




The Soundings

October 2003
Volume XXXVI
Issue 10

Official Publication of the Cocoa Beach Power Squadron - A Unit of the United States Power Squadron (R) District 23 Sail and Power Boating

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YOU WON'T WANT TO MISS DR. DUANE DE FREEZE, VICE PRESIDENT OF RESEARCH (HSWRI) SPEAK AT OCTOBER 7 MEETING,

The CBPS is indeed fortunate to have Dr. Duane De Freeze as the guest speaker at the October 7th meeting at the Veterans Memorial Center 1900 to 2100 hours.

Dr. Duane E. De Freeze is the Florida Vice President of Research for the Hubbs-Sea World Institute (HSWRI), a non-profit research foundation established in San Diego in 1963. He is responsible for strategic planning, fund -raising, and construction of a new world-class facility for marine research, conservation, and education to be built on the Indian River Lagoon, next to the Archie Carr National Wildlife Refuge in Brevard County, Florida. The HSWRI "Marine and Coastal Center" will serve as an operational center for marine research projects in partnership with Sea World Orlando and Discovery Cove.

The topic of his presentation will be Hubbs-Sea World Research Institute: an opportunity for Florida.

Dr. De Freeze will present information on the history of Hubbs-Sea World, the research projects they do around around the world for conservation, education, and the vision for our world class marine research institute in Brevard County.

Dr. De Freeze holds a B.S. degree in Zoology from the University of Rhode Island (1976) and M.S. degree (1982) and Ph.D. degree (1988) in Marine Biology from Florida Institute of Technology .

He was a Visiting Assistant Professor at Florida Institute of Technology (1889-1990) and an Associate Research Biologist at the University of Florida, Medical Entomology Laboratory (1990). From 1988-1990 he taught at the Bermuda Biological Station for Research.

Coco-Nauts Presented USPS Prestigious Enhancement Award

The USPS Membership Enhancement Award was presented to the Cocoa Beach Power Squadron Coco-Nauts, at the USPS fall Governing Board held in Reno, NV. The Coco-Nauts were represented by Penny Fille. The award was presented by V/C Ernie Marshburn, SN, on behalf of the National Auxiliary Advisory Committee chaired by R/C Carmen Adame, AP.. Appearing in the photo below left is to Penny Fille, Evelyn Tribout, and Ernie Marshburn.



Pictured in the photo above right, from left to right, are attendees R/C Carmen Adame, AP; P/C Les Tribout, AP; Penny Fille; Evelyn Tribout; Stf/C Lois Neef, S; and V/C Marshburn. This award recognizes the Coco-Nauts as the auxiliary with the largest increase in membership in the entire USPS.

Highlights

01 October 1900 hrs
Start Boat Smart
Course

Cape Canaveral Hosp.
|

Be sure to hear Dr. De Freeze **Oct. 7**. His topic concerns his vision for our world-class marine research institute in Brevard County.

18 Saturday 1300 - 1600 hrs



October
Fest-Lots of
food-lots of
fun!

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537-8438

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799-3635

THE SOUNDINGS

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OF EACH MONTH.

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THE COMMANDER'S COMMENTS



The Power of One -

That was the main message received at the National Governing Board Meeting in Reno. **The Power of One.** It received a rousing kick-off from the entire audience and most believe that it represents a good first-step in the revitalization of the squadrons.

What is The Power of One? It is a marketing program designed to increase our membership, locally and nationwide, by 100%. Its beauty is in its simplicity.

How simple? All that is needed is for you to think about one person or couple that you think you would like to join the USPS (CBPS) and you then spend your effort getting them to join. This will increase the membership dramatically if each squadron member takes on this assignment.

It will also improve the quality of incoming members because you will have acted as the "screening committee." You will ensure that the person you have selected has in interest in boating, social activities and education.

You will be hearing more about this in the near future. In the meantime, each of you give much thought as to whom you would like to enlist to be with you as a member in our Squadron.

Lt/C Richard Fille, AP



Keep a weather eye out for spies and terrorists. You never know where they'll turn up.

ADMINISTRATIVE OFFICER'S REPORT

It's hard to believe that we are in the last three months of the this year. Although the year is winding down, there is no let up in the planning of exciting events for member participation. On October 18 we will holding our first ever CBPS October Fest. It will be held at the Cocoa Beach Sports Complex at the end of Minuteman Causeway from 1-4 PM which in the past has proven to be a fun place in the past. Food will be provided! Come in your best Tyrolean outfit, ya' heah.

November 3 is the date for the annual CBPS Auction which will be held at the Cocoa Beach Comfort Inn. This is the only fund raiser we have each year, so plan on bringing money and spending. Auction Chairman, John Lynn, is planning on a big evening. What makes this big is having lots of items to bid on and lots of members and guests bidding. This is not a one person effort. It is extremely important that those of us on the Auction Committee contact all of the businesses to solicit donations of items to be auctioned. It really isn't that difficult to get a donation as we have a noble cause to present. Speaking from experience, obtaining that first donation makes you feel good and charged up for the next contact. This is a good way for you new and recent members to get involved because we sure can use your help. Also, any members who have anything to donate should contact John.

Saturday, December 6, is the date for the Holiday dinner dance. This is a real shindig and gives the ladies and men a chance to get dressed up and kick up your heels. It will be held at the Radisson in Cape Canaveral, music will be provided by Marion Scott and his band. There is a rumor that P/C Duane Balkema and Marge will demonstrate Swing dancing.

Boating wise, the Commander Fille Regatta and soiree up to Palm Coast is scheduled for the weekend of October 11. Contact Dick for reservations. Lt. Randy Johnson has a couple of months left in this year for more boating events. We'd like to have the Poker Run that was postponed earlier this year.

Congratulations to Lt's Mark and Michelle Anderson, our Program Chair Persons, for "launching " their new sight seeing cruise business at the port. This is the culmination of their dream and we wish them well. Based on their excellent programs, this business should be a success.

Lt/C Bud, JN

SEO REPORT

Lt/C Howard Bernbaum, SN

I suspect we all joined the USPS for similar reasons. We or our mate had an interest in boats and boating. We found we liked the company of other boaters and we enjoyed sharing boating activities. Being good people we liked to give as well as to receive and found community service in spreading the gospel of safe boating. Many of us have proctored at the Public Boating Course or at Boat Smart. We have found much satisfaction in helping new boaters become safe boaters. Whatever the contribution, it was good.

Many of us firmly believe that the strength of USPS lies in its educational programs. To teach safe boating we have to learn much about the various aspects of boating ourselves. There are other reasons for taking courses. The more we know about boating, the easier it is to handle our boats. And ease in handling makes for a more pleasurable boating experience. A real bonus in taking courses is getting to know other members as well as your instructor. Participating in classes is participating in the Squadron. The more people we know and the more we participate in Squadron affairs the more we feel like we belong. Also, there is a lot of satisfaction to be had in taking and passing our courses. As that certificate gets filled in many of us find the ambition to finish up and add the letters SN after our names.

We started the Instructor Development (taught by Sandy Schoonmaker) and Cruise Planning (taught by Al Pappas) courses in September and look forward to successful and satisfying completions. We are starting the Weather (taught by Rick Schoonmaker) course November 10. Seven of our members have indicated a desire to take the course and we have room for a few more.

Please let me know if you are interested. I can be reached at 452-0320.

WHY SHOULD I TAKE THE WEATHER COURSE?

Howard Bernbaum, SN

Anybody who decides to go boating is subject to what the weather brings. Was it Will Rogers or Mark Twain who said? "Everybody talks about the weather but nobody does anything about it." We, as boaters, are sort of in the same category. We go out and there isn't anything we can do about the weather. Whatever comes, that's what we get.

But, perhaps there is something we can do about it. It has been often stated, "Forewarned is forearmed". One thing we learn in the *Weather* course is to check on the weather before we leave the pier. There are many sources of information. We can check the weather channel. We can get on the internet. We can call the weather service. We can turn on our VHF radio to the NOAA broadcast. Call the Coast Guard. I don't really advise that last one. That way, we have an idea about what is coming before we set out.

Is that the best we can do? Not by a long shot. Those sources are usually pretty accurate, but, not always. The trained observer can read the skies and have a fair idea of what is coming, weatherwise. Look at the barometer, look at the thermometer, monitor the weather radio. They all have something to tell us if we know what to look for. And the *Weather* course is where we learn.

Weather is a thermodynamic phenomenon. Now isn't that impressive? Our text simplifies the subject matter and presents it in a straight forward manner. It speaks about the atmosphere, discussing temperature and wind pressure. Then on to humidity, condensation and precipitation processes. On to clouds and thunderstorms, fog, and air circulation. We address warm and cold air masses and fronts and then into tropical storms, cyclones, hurricanes, typhoons, waterspouts and tornadoes. We learn to read the weather maps and to forecast from both broadcast and local observations.

It's sort of neat to have the knowledge that lets us stay out when it may appear threatening and to beat it back in when we observe the harbingers of really bad weather

THE RIBBON CUTTING OF SPACE COAST RIVER TOURS, INC. WAS A GREAT EVENT



Mark and Michelle love boats and boating. They joined CBPS, took many courses together: Seamanship, Sail, Piloting, Advance Piloting, Cruise Planning etc... They knew they wanted to change their lives, and they did. They have worked 7 days a week to create a River Tour business, their dream. To the left Michelle christening the Dolphin and launching their tour boat business.

Sept 12th, A Great day For Mark and Michelle

The Anderson hosted an open house for over 500 people to acquaint friends and interested persons with The Dolphin, a tour boat of the Space Coast River Tours. Two short tours were run to show everyone a boat's tour. According to Michelle, the dolphin and manatees were active so those who toured had a great time. Hamburgers, hot dogs and beer were served and everyone had a great time. If you have out-of town guests and want to entertain them call :

Phone: 652-1052 Web site: www.spacecoastrivertours.com

Capt. Mark and Michelle Anderson e-mail: m2ander-



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October Safety Report: Your Life Vest Can Be Your Life Saver

I recently heard of a boating incident from which we may all learn a lesson. Three friends went on their annual dolphin fishing trip to the Keys. They chartered a 23 foot Seacraft with a cuddy cabin from a company in Grassy Key a few miles from Marathon. They headed off shore and were having a great time as the fishing was terrific. After some time they noticed that they were standing ankle deep in water but thought this was a result of their trolling fishing activities and the choppy sea. George Minto from Titusville who provided me with the story noticed the water was not coming in from the scuppers and that was not normal. They decided they had better get rid of the water. The helmsman, Steve Woolley, hit the throttle to get the boat up on a plane to empty the water. To their horror the boat would not get up on a plane and the bow of the boat was riding in an extreme nose-up condition which put the outboard down about halfway into the water. They tried moving the fish box forward but this didn't help. They realized that they were in sudden danger of sinking 14 miles offshore. Clark Guild went into the cuddy radioing the Coast Guard who asked for their position. Although they all had used numerous GPS units, they couldn't figure out how to page up the coordinates on the set that came with the boat. While Steve was trying to find the satellites with his hand-held

Garmin, George took the helm and mashed the throttle forward again. Fortunately for them, the Yamaha came to life and the boat begrudgingly came on a plane. Clark stayed on the radio updating the Coast Guard of their position and status. He was black and blue from bouncing about in the small cuddy. After 45 minutes of hectic running, they crossed the reef off Marathon. A US Customs boat met them and followed them to the dock in case they needed a hand.

After tying up the boat at the dock, the Customs agent warned them to load off their gear immediately. He could see that the boat was still taking on water and was going down, which it did in a matter of minutes. It took a davit and numerous bilge pumps for the rental company technicians to salvage the boat and get it floating.

The three men kept wondering if and what they had done wrong. However, a few days later, technicians going over the boat found the one and only (inaccessible) bilge pump had sucked in a piece of plastic. The pump had then overheated which burned up the wiring because the pump was wired without a fuse in the line. The hot wires then burned through the bilge outlet and maybe baitwell hoses which provided a path for water to enter in the choppy seas. They were lucky they didn't have a fire! The thing that really upset the fellows was that in their anxiety over sinking they forgot to put on their life preservers!

Moral: When off shore it is a good idea to keep your life preserver on at all times and stay alert for anything out of the ordinary. You never know when an emergency may arise.

P/R/C Jane

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**3901 N. Atlantic Ave.
Cocoa Beach**

*There's still time
to join the cruise
to Palm Coast.*

**Call Cdr Dick Fille
for particulars.**

Phone: 868-1883

We Owe Them Our Thanks

Blood donors become members of an elite club of people who save lives. Cocoa Beach Power Squadron members who were heroes this month:

Joe Auchter	Ed Kydd
Patricia Clay	Barbara Millner
Randy Johnson	Paul Pfadenhauer
Frank Sebree	

I received this from a member of a group to which I belong.

"Hello all,

This past week and a half I almost lost my husband. He had internal bleeding. We didn't realize how sick he was until it was almost too late. Luckily, we got him into the hospital in time. It took five blood transfusions to save his life.

I just want to let you all know that life is indeed very precious and if there is one thing I would ask, it is that you please donate blood IF YOU CAN. I thank the five people who gave their blood that saved his life."

Donating blood is a way to offer renewed life to many.

Lt Pat Clay,
Blood Bank Chairman

Coco-Nauts To Meet 1130 hrs Wednesday

The Coco-Naut's Luncheon will be held at 11:30 AM at the

Dixie Motel Restaurant : 300 N Cocoa Blvd, Cocoa, FL 32922 Phone: (321) 632-2622

D. Scott Key is in the process of changing his ISP from AT&T to Road Runner (his cable ISP). Please change his e-mail address on all future e-mails to

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CHUCK SMITLEY

CBPS CALENDAR OF EVENTS

Calendar

OCTOBER

01 Wednesday 1900 hours

Start Boat Smart Course
Cape Canaveral Hospital

03- 05 Friday -Sunday

District 23 Fall Conference
Daytona Beach Shores -Daytona
Beach Power Sq-Titusville Power Sq.

07 Tuesday 1900 hours

CBPS General Meeting
Veterans Memorial Center

08 Wednesday 1130 hours

Coconauts Luncheon
Dixie Motel Restaurant

10-13 Friday -Monday

Palm Coast Resort/Marina
Cruise Rendezvous

18 Saturday 1300 -1600 hrs

October Fest-Lots of food-lots of fun!
See ad to the right.

22 Wednesday 1900 hours

Boat Smart Final Exam

28 Tuesday 1900 hours

CBPS executive board meeting
Veterans Memorial Center

NOVEMBER

11 Tuesday 1900-2100 hours

CBPS General Meeting
Veteran's Memorial Center

03 Mon. Annual Auction 1900

hrs Comfort Inn Cocoa Beach

05 Wednesday 0900-1100 hours


Blood Bank Vet. Memorial Center



25 Tuesday 1900 hours

CBPS Executive Board Meeting
Veterans Memorial Center

Many Squadron members meet for lunch on each Wednesday at 1130 hours at the Moon Hut Restaurant for lunch and fellowship. The restaurant is located on AIA in Cape Canaveral. All Squadron members and their guests are welcome.




Ach du lieber! It's time for the CBPS Power Squadron Oktoberfest. Please say you'll come.

October 18th from 1300 to 1600 hours at the Cocoa Beach Sports Pavilion at the end of the Minuteman Causeway is where this lively event is being held.

Food is provided, but you provide your favorite German beverage to share with others. Cost is \$7/person.

Schpreken to Lt Agnes Bond, AP, at 452-6865 for further information, or if you would like to help. Come by boat or auto, but come and have fun!



Going, Going...Yours!

Annual Auction To Be Held November 3 At
Cocoa Beach Comfort Inn



CBPS members are working like beavers so that they have fine items to auction.

Help is always welcome. Wanna pitch in?
Call John Lynn, Auction Committee Chairperson
at 537-8438.

SAVE THAT DATE! NOVEMBER 3 AT 1900 HOURS.

EVERYONE HAS A GOOD TIME
AT THE CBPS AUCTION.



CBPS offers our condolences to the families of Marian Sweigert upon the loss of Marian's mother-in-law and to the family of Glenn Holmsby Hoskins, who had been a member of CBPS.

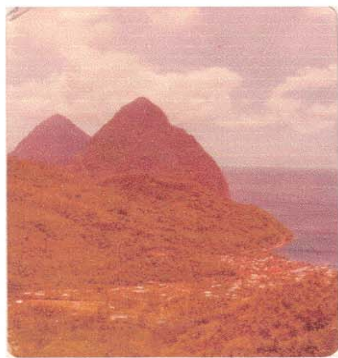
SAILING FROM SOUTH AFRICA TO FLORIDA

Continued from September Issue Written by Marilyn Schmidt

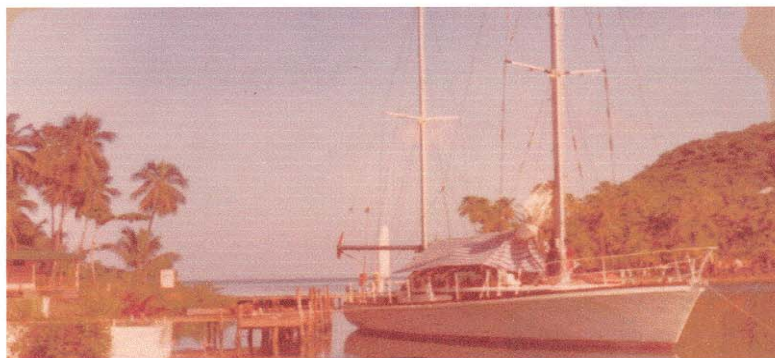


we discovered they were very crudely built little “rafts”, in fact just a few rough logs held together with rope, with a fisherman holding onto a hurricane lamp - and a one of them even had a donkey with him and a few pots and pans! We guessed they were transporting their worldly goods from one part of Brazil to another! We noticed them around for several days and had to keep a very careful look out for them at night as some of them did not have “hurricane lamps”. At this time we were very close to the Equator. The sun was directly overhead and moving about as far north each day as we were, and it was becoming increasingly difficult to get our noon sight accurately. However, we remembered that the person who’d taught us astro-nav. had commented on this problem, and explained another way to get the important noon reading, so we tried his method and it worked well. We were interested to read many years later, someone describing this “new” method that had been discovered! At this stage, we were now out of the trade winds and in the “doldrums”. Some days it didn’t seem like we’d made much progress.. We were a couple of hundred miles off the South American coast, opposite to where the Amazon flows into the Atlantic, and were surprised to see how so far out into the ocean it was pushing full size trees and debris .

Eventually we reached the Caribbean ocean and the first island we stopped at was St Lucia, a very mountainous, lush, tropical island. A road sign on this island that always amused me read “Drive slow - sleeping policemen ahead”! We discovered “sleeping policemen” were road humps. We ended up getting to know St Lucia, Martinique, Guadeloupe, Antigua, St Barts and St Martins very well as over the next few months we kept traveling north and south up and down the Windward & Leeward Islands. At this stage many different friends decided to join us for their vacations and we were constantly backtracking or heading off to another island to either meet friends or take them back to their airport of departure.



The Tetons St Lucia



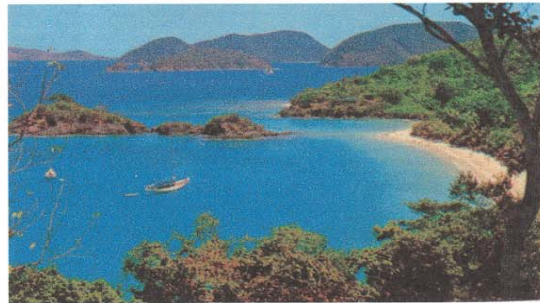
Marigot Bay St Lucia

At one stage when there would have been 12 of us on the boat, and it was getting a little too “crowded”, we decided to rent a house in Marigot Bay in St Lucia for a few months, where myself, our children and my cousin stayed, while Pete took everyone else sailing down in the Grenadines. Actually, staying in a nice house, after many months of sailing and living aboard, wasn’t too much of a hardship for me! Sophia Loren had stayed in the house prior to us while they were filming “Fire Power” on the island.

After several months in the Windward and Leeward Islands, we headed off to the Virgin Islands, one of our favorite cruising areas and wonderful for snorkeling and fishing. We spent several enjoyable months in this area. Unlike the islands further south in the Caribbean which were much further apart and often involved an overnight sail, these beautiful islands are much closer together and we could have breakfast and do some early morning snorkeling at one island, sail off to another for lunch and more swimming, and then anchor off another island later in the day and go off exploring in the dinghy. Because of their proximity to one another, the water between them was always relatively calm compared to everywhere else we had been previously and made for far more comfortable anchoring.

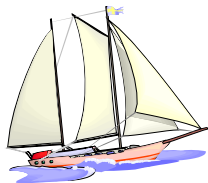


US Virgin Islands



After leaving the Virgin Islands we had no more company aboard for the remainder of the trip to the USA. Our children despite their young age were wonderful and responsible crew members and helped in every aspect of sailing and living aboard. When sailing overnight, Pete and I would take turns, each steering the course until tired, and then hand over to the other. For us this worked better than having a designated number of hours, as many other boaters do. Sometimes we could do many hours on one watch before having to wake up the other, and there were other parts of the night when you’d get really tired after only an hour or two and it was safer to hand over then. Around 5 a.m. we would wake up the kids and let them take over while we slept until about 9 a.m. They always kept the boat exactly on course and took their responsibilities very seriously!

We spent a few days at San Juan in Puerto Rico, then sailed to Arecibo on the western tip of



the island but there was a tremendous swell coming into the bay which made anchoring extremely uncomfortable, if not impossible, so we continued on overnight to Puerto Plato on the northern side of the Dominican Republic.



Puerto Plato
Dominican Republic

Soon after anchoring we were boarded by several rough looking “military”, trampling all over the boat and swinging their large guns around which made me very uncomfortable. Pete offered them a glass of whisky which they immediately accepted and sat outside in the cockpit drinking - then another, and another! But they left the boat very happy and intoxicated and didn’t trouble us again. Apparently a few months previously there had been a military uprising on the island and it was suspected that the guns had been smuggled in on sailboats, thus the intensive search of every sailboat that arrived at the island. From there we sailed on to the Turks & Caicos, then entered the Bahamas at Mayaguana Island. We were going to anchor offshore but a hurricane was fast approaching the area. Talking over the radio with a couple of other boaters in the area, they decided they would stay offshore and make a run to the open seas if conditions got too bad.. We decided to eyeball our way to a coral reef protected area and into a shallow bay and sit out the hurricane there. It turned out to be the best decision. The wind blew extremely hard all night and for the next day or so, but the coral reefs kept the water in the bay very protected. The other boaters had an extremely rough time and the one boat lost all their ground tackle and was eventually tied off to another boat.

Sailing through the Bahamas, we still liked to practice our astronomical navigation which was always very accurate. The Bahamas are so low lying that you don’t often see an island until you are only a few miles away. Sometimes we would anchor off an uninhabited island and love the solitude and having it all to ourselves for a few days. Then it would be fun to go off to a more inhabited place and socialize again.

We had been looking for many months for a chart for the east coast of Florida but without any success. Trying to find many things in this part of the world became a challenge! I would even get excited on days I could find fresh bread! Anyway, we got the coordinates for Ft Lauderdale and plotted our course from Nassau to there, around the Great Isaac light. Sailing through the night before reaching our final destination of Ft Lauderdale, was the only night I became nervous while Pete was sleeping and I was at the wheel. Everywhere I looked I could see lights of other vessels. After so many months of being in remote areas and seldom seeing other vessels and lights at night, this was rather nerve-wracking trying to keep track of what everyone was doing. And when a huge cruise ship changed direction not too far ahead of us and was heading right in our direction, I decided it was definitely time to wake Pete up and hand over! The next morning as it was getting light we could see skyscrapers on the far horizon - our first glimpse of AMERICA! But little did we know that we had now only completed the easy part of our eventual immigration to the USA.



September 2003 Roster Update

ROSTER ADDITIONS

Alfred T. **ALLEN**

246 Canaveral Beach Boulevard

Cape Canaveral, FL 32920

799-2608

Mate: Veronica E206447 03

Brian James **NELSON**

234 Mariah Court

Merritt Island, FL 32953

459-1543 / 264-8580

bnelson@mindspring.net

Mate: Louise E205739 03

Charles **STANWYCK**

800 Scallop Drive

Cape Canaveral, FL 32920

799-3554 / 783-3694

Mate: Brigitte E206196 03

OTHER CHANGES

Joseph **CHRZASZCZ**

Add Cert No: E203321

Cdr Richard D. **FILLE**, AP

Change phone number on Page 1:

868-1883

Claudia J. & Joseph **GUNNER**

Change address:

P.O. Box 286

Cape Canaveral, FL 32920

Roger L. **MORGAN**, AP

Change address:

2696 Babbitt Avenue

Orlando, FL 32833-4023

P/C Oscar **OLIN**, AP

Change address and phone:

17358 SE 116 Court Road

Summerfield, FL 34491

352-307-8343

Lt Clarence A. **PENNINGTON**, P

Add Cert No: E198981

Paul J. **PFADENHAUER**, P

Change phone number

783-2552

Don C. **SHANNON**, S

Change address:

152 Scenic Drive

Cocoa, FL 32926

Lt Larry A. **CARR**, P

Change address

331 Kent Drive

Cocoa Beach, FL 32931

NEW OR CHANGED E-MAIL ADDRESSES

P/D/C Fred P. **ADAME**, SN

fredadame@mac.com

P/C Duane L. **BALKEMA**, AP

mbalkema@cfl.rr.com

Donal **BRYANT**, AP

bryant4@infionline.net

Lt Larry A. **CARR**, P

Lcarr@cfl.rr.com

Mary C. **CARR**, P

Lcarr@cfl.rr.com

Judy **HUTCHERSON**, S

Judy.Hutcherson@Radisson.com

D. Scott **KEE**, P

dskee@cfl.rr.com

Lt/C Marion A. (Bud) **MILLER**, JN

Mmiller873@cfl.rr.com

Bob **MITTAUER**, AP

omitty@aol.com

Dan **MATHEWS**, S

CanCan1998198020@aol.com

Lt John F. **MULKEY**, P

J_mulkey@bellsouth.net

Lt/C Robert W. **SCHAEFER**, P

robert.schaefer@prodigy.net

Peter P. **SCHMIDT**, P

grumpy8864@aol.com

Marilyn **SCHMIDT**

grumpy8864@aol.com

September 2003 Roster Update

Sandy **SCHOONMAKER**, SN
schoon67@msn.com

Lt/C Raymond D. **SMITH**, P
rsmith6@cfl.rr.com

NEW BOAT NAMES

Dennis **HOFFMAN**
New Boat Name
Thumbelina

Robert **LAWTON**
Correct Spelling of Boat
Perseverance

LOSSES FROM THE 2003-2004 ROSTER

Jerry M. **ABRAMS**, P 4
Patricia H. **ABRAMS**, AP ‡
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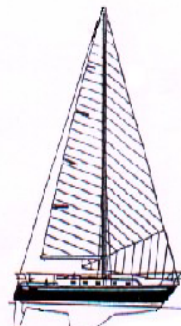
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