceless for the intangible honor of following distantly in my father's wake. For more information that you could possibly want to see (and if you can comprehend it, you're smarter than I), check out the national maritime center website : <http://www.uscg.mil/nmc/mobile/default1.asp>
Semper paratus!

Navigation Challenge

In Like a Lion, Out Like a Lamb

*March roars in like a lion
So fierce,
The wind so cold,
It seems to pierce.
The month rolls on
And Spring draws near,
and March goes out
Like a lamb so dear
by Lorie Hill*

Can you relate the poem to navigation? Hint: Which constellation is the lion and which one is the lamb?



Come for the Boating Education... Stay for the FriendsSM

Dayton Sail and Power Squadron



The Commander and Bridge of the Dayton Sail and
Power Squadron cordially invite you to
the

Change of Watch

April 11, 2015

1800 Social Hour

1900 COW/Dinner

at the

Kohler Center

4572 Presidential Way

Kettering, OH 45429

Abbreviated SeaHawk Log

Canaries and Back to the Caribbean

Tuesday, November 18

Well, I've spent three days in Grand Canaria shopping, relaxing, swimming, and just being on "island time." As I said throughout Spain and Portugal, it is nice to be "on schedule" and just able to experience every day without stress of schedule.

Thursday, December 4

Last Thursday we celebrated Thanksgiving with the crew of Mikara and I had a marvelous time with chicken, potatoes, dressing, gravy, carrots, etc. It was not a bad effort for four Americans, one German, one Dutch, and one Swede. After anchoring out for a couple of days in Fuertaventura, we crossed the 70 nm from it back to Las Palmas on Grand Canaria. This is where I first made landfall in the Canaries. The passage was a bit lumpy with winds over 30knots and a snotty sea from various directions. Ripped the staysail and blew up one attachment point on the mast for the spinnaker pole oh well. A large (80ft?) maxi yacht had it worse than us, however. Its carbon fiber boom broke in the middle ouch! Rumor had it they were doing over 20knots at the time! I have been doing boat repairs. The weather is lovely with a bright sun and temps in the low 80's.

Sunday, January 11

I spent Christmas in La Gomera among other boat people, musical festivities, and palm trees. It was a wonderful but somewhat strange way to spend Christmas with lights and santa decorations next to tropical foliage. I had several boat projects to complete including having the bow pulpit repaired (needed to remove lights, furler, etc...long job) and waiting for several days until a new starter solenoid could be shipped from nearby Gran Canaria. After repairs were complete, we traveled one last time to Valle Gran Rey for new years at the "hippie beach" and then made the 40mile trip to visit Santa Cruz De La Palma. This was my sixth Canary island and last stop before starting the crossing. You may not know that I have crew on board for the passage.

Passage Home

SeaHawk continues to roll along at 6.5 knots average speed on a heading of about 260deg magnetic. The trade winds are strong and incredibly consistent blowing at 18-22knots from the ENE. We are under a double reefed main and reefed jib making 24 hour runs of 150-155nm. It is amazing how much EASIER sailing is when you're not beating to weather. The only discomfort is that the boat rolls.....alot.....constantly.....tiringly.....unpredictablysometimes violently. That said, the ride is dry (mostly) and the weather, while not tropical, is certainly warm enough during the day to be in shorts.

Baked a loaf of bread using a pressure cooker vessel and a cake tin placed inside. Very clever and truly wonderful to have fresh bread underway. While that was baking, the fishing line I trail behind the boat took off and I spent the next 30 minutes wrestling a 12 pound Mahi. While fighting the fish, we had the boat "hove to" until the beautiful fish was on deck. It was a bit of a struggle with the 8-10 foot sea running but we managed. Just as the fish got to the boat, however, I heard the loud hissing of an approaching wave. Looking up, all I could do was shout "ROGUE WAVE" and grab a hold of the boat. A wave twice as high as the others struck SeaHawk broadside, pushed her way over, and filled the cockpit with water. Fortunately, little went down below and the worst result was completely soaked clothes. I have never seen one before and it was amazing how much bigger it was than the rest. Fortunately, all ended well, the wave passed, the cockpit emptied, and I was able to fillet out the fish with no other incident except.....As I was bringing the boat back onto course and in gybing the main, the boom caught my SSB wire and ripped it. Fortunately, the break was near deck level. After playing a little game called "reaching 10 feet into the air with a boat hook to capture a flailing wire with nothing to grab onto from a wildly pitching foredeck in 10 foot seas" we were finally able to snag it and pull it down to deck level. Later that day I entered into an "arts and crafts session". This involved holding the two ends of the wire while trying to keep a butane soldering iron lit long enough to sol-

der the loose ends of the wire. After some experimentation we were able to get it done.

We are making tremendous progress and five days in have already passed the 25% mark, only 1900miles to go.

Tuesday, January 13

The boat continues to roll mercilessly as we make 5.5-6.5 knots in approximately the correct direction. The wind has SLOWLY clocked around towards the East but has stayed consistently in the 20 knot range. Waves are in the 3 m range (8-10ft). We continue to fly a double reefed main and modestly reefed genoa. Several hours ago we gybed the boat thinking we would get a better angle for our course. It is not any better but, fortunately, it is not any worse. For this reason, you may see us heading more South than in previous days. In other words, SeaHawk is slowly starting to resemble a cobbled-together mess. While everything is functional and practical, things are not exactly "shipshape and Bristol fashion."

So, things are good on SeaHawk as we near the 50% mark for the trip. We have seen no whales, dolphins, or even flying fish to this point...bummer. The stars at night, however have been some of the most impressive I've ever witnessed. The moon keeps coming up later and later and I get to spend more and more time gazing up at the stars.

Sunday, January 18

What a difference a day makes! Wow, the difference between the first twelve days and today could not be greater. Until yesterday morning, our crossing has consisted of 18-25 knot winds, waves up to 5 m and a pitching/rolling/pounding that has to be experienced to be believed. In addition, we've experienced numerous rain squalls along with their shifty, unpredictable winds. Walking across any part of the boat requires more arms than legs. As I said in one of my earlier emails, this is the perfect place to get the best abdominal workout ever! Over the past 24 hours, however, the wind has lightened, the seas have lessened and the conditions are in a most perfect state. We are sailing along at about 5 knots under full genoa and main on a broad reach in

seas around 1 m. The sun is shining and temps around 85F (30C). THIS is how sailing is SUPPOSED TO BE! (Even though we covered "only" 118 miles in the last 24 hours). Yesterday, I tried flying the spinnaker as the wind lightened. Unfortunately, I managed to tightly wrap it around the headsail and it took several hours to straighten out. Probably not going to try that again!

Wednesday, January 21

Yesterday morning at daybreak a large group of dolphins decided to join us for several hours. I never cease to enjoy watching them. Several flying fish have landed on deck during the night....unfortunately, that's where their journeys ended. Overnights have been better for stargazing than earlier in the trip. We are near a new moon and being this far from anything, conditions could not be better.

Today the winds lightened somewhat and we are not making the speeds we have up to this point. Up until today, all indications were that we would make landfall sometime on Sunday. The winds are forecast to be light as we make our approach. With 490nm to go and a boat speed of 4-5 knots, we hope to land in St. Lucia sometime late Sunday or perhaps Monday. Even if we arrive on Tuesday, that will make for a 21 day crossing....not bad by any means.

Saturday, January 24

Well, we're on final approach to St. Lucia, even though we're currently headed for Martinique:. So far, SeaHawk has covered 2561 nm and as of this writing, we have 163 nm to go. The winds, somewhat light over the past few days. We are making about 6 knots with winds of about 15 knots and a "young" sea of perhaps 2-3 m. Because of the wind direction, we are going to continue on this course until perhaps tomorrow morning and then one more gybe should bring us close to the island of St Lucia.

Not much exciting has happened over the past few days. The only incident of note was that a flying fish came into SeaHawk's cockpit and made a bull's-eye hit on my knee. It was dark and I was

New York Harbor, One Oyster At A Time

reading. All of the sudden, a wet knock on my leg along with a loud "smack" as the fish glanced off and went to the side deck. After finally getting my brain wrapped around what had just happened, I watched the fish wiggle its way across the deck, to the scupper, and manage to slip back into the ocean. He was one of the lucky ones. We've found perhaps 6 or 8 fish dead on deck through the course of the trip...mostly in the mornings. Oh, yeah, I'm now seeing the Southern Cross in the sky for the first time in my life.

IF the current conditions hold (a big if, obviously) we expect to make landfall sometime tomorrow (Sunday) evening/night. We are headed for Rodney Bay in the NW corner of the island. I expect to anchor out tomorrow night with the yellow "Q" (quarantine) up until I can go in on Monday to clear with customs/immigration, etc. It's been a fun trip but I'm ready to get on land, have a beer, have a proper shower, have a rum punch, do some laundry, have a beer, have a restaurant meal, have a rum punch, go swimming in perfect blue water, have a beer....well I think you get the picture. We still have PLENTY of food and water and SeaHawk is in really solid shape right now. There are always repairs to be made but, SO FAR at least, the troubles have been minor.

SAFE ARRIVAL

Anchored. St Lucia. Safe. 19 days 18 hours. 2747nm. Boat steady. Happy. Popcorn. Rum. Whiskey. Cheers. Skal. Sleep.



NEW YORK CITY has long been the place to go to live your dream, and conservationists behind the Billion Oyster Project are taking that to heart. The 20-year goal to restore New York Harbor by raising 1 billion *Crassostera virginica*, the eastern oyster, is also a clever approach. Oysters, which feed by filtering algae and other microorganisms out of the water, also remove inorganic matter such as silt and sediment from the water column. Given that a mature oyster filters one to two gallons of water per hour, a billion hungry oysters could effectively filter 50 billion gallons a day.

But oysters aren't just beneficial for the filtering prowess. The reefs they build (oysters grow best on other oysters, so they tend to climb over generations) provide shelter and food for dozens of species and can be some of the most productive habitata outside of coral reefs. Perhaps even more critical, oyster reefs calm wave action, which can reduce the impact of storm surge. With the city considering spending billions on new seawalls after the devastation from Hurricane Sandy, oyster reefs could provide a natural storm barrier that would require little maintenance once established.

The project is based at the Harbor School, where students and volunteers already raise 10 million oysters a year. Their efforts to ramp up production, as well as volunteer opportunities and donation information, can be found at BillionOysterProject.org.

M.V.

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Navigation Challenge - Answer

The phrase has its origins with the constellations Leo, the lion, and Aries, the ram or lamb. It has to do with the relative positions of these constellations in the sky at the beginning and end of the month.

(Source Oklahoma Ag in the classroom)

Dayton Sail and Power Squadron

2015 - 2016 Calendar of Events

Bridge/Exec Meeting	270 Regency Ridge	5 Mar 2015
Dayton-Florida Reunion	TBD	TBD (Mar 2015)
Squadron Annual Meeting	St. Leonard	19 Mar 2015
D24 Spring Conference	Louisville, KY	20 - 21 Mar 2015
Bridge/Exec Meeting	270 Regency Ridge	2 April 2015
Squadron Change of Watch	Kohler Center	11 April 2015
Bridge/Exec Meeting	270 Regency Ridge	7 May 2015
Dinner Meeting	Sliver Lake	21 May 2015
Bridge/Exec Meeting	270 Regency Ridge	7 Jun 2015
Dinner Meeting	June Picnic at Hanseman's	11 Jun 2015
Safe Boating Week	Caesars Creek	16-22 May 2015
Bridge/Executive Comm. Mtg.	270 Regency Ridge	4 June 2015
Bridge/Executive Comm. Mtg.	270 Regency Ridge	2 July 2015
Lake Erie Rendezvous	Spitzer Marina (Lorain OH)	17-19 July 2015
District Rendezvous	Craig's Creek, KY	31 July 2015
D24 Summer Council	Craig's Creek KY	1 Aug 2015
National Fall Governing Board	San Diego, CA	25-30 Aug 2015
Trailer Sailor Cruise	Lake Huron	TBD
Bridge/Executive Comm. Mtg.	270 Regency Ridge	3 Sept. 2015
Dinner Meeting	Hawaiian Luau (TBD)	17 Sept 2015
Bridge/Executive Comm. Mtg.	270 Regency Ridge	1 Oct. 2015
Dinner Meeting	TBD	15 Oct 2015
Bridge/Executive Comm. Mtg.	270 Regency Ridge	5 Nov 2015
D24 Education Seminar	Louisville, KY	13 Nov 2015
D24 Fall Conference	Louisville, KY	13-15 Nov 2015
Dinner Meeting	TBD	19 Nov 2015
Bridge/Executive Comm. Mtg.	270 Regency Ridge	3 Dec 2015
Christmas Party	Kohler Center	10 Dec 2015
Bridge/Executive Comm. Mtg.	270 Regency Ridge	7 Jan 2016
Dinner Meeting	TBD	21 Jan.2016
Bridge/Executive Comm. Mtg.	270 Regency Ridge	4 Feb 2016
USPS National Meeting	Rosen Center , Orlando, FL	14 Feb 2016
Dinner Meeting	TBD	18 Feb 2016
Bridge/Executive Comm. Mtg.	270 Regency Ridge	3 Mar 2016
Squadron Annual Meeting	TBD	17 Mar 2016
D24 Spring Conference	Hoosier Power Squadron TBD	19-20 Mar 2016
Bridge/Executive Comm. Mtg.	270 Regency Ridge	7 Apr 2016
Squadron Change of Watch	TBD	9 Apr 2016