

COMMANDER'S MESSAGE

June
2009



MAIN LINE SAIL AND POWER SQUADRON—D5
A UNIT OF UNITED STATES POWER SQUADRONS®
SAIL & POWER BOATING
WWW.USPS.ORG/LOCALUSPS/MAINLINE

The Pilot



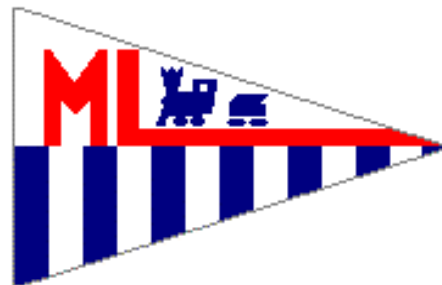
Remember the old Burma Shave signs? How about the one that said “Spring has sprung, the grass has rizz, where last year’s careless driver is.” At one time we could have substituted the last part to read “where last year’s careless boater is.” Not anymore. I have been talking to and congratulating over sixty people so far in the ABC boating course taught by P/C Russ Jones and his faithful cadre of teachers. Almost to a person the students have said after the course, “Great course”, “Didn’t realize that I had so much to learn”, “Thank you for taking the time to teach us.” Recently there was an article in the Philadelphia Inquirer about the organizations which have been teaching safe boating to the New Jersey boaters who now need certification and a proctored exam. Mentioned were the Coast Guard Auxiliary, private boating schools, and United States Power Squadrons. Again the comments at the end of the courses were basically the same—“I didn’t realize that I didn’t know.” A squadron SEO and an Coast Guard **Auxiliarist** are both quoted on this subject.

Boating safely is what USPS is about whether teaching it or practicing it. Hopefully we have reduced the number of careless boaters and have replaced them with knowledgeable, safe skippers. There are new concepts to be passed on such as DSC calling and rescue 21 along with the old adage—wear your life something new to learn.

Let’s keep up this mission by helping out with the classes and taking new courses. By doing so we can really get rid of that last line and change it to “where this year’s careful boater isn’t” (I know it doesn’t rhyme)

Respectfully submitted,

Sue Friedrichs, AP
Commander



Log Ahead

Please mark your calendars for upcoming activities for July through August! Additional information will be forth coming. If you haven't reserved for the summer cruise, please get you reservations in to Russ Jones as soon as possible.

Jul 3-5 **Independence Weekend**

Jul 11-19 **Summer Cruise in the Chesapeake**

Aug 5 **COMMANDER'S PICNIC AT THE FRIEDRICHS HOUSE**

Aug 8 Still Pond raft up and dinner cookout at Borzells

Aug 21-23 ***Bodkin Yacht Club Rendezvous***

Sep 5-7 **Labor Day Weekend**

THE MAIN LINE PILOT

- The title of the newsletter is sometimes abbreviated as *The Pilot* or *Pilot*.
- Published monthly except for the combined issue of Dec/Jan and Jul/Aug.

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See the pilot in color on the web at

<http://www.usps.org/localusps/mainline/> and click on News

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2009-2010 BRIDGE

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Executive

I don't own a boat. If I bought one, it would be a modest size sailboat. I would never sail the ocean out of sight of land. Having a technology addiction, I would have redundant GPS and radar. I know I will never have the need to determine my position by celestial navigation. Why am I taking the USPS Junior Navigation course?

When I join an organization that can provide significant and almost free resources to me, I have to take advantage of them. I can't resist a bargain. Great course materials and instructors with tens of years' experience.

Personal satisfaction. Can it get much better than doing a site reduction and getting an intercept of .8 nautical miles? And, you might learn something you can use no matter how long you have been boating. I made a commitment to myself to attain the highest grade USPS offers.

Social interaction with like-minded people. There is a significant and intentional social element to the objectives of our squadron. Taking a course is one way to meet new squadron members or reconnect with others. My first introduction to Squadron members was in the Boating, Seamanship and Piloting classes.

Giving back. Maybe you would consider teaching a course you enjoyed, or part of it, to new boaters.

Respect from others. On several occasions, people who came into my office and saw my JN notebook and plotting material were amazed that I am taking a "celestial navigation" course. Most people have some idea what this is and are very eager to discuss and understand the basic concepts. But, we almost always finish by talking about Columbus. They now look at me with "stars in their eyes".

Grey matter. Use it or lose it! From middle-age on, number one on the list for staying mentally alert.

On the serious side, consider taking a Squadron course. Also look for any upcoming two hour seminar courses the Squadron may be offering. This is a quick way to come up to speed on a topic of interest without a longer time commitment.

Lt/C Nick Montalto
Executive Officer



FLEET CAPTAIN'S REPORT

It is with great sorrow that I have to report that President Obama has decided not to fund the LORAN C system in our country while he did decide to fund over 9000 pork barrel projects. I guess that he understands pork better than navigation. Accordingly, the LORN C system will be shut down on September 30, 2009. You might say that we do not need LORAN C as we have GPS. However, as reported numerous times in this column the GPS system on a 90 mile stretch of the Chesapeake Bay has been intentionally perturbed and announcements were made that it should not be used for navigation. The same thing can happen to the entire system in a time of national emergency. The moral of the story is to keep your paper charts up to date as well as your compass and the knowledge to use them.

For those of us who boat into Fairlee Creek please be aware that buoys 7, 8 and 9 have been reported missing and that buoy 10 is off station. Hopefully the range marks remain. Remember the old rule used before the place was buoyed was "one foot on the boat and one foot on the beach" was the proper course to take you to and from the cut on the bay side of the cut.

All volumes of the 2009 Light List are now available in hardcopy from the Government Printing Office through the Superintendent of Documents, U.S. Government Printing Office, Washington, DC, 20402 or by electronic copy at <http://www.navcen.uscg.gov/pubs/LightLists.htm>.

For your July 4th weekend cruise planning the following locations have announced long range plans to have fireworks displays on the fourth:

- Severn River and Spa Creek, Annapolis
- Middle River, Baltimore County
- Patapsco River, Middle Branch, Baltimore
- Patapsco River, Northwest Harbor, East Channel, Baltimore
- Patapsco River, Northeast Harbor, West Channel, Baltimore
- Patapsco River, Inner Harbor, Baltimore
- Patuxent River, Solomons Island
- Chester River, Kent Island Narrows
- Choptank River, Cambridge
- Susquehanna River, Havre de Grace
- Miles River, St. Michaels
- Tred Avon River, Oxford

On July 3rd a fireworks display is scheduled for the Northeast River at North East.

Due to possible late schedule changes the above should be reconfirmed as the weekend of the fourth grows closer.

Jim Friedrichs, AP*
Fleet Captain



Education

A shot over the bow...

I wish to thank all of you who have encouraged me and offered your support as the new Squadron Education Officer. At the moment I am hoping to wrap myself up in a cloak of invisibility until I get my feet on the ground, but rest assured I look forward to working with the wonderful team of accomplished people we have here at the MLSPS.

I believe that the school of hard knocks leaves us all with the most powerful lessons we learn in life. It often seems that the best teachers and instructors provide opportunities for experiences that permit learners to learn in their own way. To my mind, the Power Squadron is an awesome educational organization because it brings together those with experience to share with those who want and need more or different experiences.

A particularly rewarding part of Squadron activities is that every one of us learns from everyone else, borrowing and trading expertise in many small transactions melded together by friendship and social interaction. In this kind of social learning, the primary mode of sharing experience is story-telling and narration, and our members and instructors have lots of stories to share. Each of us freely offer the most valuable thing we can share... our experiences... preened and refined and ready to be absorbed by friends and associates.

In this concept, the classroom is a more formalized environment for focusing learning for those who can easily identify what they need to learn. Not that the new laptops with Power-Point presentations, simulations and video clips are not useful or meaningful, far from it. However, I believe we must guard against being driven, directed and dominated by our technology, rules and organization. We must make sure that the most essential forms of learning, shared experiences between adults, is carefully protected and exploited to everyone's advantage.

If there is a central idea to all this rambling, let me say that I will try to keep "US" in the picture as we move into an uncertain future with competition from all sides for time and money and members. I hope that is what you and our new Commodore want me to do as well. In this spirit, I welcome your thoughts and ideas and invite each of you to join in as we make the road into the future by walking together.

Lt/C James Spaulding AP

Squadron Educational Officer

{ "Knowledge Is Good." - Emil Faber }

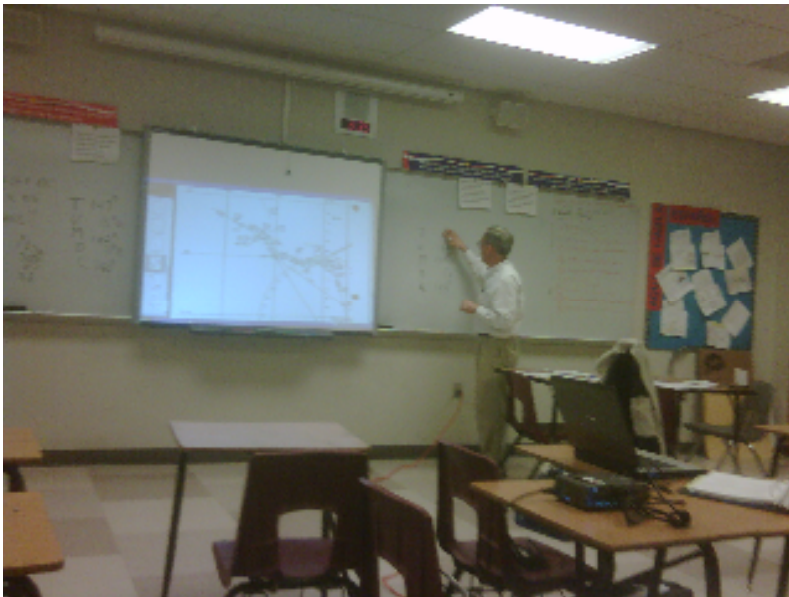


Education- JN Ramblings

One of the terrific benefits of being a member of the USPS, is the ability to take advanced classes and learn new things from the pool of very experienced and knowledgeable people who give their time and efforts to the United States Power Squadron. Over the past several months a group of Mainline members have been getting together once a week to learn the mysteries and applications of celestial navigation as presented in the Power Squadrons' Junior Navigation course. Jim Heckman of the Pennsway Power Squadron has been our oracle of knowledge and wisdom. He, has graciously given his time and resources to the members of Mainline so that they may learn how to be more complete boaters and navigators. He has been assisted by Joe Ritts and Bill Hahn, also of Pennsway.

One might reasonably ask, "with GPS why does anyone need to bother with such an arcane and complicated process?". Good question! Some good answers are, electronics fail at sea. GPS positions are often intentionally made inaccurate by the military for various reasons national security reasons. With the retirement of the LORAN system, there is no other backup for GPS satellite constellation. The GPS satellites themselves are aging and aren't being replaced as quickly as they should. The replacement GPS satellites are over-budget and years behind schedule. Lastly, I think it's fun to learn new skills and learn how our world was explored and mapped by people using nothing more than their celestial knowledge. But most importantly, you get to learn with good friends and fellow boating enthusiasts.

As part of the JN requirement, one Saturday in May, the JN class took sights at Lake Galena in Peace Valley Park, Bucks County. Jim Heckman, Joe Ritts, Bill Hahn from Pennsway helped the members of the MLS&PS JN class learn the techniques for handling a sextant and taking sun sights. Fortunately JN only requires Sun sights and the Sun is a very large and obvious celestial object. This said, the day was partially over-cast so actually seeing the Sun was at times, more difficult than you would think. The next few pages contains some pictures from that interesting day. Next I want to try some star sights. I can't wait!



Jim Heckman explaining some celestial navigation concepts to the MLS&PS JN class.



Education- JN Ramblings



Joe Ritts already hard at work showing Russ how to hold a sextant.



Taking a lunch break while waiting for the Sun to move.

Education- JN Ramblings



Joe Ritts was everywhere, making sure that all the JN students were well instructed in the use of the sextant.

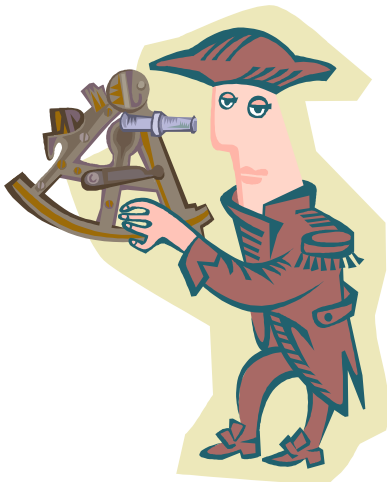
Education- JN Ramblings

I've looked all around here, but, I can't find the sun!

Maybe if you pointed the sextant at the sky instead of that girl in the kayak!



Ah—come on Nick!
It's my turn. You've been hogging the sextant long enough.



Education- JN Ramblings



Joe Ritts of Pennsway giving personal instruction in sight taking to the Painters.



Up coming on-the water activities

Main Line Sail and Power Squadron

Still Pond raft up and dinner cookout

Saturday August 8th, 2009

Dinner served at 6:00 PM

The Borzell / Kraus families invite you to come by land or sea. Relax and socialize with friends, sit on the dock, enjoy your favorite beverage, or jump in the boat for a pull around the creek.

If your last name starts with **A – G** please bring appetizer.
If your last name starts with **H – P** please bring side dish.
If your last name starts with **Q – Z** please bring dessert.

Burgers, dogs, beer, soda, and margaritas provided.



24252 Drayton Landing Drive
Worton, MD 21678
Day of only (410) 778-1633

Please *mapquest* or call for directions.

RSVP by email borzellfamily@msn.com

Scott Home (610) 695-0642
Scott Cell (610) 420-0718

Up coming on-the water activities-continued

Main Line Sail and Power Squadron

Bodkin Yacht Club Rendezvous

Saturday August 22nd, 2009

Barbecue served at 18:00

We have made arrangements with Bodkin YC officers for dockage the weekend of August 21-23. The club has a full cash bar, a kitchen, and an outdoor barbecue that will be available to rendezvous participants. The club is located in the well-sheltered Bodkin Creek at N39 07.576 W76 28.493. Bodkin Creek is on the southern side of the Chesapeake Bay entrance to the Patapsco River. It is imperative that boaters use the buoys starting with "3", Fl G 4s 15ft 4m (located at N39 08.163 W76 25.053) and follow them through the creek entrance and to the club. There are two fuel docks very close by and a restaurant directly across the creek; the club has full amenities and a pump out station. For those that wish to attend the barbecue at 18:00 on August 22nd and enjoy the club by land, it is an easy drive. See their web site: <http://www.bodkinyachtclub.com/>.

Thanks,

John Juzbasich

MLS&PS Administrative Officer



Up coming on-the water activities—Continued

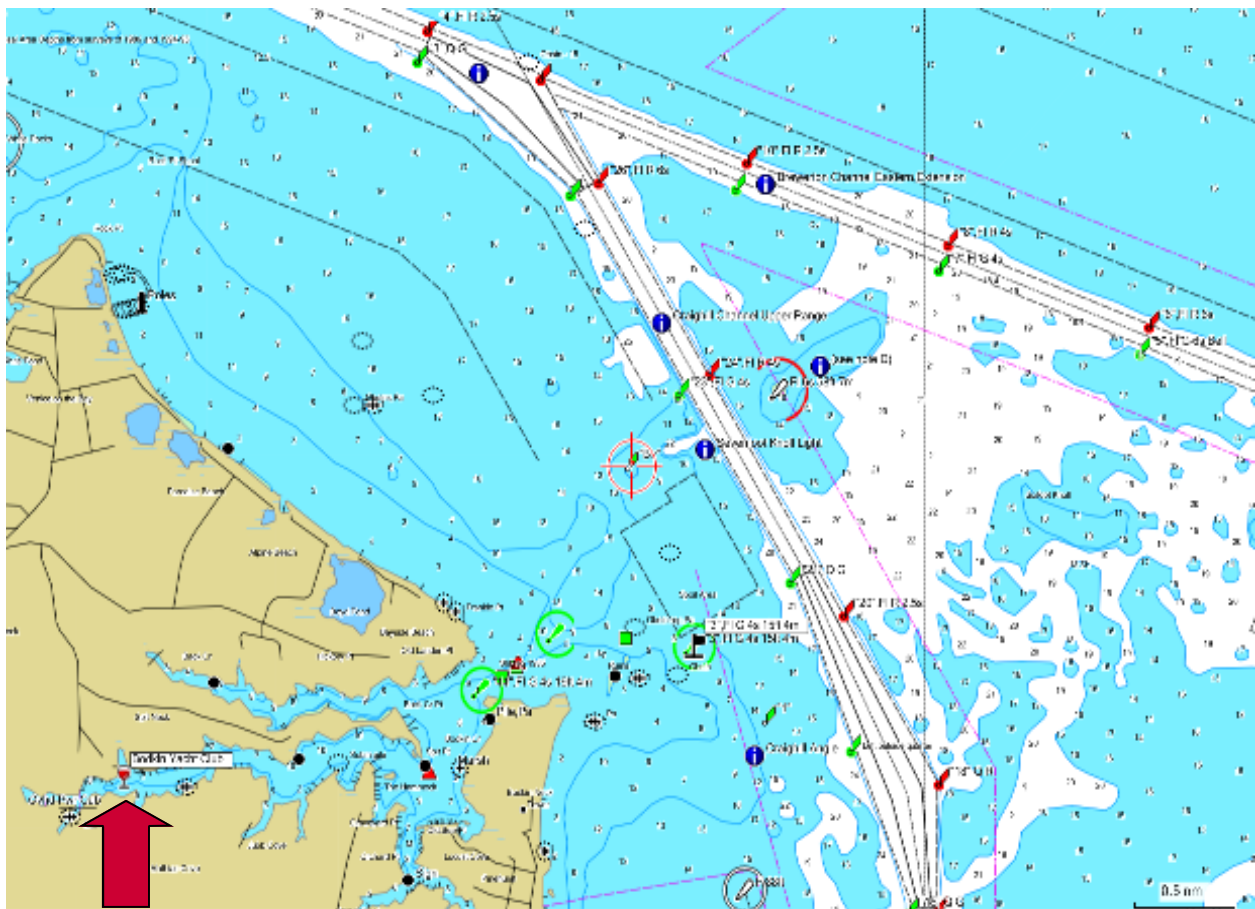
Main Line Sail and Power Squadron

Bodkin Yacht Club Rendezvous

Saturday August 22nd, 2009

Barbecue served at 18:00

Chart excerpts for Bodkin creek off the Patapsco (not to used for navigation)



2009 MLSPS Summer Cruise

2009 Summer Cruise, here we come!

Here it is April, and we are already planning our **2009 Summer Cruise**. Our commander (Sue Friedrichs) has chosen five marinas, three of which will be two-night stays. This will minimize the travel and the fuel costs, and allow for a more relaxed cruise. We are estimating that between 12 and 18 boats will cruise with us this summer.

We will have **many interesting activities** on the cruise, all of which are optional. The cruise activities will be detailed in a subsequent article. We always have fun activities that I'm sure will influence your decision to join us this year. These will include cookouts, beach parties, water sports, dinghy races, dinner at a yacht club and of course our celebrated boat crawls. You will be able to sign up for the individual activities at the pre-cruise dinner in May.

You don't want to miss this annual cruise! Something exciting always provides wonderful memories. We are looking forward to seeing you on the cruise!

MLSPS 2009 Summer Cruise Itinerary:

- Saturday, July 11 – Kent Narrows; Mears Point Marina
- Sunday, July 12 – St. Michaels; St. Michaels Marina (aka Town Dock)
- Monday, July 13 – St. Michaels; St. Michaels Marina (aka Town Dock)
- Tuesday, July 14 – Annapolis; The Yacht Basin
- Wednesday, July 15 – Annapolis; The Yacht Basin
- Thursday, July 16 – Fairlee Creek; Great Oak Landing
- Friday, July 17 – Fairlee Creek; Great Oak Landing
- Saturday, July 18 – Rock Hall; Osprey Point Marina

The marinas have requested a list of the boats that will require slips. **Please complete the attached form** indicating the marinas for which you will require a slip. Send this form along with a **deposit check for \$250** made payable to Main Line Sail & Power Squadron to:

P/C Russ Jones, 115 Oak Street, Downingtown, PA 19335 610-873-1576

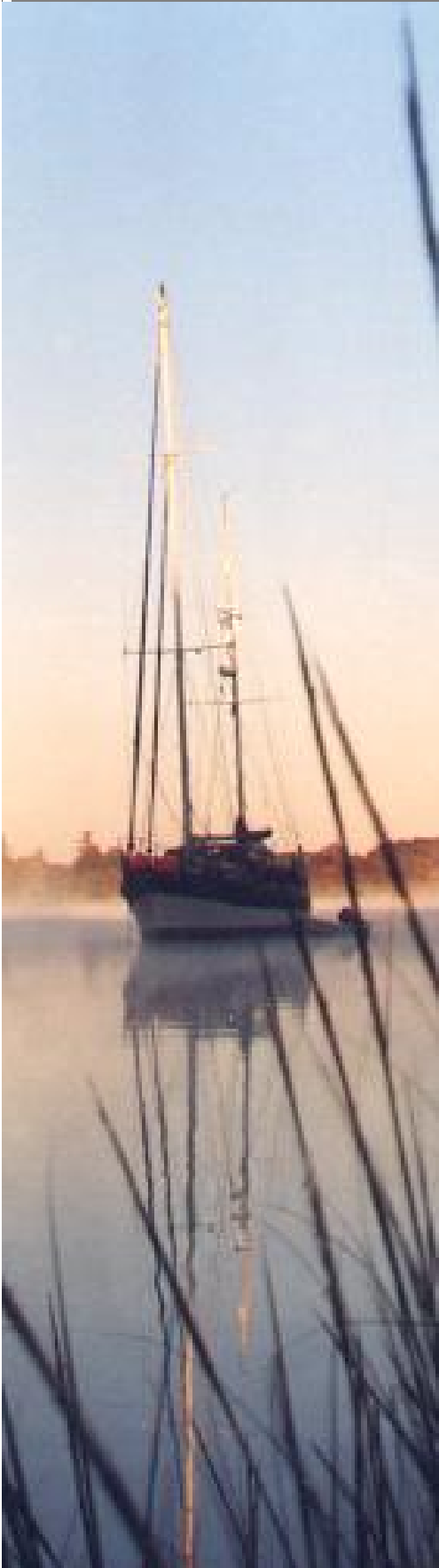
Boat Name: _____ Captain: _____

Type: [] Power; [] Sail Length: _____ Beam: _____ Draft: _____

Electric: [] Single 30; [] Dual 30; [] Single 50

- [] Saturday, July 11 – Kent Narrows; Mears Point Marina
- [] Sunday, July 12 – St. Michaels; St. Michaels Marina (aka Town Dock)
- [] Monday, July 13 – St. Michaels; St. Michaels Marina (aka Town Dock)
- [] Tuesday, July 14 – Annapolis; The Yacht Basin
- [] Wednesday, July 15 – Annapolis; The Yacht Basin
- [] Thursday, July 16 – Fairlee Creek; Great Oak Landing
- [] Friday, July 17 – Fairlee Creek; Great Oak Landing
- [] Saturday, July 18 – Rock Hall; Osprey Point Marina

MLSPS 2009 Summer Cruise Preliminary Itinerary



Saturday, July 11 – Kent Narrows; Mears Point Marina

Commander's Cocktail Party
Cookout under the pavilion

Sunday, July 12 – St. Michaels; St. Michaels Marina

Optional Museum & Light House Tour
Boat Crawl and new boat christening
Dinner at the Crab House

Monday, July 13 – St. Michaels; St. Michaels Marina

Optional St. Michael's Winery tasting tour
Optional walking tour of St. Michaels
Optional ghost tour

Tuesday, July 14 – Annapolis; The Yacht Basin

Dinner at the Annapolis Yacht Club

Wednesday, July 15 – Annapolis; The Yacht Basin

Annapolis Boat Races
Optional Tours of the Academy, Annapolis and Trolley Tour
Optional Women's Tea at Reynolds Tavern

Thursday, July 16 – Fairlee Creek; Great Oak Landing

Boat Crawl
Dinner at Great Oak Landing Restaurant

Friday, July 17 – Fairlee Creek; Great Oak Landing

Water Skiing, Dingy Races
Catered Beach Party

Saturday, July 17 – Rock Hall; Osprey Point Landing

Closing Dinner at Bay Wolf Tavern

Sunday, July 18 – Rock Hall; Osprey Point Landing and Home

Commander's Breakfast

Main Line Road Rally

The Tiki Bar in Earlville (near Royersford) was the mystery destination for the MLSPS Road Rally on April 16. This interesting restaurant is located on the banks of the ragin' Manatawney River and it is famous for its unique menu and also its unique way of preparing the food. You see, it's a "cook your own" arrangement. The Tiki Bar has a number of gas-fired barbeque grills out back along the river and the patrons are invited to select something to barbeque and do it themselves. You can select from the usual fare, steaks, ribs, seafood and chicken, but you also can try out alligator and boar. You can even choose kabobs or clams to cook over the grill.

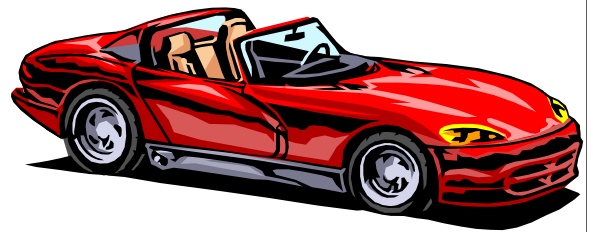
But getting there was half the fun! Eight teams of intrepid road-ralliers met at the Desmond in Great Valley for instructions. Each team was given step-by-step directions to the mystery location and along the way they needed to find 5 scavenger hunt items and answer 5 questions related to the trip. While the directions were not exactly explicit (turn right at the church with the interesting steeple, for example) everyone found their way to the Tiki Bar (although it seems that some of the couples weren't talking to each other by the end of the trip) and everyone seemed to enjoy the adventure.

The Heysers arrived first, having been to a nearby winery just the previous weekend, but they didn't accomplish enough of the additional requirements to win any prizes. That honor went to the teams of Amy Armstrong, Eric Armstrong and Nate Heacock (first) and the Barretts and the Friedrichs (tied for second). All entrants received a goodie bag of candy, a car air freshener and a handsome road rally window flag.

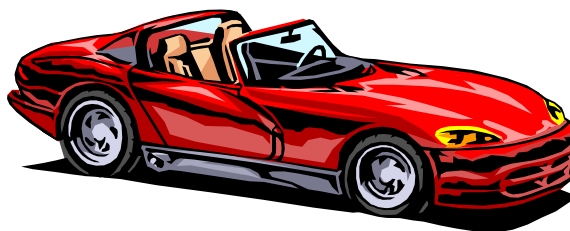
The weather was great and so was the company and a good time was had by all.



Gary and Linda Armstrong explain the Rally rules and start the participants off on their way.



*More Pictures from the first
Main Line Road Rally
Held
April 18, 2009*



The end of the rally day sees the participants finding their way to the Tiki Bar in Earlville (near Royersford)



Gary hands out the prizes and announces the rally winners.



Rally participants relaxing at the TIKI Bar after the fun filled rally day. PC Meridith Barrett and PC Bob Long really seem to be enjoying their meals!



The TIKI BAR features Grill Your Own Food in an Island style atmosphere with plenty of Jimmy Buffet in the background.

Great place to wind down, after a day on the road.



Safety

Safety Item: Hurricane Preparation - 101

It's almost boating season again and we have to start thinking and making plans for what we will do if a hurricane and its associated weather come anywhere near our boats. What will you do? Remember: a hurricane is a low pressure area in which the winds are counter-clockwise and the isobars are close together (ergo – High Winds). Here are a few things you should consider. You should have a Plan A, a Plan B, and maybe even a Plan C. These would be based upon whether you are in for a Direct Hit; a Near Miss; or a Glancing Blow. Anyhow, the time to plan is now and not when you get the bad news. Good preparation and choosing the right location for storm shelter can substantially reduce storm damage. Boats at moorings tend to fare better than those tied to the dock.

The three basic elements of any storm are: wind, waves, and storm surge. Can your boat survive all three? Most of us can alleviate the wind and waves by location. If you are not in a good location, do you have a back-up location in mind? A couple come to my mind depending on your location on the bay. In the Upper Bay area there is Swan Creek, bordering Aberdeen Proving Ground. It has protection from wind and waves, a muddy bottom, security, and trees to tie-off if needed. It does have road access and one short piece of dockage. There is Still Pond. Depending on the draft of your boat you may be able to get into the creek area if shoaling is not too bad. It too has many of the features as listed above. Down by the Magothy River is Dobbins Island and even the Gibson Island area. There's Mears Landing. We have many good sites; just have one in mind where it won't be too crowded, which could increase the possibility of being hit by a breakaway boat.

You want to be on the west side of the storm with offshore winds. Try not to be in the Eye of the Storm for it is here that it's really tough for a boat to survive. The winds change 180 degrees with the passing of the eye. Timing – when should you begin to prepare? This is a major factor. You want to find someplace as close as possible. Be sure to now exactly how long it takes to get there. You will need time to make preparations after arrival particularly when anchoring.

If your boat is going to stay at the dock, there should be adequate piling height of at least six feet above the gunwale. Some other considerations are knots and lines. Have some oversized storm lines (about ¼" larger than normal size). Use new lines as primaries and the normal dock lines as backups or doubles. Use as many different tie-up points as possible. Never tie to cleats on a piling. Do not use bowlines; use three simple half-hitches. The rule for cleats is, the larger the better. Make sure the edges of your bow pulpit are smooth so that the pitching action will not cut your lines. For chafe protection use stiff plastic hose, such as garden hose. Virtually all canvas, tops, sails and enclosures should be removed from your boat. All external electronics should be removed; use duct tape on all engine room hull-side vents. Secure windows and hatches; secure the interior (refrigerator, sea cocks, etc.). Remove all heavy objects, any bric-a-brac, lamps, etc. Disconnect and stow shore power cords. Electrical power will be lost anyway and leaving it plugged in will only result in loss of the cord. Most importantly, turn off all DC circuit breakers except the main and bilge pumps. Then make sure that all pumps are working and the batteries are fully charged.

Okay, now that you have given this some thought and you know roughly what you will and won't do – You are Ready! Let's pray that we will not have to do any of this. *BUT, EXPECT THE UNEXPECTED; AND, YOU WILL BE READY FOR ANYTHING!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!*

REMEMBER: SAFE BOATING is not an option;

It's a REQUIREMENT!

Lt Jerry Uber, AP*

Main Line Power Squadron

Note from the editor: This article by Jerry was originally published in the pilot 3 years ago; but it is such good and timely advise as well as being well written, that it is being reprinted since the new hurricane season is starting.

Nautical Nuggets



Pirates have been a sad fact of sea faring life for thousands of years. The Egyptians fought off the seaman from the north. The Romans had to deal with the Phoenician pirates. The Barbary coast pirates where a scourge to European, and American shipping for hundreds of years. Of course there is the so-called golden age of piracy of the eighteenth century which gives us most of our current pirate lore. Pirates such as Henry Morgan (one of the few pirate captains to die of old age), William Kidd, Edward Teach (Blackbeard), Calico Jack Rackham and Bartholomew Roberts, probably the most successful pirate of his time, defined the age of piracy. There were also female pirates. Some of the best-known female pirates were Jack Rackham's cohorts,

Anne Bonney and Mary Read.

Today we unfortunately, we are still dealing with piracy, particularly off of the coast of Somalia. One little know fact is that members of Mainline have also had there run-ins with pirates. Sit back and here the fascinating story of the good-ship KOOLCAT and her intrepid crew as she sailed into danger in the BVI's. This the story of MLSPS and



MLSPS The crew of the good ship KOOLCAT

THE PIRATES OF THE CARRIBEAN....

I've looked all around here, but, I don't see any pirate signs.

Sie dumme klein Mann!

Pirates are so cool! I hope we see some lady pirates!

They said to be careful on this island. There were signs of pirates in these waters



Nautical Nuggets



I think I see pirates. Prepare to compel boarders!

I still don't see any signs of pirates.

Jim! I believe that is **REPEL** boarders!

What is this thing?
Why is it around my neck?
I want to go home.

ARRRRR!



Ahoy yon vessel. Prepare to be boarded! Cooperate and yee won't walk the plank! We're looking for swag and plunder.



Nautical Nuggets



Arrrrr! Surrender Landlubber. We're going to ransom yee for lotsa swag!

Pirates Yes! I hope the commander doesn't pay the ransom too soon. 15 men on the dead mans chest. Yo-ho-ho and a bottle of rum.....

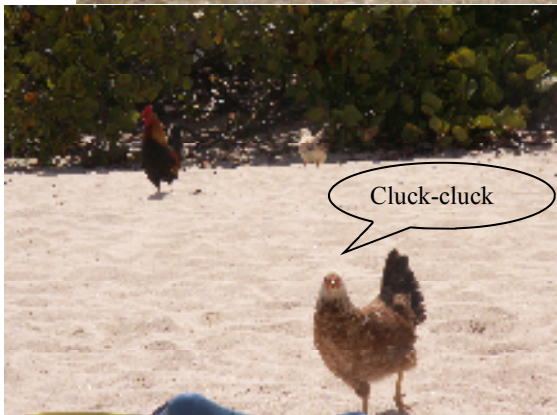
Jim. They didn't really care much about the chickens—though they seemed in a big hurry to be gone after they released you.

I can't believe they only wanted two chickens for me.

Well they threw us over the side, and took the boat, but at least we are alive.

What am I going to do with you Jim?

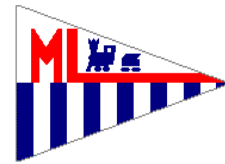
My feet are wet! I think I saw a mermaid this big!



Cluck-cluck

Main Line Power Squadron

<http://www.usps.org/localusps/mainline/>



2009

June 2009	
3	Executive Committee Meeting – Paoli Presbyterian @ 1930
3	July/August Pilot Deadline
?	Mainstay Meeting

July 2009	
17-27	D5 – Cruise – Cape Charles, VA
	D5 – Rendezvous and Summer Council – Bay Creek Marina Cape Charles, VA
11-19	Summer Cruise

August 2009	
5	Commander’s picnic @ Friedrichs’ House
5	September Pilot Deadline
8	Still Pond raft up and dinner cookout
21-23	Bodkin Yacht Club Rendezvous

September 2009	
9-13	USPS Fall Governing Board – Hyatt Regency Crown Center Kansas City,
2	Executive Committee Meeting – Paoli Presbyterian @ 1930
2	October Pilot Deadline
	Dinner meeting



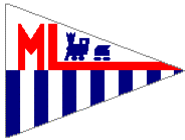
District 5

<http://www.uspsd5.org/>



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April 2009

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CPR

If you are interested in taking a CPR class in June,
contact Meridith

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East Fallowfield, PA 19320
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merib@comcast.net

