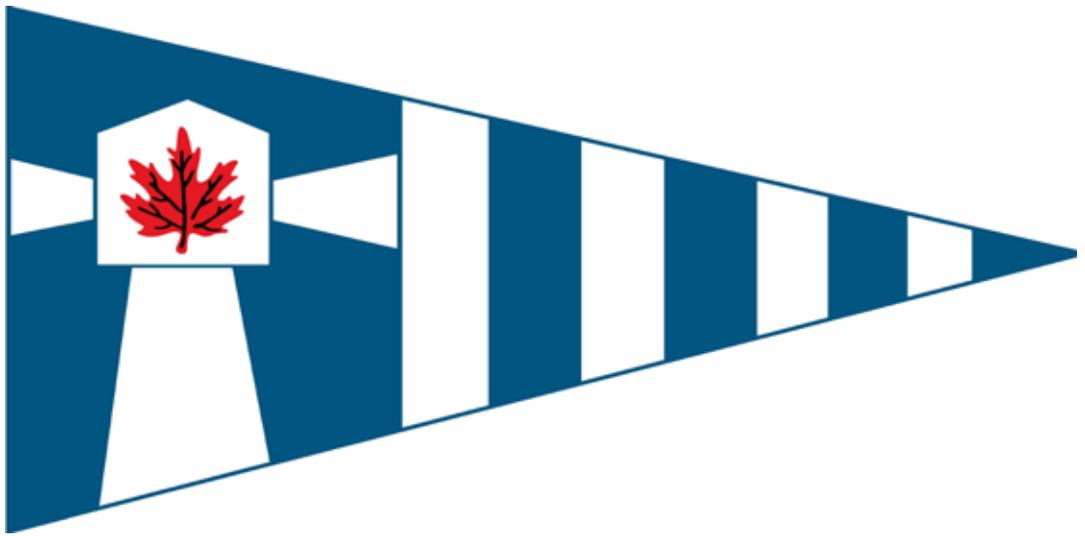


SCUTTLEBUTT



# Gabriola Island Power and Sail Squadron

Google Gabriola Power and Sail Squadron

*Looks like time for spring cleaning*

March - April 2022



## Your Squadron Bridge 2021 – 2022

| POSITION                                    | NAME                       | PHONE        |
|---|----------------------------|--------------|
| Commander                                   | Jean-Pierre Van Praet      | 250 325-3064 |
| Past Commander                              | Mike Hoeinghaus, <u>AP</u> | 250 247-8799 |
| Executive Officer                           | Nigel Wells                | 250 325-0052 |
| Educational Officer                         | Agathe Gaulin              | 250 247-9714 |
| PRO/Marketing Officer                       | Li Decosas                 | 250 247-9884 |
| Secretary                                   | Carole Lemieux             | 250 247-9889 |
| Financial Officer                           | Jude Briscoe               | 250 247-8600 |
| Membership Officer                          | Elaine Pearce              | 250 247-7538 |
| Webmaster                                   | Andy Hunter                | 250 325-0857 |
| Communications Officer & Scuttlebutt Editor | Don Butt, <u>AP</u>        | 250 247-7804 |
| Privacy Officer                             | Don Butt, <u>AP</u>        | 250 247-7804 |
| RVCC Officer                                | Bob Wood                   | 250 247-7339 |
| Member at Large                             | Ivan Bulic                 | 250 247-2032 |
| Member at Large                             | John Bullas                | 250 739-3295 |
| Member at Large                             | Sean Lewis                 | 250 325-1857 |
| Member at Large                             | Gary Small                 | 250 247-9884 |

***Gabriola Power and Sail Squadron  
PO Box 71  
Gabriola BC V0R 1X0***

***We are a Squadron of Canadian Power and Sail Squadrons (CPS-ECP) in  
Vancouver Island North District***

**<https://www.cps-ecp.ca/contact/squadron-locations/gabriola-island/>**

**<http://www.vind.ca>**

### MEMBERSHIP RENEWAL ISSUE

Thank you to those who have managed to renew your membership. Apparently there have been difficulties renewing Family Members in the new website system. Our Membership Officer, Elaine Pearce will help you so that you can renew via snail mail. Please call Elaine if you are having any difficulties with renewal of your membership - she is ready to help.

**Elaine Pearce 250 247-7538**

## **Courses**

**Always check the website for details - "Courses and Upcoming Events"**

**See details below**

The National website has undergone a major update and is ready to accept course registrations. One should go to the Squadron web site where there is information about the courses and links on the Courses and Workshops page to the National registration pages. Also see SEO Agathe's comments in "from the Educational Officer":

Email or phone Squadron XO: Nigel Wells, nigelwells@shaw.ca or 250 325-0052;

Squadron Educational Officer: Agathe Gaulin, seo-gabriolaisland@cps-ecp.org

Commander John Van Praet: johnvanpraet@hotmail.com

<https://www.cps-ecp.ca/contact/squadron-locations/gabriola-island/>

## **COVID-19**

The Squadron is following the guidelines set by CPS-ECP. No meetings or courses are to be held in person. Meetings are held via Zoom or similar method, as are courses. Read the reports from Cdr. Jean Van Praet and SEO Agathe Gaulin for details, and of course, the website. No one knows when the pandemic restrictions will be eased and the normal will again prevail. It is worth noting that any breach of the CPS-ECP restrictions will not be covered by the insurance policy.

Further details below.

## **Important Renewal Information**

It used to be that, if a member let his or her membership lapse for more than a year, the member would have to start from scratch to bring their membership up-to-date. It is no longer the case. A number of members did not renew their memberships during 2021 - 2022. They can renew this year without penalty. If they run into problems renewing on line, please have them contact me at (250) 247-7538 or russelaine3@shaw.ca. Elaine Pearce, Membership Officer



They're available! The new Squadron pennants to adorn your boat! They do tend to fade like all flags so why not spruce up the appearance of your boat with a new pennant - they look good. Really good! Spruce up your boat for spring. Call Jude Briscoe, 250 247-8600. Reduced price! Call one of the Bridge/Exec members: phone numbers listed on page 2, "Your Squadron Bridge".

Only \$15 each, we've kept the price as low as possible. Spruce up your boat!

# Official Notice of the 2022 Annual General Meeting of the Gabriola Island Power and Sail Squadron

Dear Squadron members,

The 2022 Annual General Meeting of the Gabriola Island Squadron will be held at:

**Gabriola Community Hall downstairs, South Road**

**Sunday, April 24, 2022 immediately following social hour,**

**doors open at 2.00 PM**

**Information of COVID protocol will follow in a general email to members**

for the purpose of:

- a) receiving the year-end reports of the Squadron's officers;
- b) receiving a report of the Squadron Financial Officer on the financial position of this Squadron that has been reviewed by the Squadron Internal Audit Review Committee;
- c) electing the Officers referred to in Section 9.4 of *Board Regulations (2015)* as well as any additional Officers to positions deemed necessary by the Squadron's Nominating Committee or through petition by the Squadron members gathered at this meeting, subject to sections 7.1.1 and 7.1.2;
- d) appointing a Squadron Internal Audit Review Committee for the Squadron year 2020-2021;
- e) considering such other business as may properly be brought before the meeting.

The Report of the Squadron Nominating Committee is included, next page.

## **Social Events**

After the AGM, a special visual presentation

The CPS-ECP boating simulator will be there so you can virtually test your skills. This is a sophisticated simulator similar to a flight simulator showing real lifelike on the water situations

Saturday, April 28, 4 PM drop in at the "food truck" Page's Inn. This is the weekend of the boat checking and all are welcome for some social time.

**Nominating Committee Report**  
**To Gabriola Power and Sail Squadron, 2022 Annual General Meeting**

Committee Members: Past Commander Mike Hoeinghaus, Chair, Commander John Van Praet, and Membership Officer Elaine Pearce, Member.

The Committee members met via Zoom during January and February 2022 to develop a slate of candidates for the 2022-2023 Gabriola Power and Sail Squadron Bridge. Candidates for each position were contacted and all positions apart from secretary and webmaster have been confirmed. In addition, one new candidate- Paul O’Sullivan- has been added as member-at-large, and Bert ter Hart has accepted to be a candidate as emissary Bridge member. It is anticipated that the duties of the secretary will be assigned to the commander, and the duties of webmaster to the executive officer, until such time a secretary and webmaster respectively is elected by the Bridge.

The following is the nominations slate for the 2022-2023 Bridge:

|                             |   |
|-----------------------------|---|
| Commander                   | John Van Praet  |
| Executive Officer (XO)      | Nigel Wells   |
| Secretary                   | Vacant, duties temporarily assigned to Commander              |
| Treasurer                   | Jude Briscoe  |
| Education Officer           | Agathe Gaulin   |
| Assistant Education Officer | Nigel Wells   |
| Communications Officer      | Don Butt  |
| Scuttlebutt Editor          | Don Butt  |
| Privacy Officer             | Don Butt  |
| Membership Officer          | Elaine Pearce   |
| Public Relations Officer    | Li Decosas  |
| Web Master                  | Vacant, duties temporarily assigned to XO                     |
| RVCC Program Officer        | Bob Wood  |
| Members-at Large:           | John Bullas,<br>Sean Lewis,<br>Gary Small,<br>Paul O’Sullivan |
| Emissary Bridge Member      | Bert terHart  |

By virtue of his previous position, Mike Hoeinghaus is the Past Commander, an unelected position on the Executive.

The Committee nominates Sandi Winter as the Squadron’s financial reviewer for the financial year 2022-2023

Respectfully Submitted,  
the Nominating Committee of the Gabriola Power and Sail Squadron

## *Courtesy Safety Checks 2022*

The Squadron annually offers courtesy safety checks for all pleasure boats. It is provided by approved “checkers” who are volunteers in the Squadron. The program is free and confidential - no personal information is recorded including boat names. It is to help ensure you are up to date with your required safety equipment. Experience has been finding out of date flares, more than four years from date stamped as manufactured. If a Coast Guard inspection of your boat reveals deficiencies - the fine is steep and added on for every deficiency found. This can ruin your day! I have heard of total fines amounting to \$1000! This program is to help you avoid such misery.

Checks anytime on request, but we’ll have an organized blitz on the docks of Silva Bay Marina, Page’s two locations, and Degnen Bay Friday, Saturday and Sunday, May 27-28-29

Contact Bob Wood: phone 250 247-7339, or email [bobgwood@gmail.com](mailto:bobgwood@gmail.com)



Here’s a few of the trained “checkers:”



# *A Blustery Day in Silva Bay*

## *Submitted by Ivan Bulic - Photos by Jeffery James*

The strong southerly that howled through Silva Bay on the afternoon of January 02, 2022, won't be forgotten soon by many Gabriola boaters.

The early afternoon started out dry, even warm, as the thermometer neared 5C - a big change from a week of heavy snows and frigid temperatures. Like many other boaters, I headed down to Page's Inn and Marina on Silva Bay to check on my boat.

In the Bay a southerly wind was gusting, with a storm surge on top of the high tide. The slippery docks were rolling hard as some dozen boaters were struggling with extra dock lines and fenders, or trying to corral bucking skiffs and dinghies.

Then I noticed that the old 40ft power boat that is usually tied at the end of the middle dock had sunk. Only the cabin top and an aerial bobbed above the surging waters.

Moored in front of the wreck was Capt Evan

Hogarth in his sleek 25 ft aluminum C-Tow boat. He was waiting for a diver before getting lines and pumps onto the sunken boat.

By now conditions were deteriorating. Strong icy gusts were blasting hard as they funneled through the South Channel into Silva Bay. Then I heard Capt Hogarth shout "the docks at Page's breaking up!"

We all looked up to see two big sailboats, A Cappella and Hannibal, drifting fast. They were still tied to a 35ft float that had broken loose from Page's Marina, with ripped power cords dangling, and just a few feet off the rocks at Law Point.

Capt Hogarth yelled at me to jump aboard, as he cast off his lines and gunned his powerful boat astern. I fumbled with tow lines as we rushed to get alongside A Cappella. We managed to scramble



on board the icy decks and struggled to get lines on to a strong point on the bow.

Everything felt slower and harder to do in the wind and swell, with the rocks seeming just inches away. At the time gusts at Entrance Island were recorded at 37kts.

After we jumped back on the C-Tow, Capt Hogarth opened the throttle and pulled the cumbersome tow into the wind and away from the rocks. It took at least 30 minutes to haul the two boats and broken dock back to Page's fuel dock where a group of boaters were busily getting lines ready.

Ever so slowly, Capt Hogarth inched the unwieldy tow against the fuel dock where helping hands quickly secured the boats. Capt Hogarth then went back to Page's Inn Marina and pulled the sunken power boat away from the dock before deciding to leave her until the following day when wind and swell would make salvage easier. It was too hazardous to risk lives and boats on further salvage, he said.



So what can boaters learn from the New Year's Gale of '22 in Silva Bay.

First, weather and sea conditions can deteriorate rapidly. Never assume it can't get worse. In this case boats had plenty of strong dock lines. It was the dock itself that failed!

Secondly, boats are just stuff. If lives are not immediately threatened, sometimes it isn't worth risking injury or death to save property. Boats can be replaced. People can't.

Capt Hogarth made what proved to be the right call in saving the two drifting sailboats. But he based that on decades of experience. Know your limits, and realize often it's best to leave it to the professionals.

Lastly, there is no substitute for vigilance. Check your boat often. Make sure your gear works. Have a back up plan for the worst scenario. There is no substitute for being alert and prepared.

Finally a big thank you to all who helped rescue A Cappella and Hannibal on a cold Sunday afternoon. They include: Capt Evan Hogarth, Jeffrey James and Jordan, Shirley, Mark, Mike, Gloria Hatfield, AJ, Dave and Mel Teichroeb, and everyone else who pitched in.



This boat - not so lucky, but it apparently was more than just storm caused.



This is another location but shows what damage can be inflicted by heavy wind and wave action. The dock appears to have held up well...

### **Cipango**

This was another photo of the month in Port Hole. Taken at the time of SBYC sail past during the heat dome of June 2021.



# Li Dacosas and Gary Small

## Tales of Moloda continued On Pancho and the Earthquake.

It's exactly three months since we set sail from Galiano. Many miles, many anchorages, many new friends later, we arrived in the beautiful, sunny, friendly harbour of Ensenada, Mexico. Our immediate agenda included clearing customs, checking out the market place and eating Mexican food in an open-air sidewalk cafe. My rather rusty Spanish sufficed at the customs office although we had to purchase four fishing licenses at considerable cost, one for the Moloda, one for our skiff and one each for ourselves.



Mexican markets are something to behold. My favourite place, the fish market, was filled with a cacophony of sounds and a veritable assault on all the sensory systems. Blaring music, laughter, voices raised haggling over the so-called outrageous prices of the morning's fare. Happy looking, sombrero-clad Mexicans strumming guitars, lamenting lost loves and who knows what else. Loud speakers precariously located on car rooftops and buildings; blasting information on everything from political rallies to sleazy night clubs.

The fish stalls opened at the crack of dawn and were closed by noon thus avoiding the extreme heat of the day and all that goes with it.. They were draped in large colourful canopies that protected the day's catch from the sun and the proliferation of bugs that swarmed and buzzed everywhere. The vendors were dressed in everything from tasteful ethnic costumes to Walmart 'not-so-hot' bargain specials. In contrast to this tumultuous spectacle, the fish, some recognizable, some exceedingly alien in appearance, were displayed with the precision one might encounter in a military parade. Not a tail or fin out of place. All heads to the North, all eyes to the right, all the same size resting silently in rows.

Finally, we bought a nameless, colourful, very cheap fish for dinner and then headed over to a nearby street cafe for lunch. Mmmm,! Superb! Fish tacos, giant prawns, two kinds of salsa, beans, rice and unlimited corn tortillas appeared on our table. When all was said and done, or eaten in this case, the food came to about five dollars US., including tip and a couple of cigarettes we gave to people dropping by.

Now folks, you may notice my reference to that little adjective 'cheap' fairly regularly. I,m not necessar-

ily a , cheap person, however, when embarking on a voyage with an undisclosed time frame and a very limited budget, 'cheap' becomes one of the foremost words in our vocabulary. That is to say, anything 'not cheap' is excluded from our experience and vice versa, anything cheap is welcome with open arms. Just so you know!

On November 10th, stores restocked with an abundance of fruit and vegetables, eggs, cheese and tortillas, our mysterious fish devoured and farewells made, we left the harbour at the crack of dawn for San Quentin, a tiny fishing village two days sail south from Ensenada. The trip itself was relatively uneventful, clear skies, rolling Pacific swell, sometime wind sometimes no wind.

Gary, determined to make the most of our fishing licenses hauled out our fishing gear in an attempt to recoup some of our monetary losses. We arrived in San Quentin tired and dirty, with 12 eight to ten pound tuna fish stowed on board, at 08.00 hours. Forty processed cans of tuna fish later; we washed, ate and crawled in to our stateroom bunk, for a well deserved, good night's sleep. We were the only boat in the anchorage of San Quentin that night and felt secure that we were protected from the mighty Pacific swells and a North-eastern wind that is prevalent on the Baha Coast.

After three months at sea and anchorage, we became very familiar with our vessel, every creak, groan, ocean swell, rustling of the halyards, or tug of the anchor chain; caused a raised head, a knowing glance; alert but not alert, if you know what I mean.

At 01.30, Gary awoke with a jolt of lateral movement of the boat. Now this was unusual. Firstly, there was no swell , and secondly, with fair wind conditions, a boat at anchor heads into the wind or tide. Not taking any chances he went up on deck to check things out.

At first, all seemed well, another boat had come into the anchorage; there were no swells and the wind was blowing a civilized 15 knots. Moloda was definitely rocking from port to starboard with no apparent explanation.

Flashlight in hand, Gary leaned over the side to witness a large fluke disappearing under the hull.. "we have company" he yelled to me below. I crawled out of bed to visit with this ill-mannered guest arriving at such an ungodly hour. I saw the other sailboat off the starboard stern and figured it must be an emergency.

Indeed, yes, this seemed to be an emergency; a grey whale with a tenacious itch on his back decided our keel was the perfect solution to alleviate his ailment. Tired though we were, we sat and watched spellbound for an hour or so, even the camera ran out. yes, we have photos!

At 04.30 hours we retreated to bed, desperately tired and quietly exhilarated. Alas, our whale, now named Pancho, had no thoughts of ceasing his massage activities. In fact, his enthusiasm and efforts increased to a level of extreme discomfort for us, not to mention the wear and tear on our hull and, oh

my goodness, the rudder! Pancho had outstayed his welcome and with so much regret, Gary idled the Diesel engine, and Pancho slowly moved off into the bay.

Dawn arose the next morning and we slept and slept. Mid day, I came on deck with a cushion, a large mug of earl grey tea and my latest mariner,s exchange book, “ The Three Swans”. Snuggled down on top side, the wind was picking up twenty-five to thirty-five knots by now; I noticed a distinctive septic kind of smell . Foul is about the only way to describe it. I hollered at GArY who was relaxing down below, “ We have a septic problem, it,s gross up here, sweetie, can you fix it?”

Gary came on deck and proclaimed “ no problems below”, and that,s when Pancho reappeared, blowing his obstreperous breath in a greeting for us. He circled the Moloda twice, did some pretty fancy swimming under the hull, gave us a few more whiffs of his extraordinary breath and then moved along the port side for presumably a well deserved back scrub with our deck brush.

Intrepidly, Gary attempted to scrape off his encrusted barnacles ( dyed bright red from our bottom paint) with absolute awe and reverence. I can say a good time was had by all.!

The wind continued to blow, we had no plans for reckless adventure out in the Pacific so the Moloda, Gary, Pancho and myself spent four blissful days in friendship and deep admiration for one another. Pancho became the most thoughtful of guests, barely rocking us, yet making his presence known by his awesome odour, entertaining us with his humour, wit and gracious spirit. Oh, life is sweet!

I hate cliches but there is no other way to say this; Life moves on and so do we. It was a sad day when we pulled out of San Quintin and left Pancho behind.

We zigged in a south west direction to Cedros Island and then zagged back to Turtle Bay, a popular port of call for the ‘Baha Ha Ha Group’, a fleet of up to 150 sailboats that annually leave from San Di-ego to Cabo San Lucas. There,s safety in numbers some say! This whole area of the Baha Coast is the winter breeding ground for grey and humpback whales. Barely a day went by without sighting several whales cavorting gymnastically for our delight, regrettably no more signs of red-splotched Pancho. The clock was ticking and hurricane season diminishing so we pushed south to our next stop,Asuncion

We rounded a rock strewn headland into a small somewhat protected bay and were surprised to be hailed over our VHF by a local resident., Sherry Bondy, formerly from Tofino, BC. She and her husband, an x BC fisherman, ran a whale watching outfit and B&B facilities out of Asuncion. If you are ever down in those parts, she always hails the Canadian flag. Gary and I were invited to join them the next day for a meal and the use of their laundry facilities. Now that,s a huge bonus.

!  
Later that afternoon, we heard a mighty boom, the Moloda shuddered and Gary feared our engine had been ripped out of the hull.

Thankfully, this was not the case. An earthquake had struck barely fifty miles off shore. Our experience with earthquakes on land is minimal and our experience with them at sea, nonexistent. Unable to contact the shore, we sat terrified along with another sailboat waiting for who knows what. Tsunamis, disappearing into giant crevices, you name it we thought of it.!

Sherry hailed us the next morning and confirmed our suspicions re the earthquake and informed us the whole town had been evacuated to nearby Guerrero Negro. Her house had cracked walls and was strewn with broken glass and China. The swells from the disturbance made a beach landing impossible and so with regret we were neither able to acquaint ourselves with Sherry, her washing machine nor the tiny village of Asuncion. We hastily hauled the anchor in fear of more tremors and tidal waves and set sail for our next destination, 'Abre Ojos' appropriately named "Open Your Eyes". Short but not so sweet.

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OK, I know it's a bit out of date...



# Mooring Buoys FAQ's

## Jude Briscoe, Squadron Treasurer

Q1: What federal regulations cover the placement of mooring buoys and private docks?

A1: The Private Buoy Regulations, established pursuant to the Canada Shipping Act, prescribe the mandatory marking, lighting, size, and placement requirements for mooring buoys. Under the Navigation Protection Act, buoys are a “work” and may require authorization from Transport Canada. The only buoys that do not require authorization before being placed are those that are built or placed in accordance with the criteria listed in the Minor Works Order, under the class of works called “Mooring Systems”.

Private Buoy Regulations – <http://laws-lois.justice.gc.ca/eng/regulations/SOR-99-335/>

Minor Works Order - <http://www.tc.gc.ca/eng/programs-675.html>

\*\*\*\*\*

Q2: What are the markings requirements for Mooring Buoys?

A2: Mooring buoys must be placed and marked in compliance with the Private Buoy Regulations. These include requirements for the owners name and contact information, standard colour requirements and location requirements. The full text is available at <http://laws-lois.justice.gc.ca/eng/regulations/SOR-99-335/>

The Private Buoy Regulations specify that buoys must also comply with the requirements set out in the Canadian Aids to Navigation System (TP 968), which directs that a mooring buoy is coloured white and orange, with the orange colour covering the top one third of the buoy above the waterline. A mooring buoy must have a yellow light, if lighted. The light must conform to the standards and guidelines in the Canadian Aids to Navigation System (TP 968). Retroreflective material, if used, must be yellow.

Canadian Aids to Navigation System -

<http://www.ccg-gcc.gc.ca/aids/Canadian-Aids-To-Navigation-2011>

\*\*\*\*\*

Q3: Who can place a mooring buoy?

A3: Any person or entity may install a mooring buoy, provided the buoy meets the requirements of both the Private Buoy Regulations, and the Navigation Protection Act. If the buoy is installed in accordance with the Minor Works Order, then no further authorization from Transport Canada is required. The Owner’s Guide to Private Buoys has been published by Transport Canada to illustrate the standards for markings.

An Owner’s Guide to Private Buoys -

<https://www.tc.gc.ca/Publications/en/TP14799/PDF/HR/TP14799E.pdf>

This article was also submitted to The Sounder

# Seaburban

Still gleaming in spite of 9 months around the world.



## Silva Bay Marina

The parking lot (left)

The ways - still there, and below, a memory..





*From the Wheelhouse\**  
*John Van Praet - Commander*  
*and*  
*the Educational Department*  
*Agathe Gaulin - Educational Officer*



## ACTIVITIES PLANNED FOR GABRIOLA SQUADRON

March-April-May 2022

- 21<sup>st</sup> March, Monday- Regular Bridge Meeting-3 pm
- 6<sup>th</sup> April Wednesday- Radio Course (ROC)M Review Session 1- 7 to 9 pm
- Somewhere around this date: Regular Bridge Meeting (Maybe April 11)
- 13<sup>th</sup> April Wednesday - Radio Course ROC(M) Review Session 2 and exam - 7 to 9 pm
- 20<sup>th</sup> April Wednesday- Weather Seminar (John B)- 7 to 9 pm
- 24<sup>th</sup> April Sunday- AGM and presentation- Social- simulator-2 pm to 4 pm
- 27<sup>th</sup> April Wednesday–Seminar 4 knots & hitches for secure boating (Sean) - 7 to 9 pm
- 4<sup>th</sup> May Wednesday - Planning for Cruising (Gary and Li)- 7 to 9 pm
- 5<sup>th</sup> May Thursday day 1 of Youth Introductory Course Safe Boating -8:30am to 3:30 pm w/simulator
- 6<sup>th</sup> May Friday day 2 of Youth Introductory Course Safe Boating: 8:30 to 3:30 pm w/simulator
- 11<sup>th</sup> May Wednesday- PCOC Operator Card Review Session 1 - 7 to 9 pm
- Somewhere around this date: a (new) Bridge Meeting
- 18<sup>th</sup> May Wednesday - PCOC Operator Card -Review Session 2 and exam- 7 to 9 pm
- 25<sup>th</sup> May Wednesday- Seminar: "Tips, strategy for eager new crew" (Agathe + others)-7 to 9 pm
- 27<sup>th</sup>-28<sup>th</sup> -29<sup>th</sup> May Friday, Saturday, Sunday– RVCCs-Boat checks
- On Saturday 28<sup>th</sup> May, Social drop in at Food Truck at Page's Inn at 4 pm.

### CODE:

- **Yellow** : seminars and courses held in Basement of Gabriola Hall
- **Magenta**: GoTo app for Meetings
- **Blue**: AGM at Gabriola Hall Community Hall
- **Green**: 2-day Safe boating Camp for Youth at Gabriola Hall – basement
- **Gray**: at Page's & Silva Bay Marinas

And finally, to all who have generously supported us:

WE THANK THE BUSINESSES AND INDIVIDUALS LISTED BELOW  
FOR THEIR SUPPORT OF OUR SQUADRON'S ACTIVITIES



Mr. & Mrs. Don Powell

Sandi Winter

Dr. Bob Rooks

SEE OUR SQUADRON SPONSORS BOARD  
AT EVENTS AROUND THE ISLAND