

AMERICA'S BOATING CLUB
For Boaters, By Boaters®



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The Peralta Helmsman

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The Peralta Squadron, Once Again on a High Seas Adventure

by D/Lt/C Norm Pennington, SN-ON

Several Peralta Members have once again sailed the Celebrity Edge® on the Mediterranean Sea and crossing the Atlantic Ocean on a voyage that started in Rome, Italy and landing in Ft. Lauderdale 15-days later. Since 2008, Peralta has held a biennial cruise to destinations such as Alaska, Hawaii, the Panama Canal, the South Pacific, to Rome and to Southampton. Missing 2020 due to the pandemic, we cruised the Eastern Caribbean in 2021, featured in the December 2021 Issue of the Helmsman. Our journeys have taken us to at least 12-countries on three continents, crossing the International Date Line, the Prime Meridian, and the Equator.

After months of planning by our travel agent and host Judy Ireland of Judy's Travel, our 2022 cruise started with a four-day stay at the hotel Smeraldo, near the Piazza Campo de' Fiori, placing us in the very heart of the eternal city of Rome. Nearby is the Roman Forum, the Colosseum, Trevi Fountain, the Pantheon and the Vatican. We had plenty of free time to shop and visit places of interest, including a guided tour of the Vatican, and a very special dinner at the Tanagra Caffè. Not really a café, but rather a unique dining experience. This place did not have a menu; however, the meal covered multiple courses and was topped-off by a great dessert. This was an extremely fun experience. I wasn't sure about the idea of having an opera singer

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Also in this Issue:

- Messages from our Commander and Bridge Officers
- Peralta Crab Feed in January
- Celebrity Cruise Highlights
- A Traveler's Travails by Rick and Vickie Erickson
- Special Cruise Poem by Barbara Waldstreicher
- Other Upcoming Activities

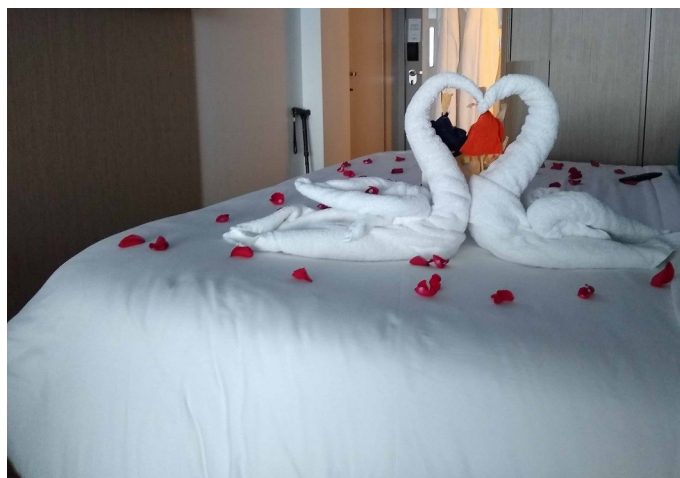
From Once Again on a High Seas Adventure on Page 1

sing at us as we enjoyed our meal, but the performance was fantastic. Rick Erickson found himself on stage, and later I was coerced to empty my glass of wine in a single gulp at the hands of the singer. The entertainment was great and the feeling from the guests was fantastic. Our dinner was followed by a night tour of Rome.



Once aboard the *Celebrity Edge*, we departed the port of Civitavecchia, Italy on our way to Ajaccio, Island of Corsica France. Our next port of call was Palma De Mallorca Spain. This was followed by Cartagena Spain where we had to set our clocks back one-hour giving us an extra hour of sleep.

Then we were off to our next port of Gibraltar United Kingdom, where we set our clocks back another hour. Several of us had an interesting tour inside the Rock of Gibraltar. After leaving Gibraltar, we set sail for two days. After the first of two followed by another time-zone change,



Judy Ireland arranged for a surprise 45th Wedding Anniversary party for the Penningtons that was followed by dinner in the very exclusive Eden Restaurant. Another one-hour time change to our next port of call at Ponta Delgada Portugal. This was followed by six days at sea that included three more time-zone changes until we reached Fort Lauderdale. The weather was comfortable while in the Mediterranean, however started to cool once in the Atlantic.

A couple of days before reaching Florida, I noticed the weather getting warmer, however, that did not last long. Once we disembarked the ship and headed to the airport for our trip back to the Bay Area, the winds started picking up speed and near sunset the rains came. Due to weather, our flight was delayed on the tarmac for nearly an hour waiting for the heavy rains to slow or stop. It turns out we were on the cusp of Tropical Storm Nicole.

We are already planning with Judy Ireland for our next cruise, a 12–15-day Scandinavia cruise in the late spring or summer of 2024. This cruise, leaving from and returning to Southampton aboard the *Celebrity Solstice*[®] or *Silhouette*[®], that will include a visit to ports in Norway, Denmark, Sweden, Finland and Estonia. On the front-end of the cruise, we are planning on staying in London with a trip or two into the country. We are especially looking at visiting the **Muncaster Castle**, a privately owned castle overlooking the River Esk, near the west-coastal town of Ravensglass in Cumbria, England. Muncaster is owned by the Pennington family (no real relation), and we are planning on staying at the Pennington Hotel (also no known relation) for a night or two. Muncaster is famous as it is said to be haunted with the *White Lady Ghost*, the *Tapestry Room Ghost* and *Tom Fool*. More info coming later this year as we will need to start thinking about reservations, etc., about a year before the cruise. Let us know if you would like to join us in our next adventure sailing on the high seas and visiting countries afar.

Executive Officer's Report

By Lt/C Ricardo L. Mares, P



Safety and Lithium Batteries

In the December issue of the Bay and Delta Yachtsman there was a product announcement discussing a new portable fire extinguisher that stops lithium battery fires. In every one of our ABC3 courses we discuss the three types of fire extinguishers;

Type-A for paper or cloth, i.e., substances that leave an ash, Type-B for fuel or oil, and Type-C for electrical fires. One would think that a Type-C extinguisher would be sufficient for Lithium battery fires.

According to the article, when a lithium battery cell fails, whether due to damage, defect, short circuit or overcharging, the heat generated transfers to neighboring cells. This causes a cascading – and potentially lethal – combustion sequence called thermal runaway. The company mentioned in the promotion that their extinguishers for lithium batteries utilizes a different type of suppression agent that could qualify this type of extinguisher as potentially a new type?

Lithium marine batteries come in at least two distinct technologies. The first is Lithium Ion, the type of battery that up to now, we have been using in small electronics such as cellular phones, laptop computers and tablets. Marine batteries are available as lithium iron phosphate (LiFePO4) available as a deep cycle or starting batteries.

If you are considering changing from lead-acid flooded, glass mat or gel-cell batteries, lithium batteries generally cost four times as much as an equivalent flooded battery. Conversely, they can last more than ten to twelve years verses four or five-years for a flooded battery and can handle far more charge-discharge cycles than their lead-acid counterparts. Lithium batteries are sealed and do not require maintenance and they weigh less than half of a flooded battery. Lithium batteries also come in a variety of voltages such as 12-volt, 24-volt and 36-volt. Lithium batteries require a battery charger that supports lithium batteries. The question that remains, will a unique type of fire extinguisher will be required for lithium batteries?

Looking down the river, I think I see the need for a seminar to specifically cover the many advanced features of marine lithium batteries, battery chargers, battery monitors and fire extinguishers.

2022-23 Bridge

Commander:

Cdr Nicholas J. Pack, JN

Executive Officer:

Lt/C Ricardo L. Mares, P

Educational Officer:

D/Lt/C Norm Pennington, SN-ON

Administrative Officer:

Lt/C Alan Smith, P

Secretary:

Lt/C Barbara Waldstreicher, JN

Treasurer:

D/Lt/C Judy Pennington, P

Assist Educational Officer:

1st/Lt Rick Erickson, SN-IN

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P/C Janis K. Chapman, AP

Susan Ann Holmes, S

P/Lt/C Fred Holmes, AP

Nominating

P/Lt/C Josette Mares, S

P/C Melba J. K. Hale, P

P/Lt/C Vickie Erickson, JN

Rules

D/Lt/C Norman W. Pennington, SN-ON

Lt/C Alan Smith, P

Lt/C Ricardo L. Mares, P

What is ahead on the Calendar:

December

3rd

Holiday Dinner at Poer 29, Alameda

12th

Executive Committee Meeting

All members welcome via Zoom

January

9th

Executive Committee Meeting

All members welcome via Zoom

10th

America's Boating Course 3rd Ed

All members welcome via Zoom

28th

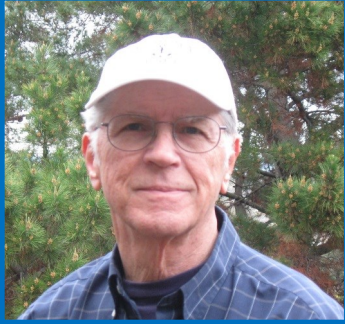
Peralta Annual Crab Feed

Oakland Air Museum

All members welcome

Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN-ON



Boating Courses, Seminars and a place to Gather

An educated boater is a better boater! United States Power Squadrons/America's Boating Club offers a wide range of

boating courses and seminars for all levels, including boat handling, navigation, boating rules and regulations, marine electronics, boat maintenance in the classroom, online, and on the water. Many of our members joined our squadron to advance their educational goals.

As a squadron with a variety of educational offerings, we were able to recruit members as older members left our group. However, with the closing of the San Leandro Yacht Club, we lost our training facility to conduct courses and seminars, recruit members and hold social events. Further, with the pandemic we would not have been able to get together. Additionally, several key members have decided to move out of the Bay Area. Still, we need to survive and grow despite our lack of a place to meet that is convenient. The good news we have two social activities coming up that we hope to be able to meet with one another. For those seeking to increase education, we have a plan to address getting courses to our members.

Until such time as we can offer and conduct full in-person learning, there is an alternative that I hope many will adopt. The USPS/America's Boating Club offers courses and seminars at a very modest price, and on a variety of topics. These offerings can be taken on your time and a pace you are comfortable with, while at your home.

Beginner, intermediate or advanced — whatever

your skill level, our in-depth boating education courses will boost your knowledge and confidence on the water.

America's Boating Course¹ gives you the basics you need to get out on the water safely, and it meets the California state boating education requirement.

Boat Handling² builds your competence and confidence on the water with an in-depth look at the practical boating skills. Boat Handling replaces the previous Seamanship course, and is presented in a six-seminar format followed with a final examination..

Marine Navigation and Advanced Marine Navigation give you the skills you need to get where you're going using charts and marine electronics as well as a knowledge of winds, currents and tides. Marine Navigation and Advanced Marine Navigation were previously known as Piloting and Advanced Piloting respectively.

Offshore Navigation and Celestial Navigation, a must for oceangoing captains, teach you about planning and monitoring your voyage using modern marine electronics and how celestial observations can help you estimate your vessel's position with confidence. Offshore Navigation and Celestial Navigation were previously known as Junior Navigation and Navigation respectively.

Cruising and Cruise Planning² prepare you for a multi-day voyage such as a week-end, a week or longer cruise.

Engine Maintenance gives you information on how engines work and basic maintenance procedures, as well as how to recognize problems. This is a course on mechanical theory as opposed to nut 'n' bolt twisting.

Marine Electrical Systems provides information on Alternating and Direct current, as well as boat electrical systems. Marine Electrical Systems is a course in basic 12-volt and 120-volt electrical systems.

Marine Communication Systems explains the different types of radios and communication options

Educational Officer's Report (continued from Page 4)

Electronic Navigation gives you basic information on the various electronic devices available today that help you navigate and select routes. Basic electronic devices such as depth sounders, GPS units and Chart Plotters are covered.

Radar for Boaters gives you basic information on radar. An advanced course that goes way beyond the Radar seminar.

Sail lets you learn about basic sailboat designs and nomenclature, rigging, and safety from experienced sailors. Then tackle the physical aspects of all forces and techniques, sail applications, marlinespike, helmsman ship, and handling of difficult all conditions.

Weather² is a detailed study of the causes of weather, various types of storms, clouds, and predicting weather. This is the main course on weather that expands the various weather seminar/webinar offerings.

So, you have taken all of the courses, but desire additional information in the form of a seminar. There are short two-hour topical seminars further expand your knowledge and confidence on the water.

Boat Handling

- Advanced Powerboat Handling
- Anchoring With Assurance³
- Boating on Rivers, Locks, and Lakes
- Boating with Confidence³
- Confidence in Docking and Undocking³
- Emergencies on Board³
- Knots and Line Handling³
- Rules of the Road³

Electronics

- How to Use GPS⁴
- Marine Radar
- AIS Electronics for Boaters⁴

Navigation

- Introduction to Navigation
- Using Nautical Charts⁴
- Mariner's Compass
- Rules of the Road

Facing the Environment

- Weather for Boaters⁴
- Hurricane Preparation for Boaters⁴
- Modern Weather Forecasting⁴
- Tides and Currents

Safety

- Fuel and Boating
- Propane Systems on Your Boat⁴
- Crew at the Helm
- Man Overboard
- All About Marine Radio⁴

Techniques

- Knots and Line Handling
- Paddle Smart⁴
- Trailering Your Boat

Cruising

- Crossing Borders
- Cruising Boats and Systems⁴
- Planning Your Cruise⁴
- Boating on Rivers, Locks and Lakes⁴

You have not found a course or seminar that interests you? How about one of the following Webinars⁵.

- Weather Forecasting for Mariners: the 500 millibar Chart
- Thunderstorms and Severe Weather
- Living Aboard While Cruising
- Emergencies on Board
- Ocean Currents and Computer Navigation
- Oceans Waves
- Personal Watercraft Operations

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Educational Officer’s Report (continued from Page 5)

You say, I’m convinced, how do I sign-up and attend one of these courses, seminars or webinars?

To sign-up for one of the two 2023 America’s Boating Courses, type this link into your browser: <https://peraltasquadron.org/education/calendar.html>

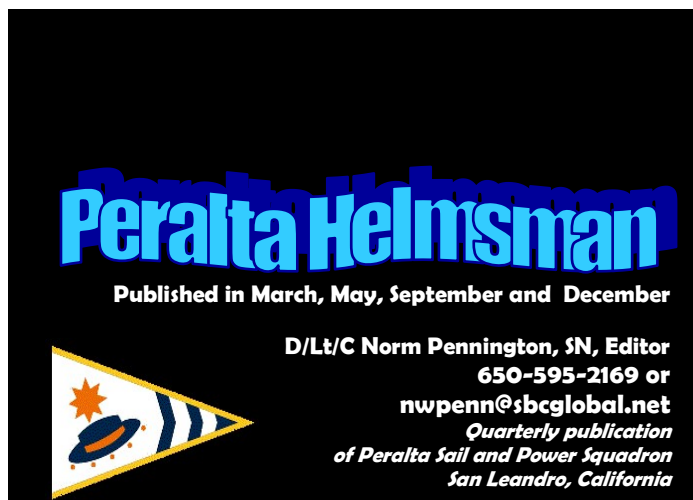
For all other courses, seminars or webinars type this link into your browser and register through the USPS Learning Management System: <https://uspsonline.lmscheckout.com/Course/index>

I certainly hope that you have found a course, seminar or webinar that meets your needs. If there is sufficient interest, we are prepared to offer other courses or seminars in a virtual setting using Free Conference Call or Zoom.

Finally, remember that starting in January 2023, all boaters aged 50 years and younger will need to have their California Boater Card (CBC). In January 2024, the age goes up to those 60-years and younger, and in January 2025 all boaters regardless of age will need their CBC. Boaters supervising children 12 thru 15 are required to have their CBC regardless of their age.

Notes:

- ¹ America’s Boating Course will be presented online using Free Conference Call in mid-January 2023 and again in October of 2023 at a member cost of \$25 per student manual while supplies last.
- ² Courses so designated are available on demand online at a cost of \$67.50. The remaining courses will be available on demand in the future.
- ³ Seminars so designated are available on demand online at a cost of \$24.95 each and are components of the Boat Handling Course \$67.50.
- ⁴ Seminars so designated are available on demand online at a cost of \$24.95. The remaining seminars will be available on demand in the future.
- ⁵ Webinars listed are available on demand at a cost of \$24.95 each.



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Peralta Sail and Power Squadron Annual Crab Feed

Saturday, January 28, 2023

at the
Oakland Aviation Museum

8252 Earhart Rd.
Oakland, CA 94621



Arrive after 5:00 p.m. and tour the museum
Fresh Crab Dinner 7:00 p.m.



Menu:

Salad, Pasta, and Fresh Crab
French Bread
Dessert, Coffee.



Cost: \$50.00 Per Person/ Children under 12 \$20.00

Pasta Only Dinner \$20.00

Please mail your reservations with check Payable to the Peralta Power Squadron
Deadline Wednesday January 25, 2023

TO: P/C Judy Pennington
11221 Redhawk Court
Auburn, Ca. 95602
Telephone 650-595-2169

E-Mail judypenn@sbcglobal.net

Number of Persons _____ @ \$50.00 Amount _____

Number of Children _____ @ \$20.00..Amount _____

Pasta Dinner _____ @ \$20.00 Amount _____

TOTAL ENCLOSED _____

OCEAN'S 11 ON THE EDGE

by Lt/C Barbara Waldstreicher, JN

At last, we made it to another transatlantic cruise
The anticipation and excitement were evident for our upcoming views.
Little did we know of our looming airport fiasco
Before we were able to taste our Italian antipasto.



Our plane left late and we missed our connecting flight
And the Erickson's and Pack's were in for a terrible plight.
Vickie checked her Air Tags and found their luggage was not on the plane
And the Pack's were nowhere to be found after their airport service which was insane.

We hung out in Lisbon's airport lounge for a very long time
And Judy finally found the Pack's to continue their lifeline.
We finally boarded the plane and headed for Rome
And made it to Hotel Smeraldo 23 hours later for our new home.



Up early the next morning with very little sleep for the Vatican tour
Our awesome guide, Anna, was so informative, with all its allure.
After a short cut from the Sistine Chapel that Barb was not a part
We lost Judy I. but had to leave and she had to restart.

Next was the Monastery outing with Dick's son, Mark
Who gave us a private tour of an aging Italian landmark
Unfortunately, the Pennington's and Nick missed the talk
They got lost in the city because they decided to walk.



Next day was a scenic city round-a-bout on a hop on/off bus
Where we remained in our seats and listened without a fuss.
The afternoon was spent chilling and shopping and on the roof top
Laughing and drinking with great scenery as a back drop.

We got in our vans and headed for the dinner and entertainment
And had no idea several in our group would be part of the arrangement.
Rick and Betsy had personal performances with the singer and stole the show
And basked in their glory in the afterglow.

The city night tour was a bumpy bus ride
We had our personal escort, Anna, as our tour guide.
The lights of the city gave us a different perspective
As we took in the sights being introspective.

Some of us visited the Colosseum and Jewish Ghetto, which brought us back to our history class
And Judy P. wondered if the Roman dogs' paws had ever felt grass.
Afterwards we all met in the lobby at 1:30 for our mandatory Covid tests
If it wasn't for Vickie, Hotel Smeraldo would still be retaining Betsy, Nick and Mary as their guests.

Monday morning finally came and the anticipation was rising
The atmosphere in the limos felt energizing.
Everyone got on the ship with a smooth embarkation
To begin the 2nd leg of our continuing vacation.

The Edge set sail without much fan fare
 We all had dinner together at the Normandie restaurant sitting in our chair.
 A few of us made it to the late-night show to see some sneak peeks
 To decide which performances we'd attend in the upcoming weeks.

Corsica, France, was the first port where we got off the ship
 Barb used her walker with a pretty good clip.
 We learned about its history with Napoleon Bonaparte
 And came out of the tour a little more smart.

Rumor had it that two of the suitcases were inching closer to the ship with reas-
 suring news
 And hope of them being reunited with the Erickson's before the end of the
 cruise.

After chic night dinner, some headed to the show for a violin treat
 While others headed to the casino for the dealers to greet.

Palma De Mallorca's tour was the Palma City Sights
 Where we bussed and walked and saw ancient highlights.
 It was here that 2 out of 3 suitcases arrived
 And the Erickson's only felt a third deprived.

Barb heard the boats in the harbor signaling their 5:00 tradition
 Of sounding their horns in simultaneous rendition.
 Every night we met for a drink in the Martini Bar
 We were living the lives of champagne and caviar.

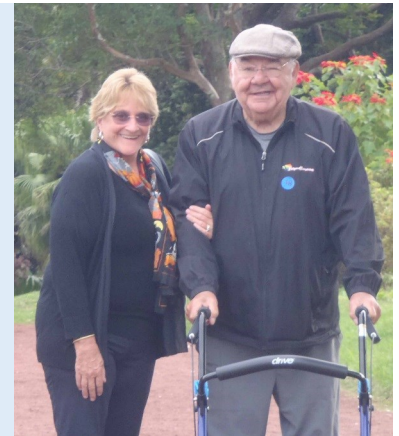
Several of us cancelled the tour in Cartagena for our bodies to rest
 While Rick and Nick decided to continue on with the City Tour quest.
 The continuing saga of the misplaced bag -
 It made it to Rome, according to Vickie's Air Tag.

We arrived in the morning amidst the Gibraltar fog
 Many went out on tours to be included in our travelogue.
 Some went to see and hear the history of the rock
 While others had a panoramic tour and tasted tapas before returning to the dock.

First sea day we were finally able to slow down and relax
 And take care of our painful and aching bodies and backs.
 Several of us played a casino game show called "Deal or No Deal"
 Where Vickie won a cruise after spinning the wheel.

The entertainment on board has been enjoyable and fun
 The quality of singing and dancing has been exceptional, bar none.
 Lisbon is the latest location of the Erickson's bag
 The route it has traveled has taken a zig and a zag.

Our 2nd sea day was spent leisurely and gambling with the girls on the ship
 And looking for activities to attend on the cell phone app with our fingertip.
 Alas, the Air Tag located the bag in our last European port
 And may be transported to the Edge by a Celebrity escort.



Norm and Judy were surprised on their anniversary by 2 swans on their bed
They enjoyed reminiscing to everyone at the cocktail party about the day they were wed.

We had a fabulous dinner hosted by Judy I. at the Eden Restaurant
And had more food served to us than we could ever want.

The Azores was the last port before heading back to the states
Some of us took excursions to see the 2 lakes.
The case of the missing luggage has finally been put to rest
It is safely in Rick's room after an adventurous quest.

Funny thing happened on the 1st night of dinner while crossing the pond
Mary got up from her chair and her pants fell to the floor before she could respond.

This gave everyone a laugh, including the table next to us
However, what happens on the ship, stays on the ship, never to discuss.

Day 9, we all dressed up for another chic night and what a good looking crew
Norm and Judy tried to have a quiet dinner at the Cosmopolitan Restaurant for two,

The rest of us went to the Steak House to experience fine dining and cuisine
Most of us ordered a piece of meat that was as big as we had ever seen.

After dinner Judy I. and Barb attended all the live entertainment shows
While many went to the casino or bed to doze.

Day 11, with another game of "Deal or No Deal", now Betsy won a cruise
Many of us have been doing well in the casino with not much to lose.

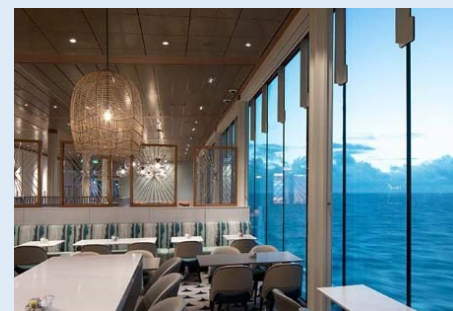
Lady Luck was shining on our group once again on day thirteen
When a lucky incident happened to Bonnie that was unforeseen.
She was picked twice – to play the briefcases and spin for a cruise
And was successful at both, bringing Dick some very good news.

Judy P. did well playing Blackjack and "Deal or No Deal"
Where she also won big money with her reveal.
The women played the entire cruise and were the big gamblers in the group
Where many won big or played with house money and did recoup.

The anticipated night we were looking forward to had finally arrived
When we dined on lobster and were not deprived.
However, knowing our trip was coming to an end
We were disappointed we could not continue our travels and extend.

The last sea day was spent reminiscing and relaxing
And the daunting task of repacking which is always depressing and taxing.
In the last "Deal or No Deal" game, they called Mary's name
She hung in there 'til the end and won her money back with no shame.

The Oceanview Café was a popular meeting place on the starboard side
Where all of us had our diets severely modified.
The Martini Bar was also a consist spot at night before dinner
Where many of us experienced this new drink as a beginner.



Judy is a travel agent extraordinaire
 She is top notch at her job with no to compare.
 Big shout out for all her hard work
 And organizing and creating for us each different perk.

We're at the end of another one of our exciting and enjoyable trips
 From Rome to the Edge, one of Celebrity's newer cruising ships. Hopefully we will be able to continue this tradition for many years. So here's to a wonderful vacation and future frontiers.

Photo: Top Row; Betsy Venters, Judy Ireland, Norm. 2nd Row; Judy, Rick, Bonnie and Dick. Front Row; Mary, Vickie, Barbara and Nick.



A Traveler's Travails by Rick and Vickie Erickson

I wanted to share a story of a baggage near-disaster which occurred on our recent trip to Rome and trans-Atlantic cruise back to the US. Perhaps you will get a laugh or two, and maybe even a lesson-learned!

Our literary called for Vickie and I to fly from our new home in Las Vegas to San Francisco to join our group of intrepid travelers, then fly to Rome via Lisbon. We were happy to learn that Alaska Airlines was able to check our luggage all the way to Rome, which would save lots of extra time to claim bags in San Francisco and re-check them on TAP Portugal for the trip to Rome. After a cup of coffee, we were off!

All proceeded well until we arrived in Lisbon. We were late, and missed our connecting flight to Rome. Once we completed the customs and immigration formalities, we were sent to the 'private' lounge to wait. We had purchased some Air Tags before our trip, and placed them in our bags, so Vickie decided to check to see if our bags were delayed in Lisbon as well (we were bored and facing an eight-hour delay). Lo and behold, we discovered that our baggage was still in San Francisco!! All three bags.

The ensuing hours were spent calling both Alaska Airlines and TAP Portugal trying to resolve the problem. Between trying to use international phone networks and language barriers, we were finally told to file a lost baggage claim upon our arrival in Rome. Two days later, we were able to see, via the Air Tags, that two of our bags had made it to Lisbon, so we began to hope that something good would happen. Of course, there was the issue of the third bag still showing up as being in SFO.

The day of embarkation came, and we were resolved to make whatever adjustments that were needed to enjoy the cruise. With just the stuff we had in our carry-on bags. The bags were now showing two in Rome and one in Lisbon. Would anything make it to the ship before we sailed?

Ah, no. However, there are a few people on the ship that work in a section called Guest Services. Once we explained our dilemma, they assured us that they would do whatever they could to assist. Although the bags did not make it to the ship before we departed, two bags did meet the ship in Palma de Mallorca! Two down, one to go!! The last bag by this time was showing in the Air Tag as being again in Lisbon. Four days later, when the ship called at Ponta Delgada in the Azores, the final bag was brought onboard.

Lessons learned: First, Air Tags are a good thing. My friends in Guest Services told me that the information we provided them about Air Tag locations were effective when speaking with people in various airports that swore our bags were not there (until they were told about the Air Tag information). Second, when it is suggested to pack all medications in carry-on luggage, it's good advice. (I only carried about a week's supply of my meds with me; all the rest (you guesses it) were in the last bag to be found and delivered.

THE PERALTA HELMSMAN

Peralta Sail and Power Squadron
11221 Redhawk Ct.
Auburn, CA 95602-7616



Commander's Comments



Commander Nick Pack, JN

The United States Power Squadrons/America's Boating Club has been actively working on structural changes for districts and squadrons, or club levels. These

structural changes are designed to allow more flexibility on how individual squadrons will be allowed to restructure to accommodate local conditions. This is the result of squadrons have asking for relief from organizational structures and procedures that make it harder to continue successfully.

For some squadrons, simplification is the goal. Some squadrons have requested authority to operate with fewer officers and committees for a variety of reasons such as having fewer participating members such as filling bridge positions and being compliant under the bylaws. For other squadrons, having more flexibility to define their organization is key.

The Peralta squadron is currently one-third of their highest number of members. We once had multiple instructors holding multiple concurrent courses. We have also had access to various facilities to hold classes and social activities. We are currently waiting on learning on the direction that our district is taking before adopting our structure that we will be asking member input to define our future. At present there are

three choices with one being that there will be no changes to our structure. The other two are subsets of the current structure, the first called the minimum structure with a second called the minimum-plus structure.

The starting point will be a review of our squadron's goals and decide whether our current organizational structure fully supports its success. If that is the case, then no further action will be needed and we will continue on our current course. However, should it be determined that our goals are too lofty, then we can consider one of the other two organizational structures. This activity will take place in 2023 with a potential revision to our bylaws.

We hope members will come forward and help us with this endeavor.

Meanwhile, Have a safe and happy holiday season and the best of New Years.

