



D/2 NEWS



<http://www.usps.org/localusps/d2/>

Volume 67

Number 3 January 2016

COMMANDER'S MESSAGE

D/C Gino C. Bottino, M.D.,AP

(Part 1. of 2 Parts.)

I hope you all have had a Joyous Holiday, are healthy, happy, and filled with God's love. We have had a lot to be thankful for last year, really, I mean it. It could have been filled with a lot more fear and sadness.

Next year we will all have a good New Year's Day, and a great year.

I have been thinking a lot about the District, and my role in it, what can be done and what can't. It has taken me a while to figure it out, to acknowledge what I can do, what I want to do, what I can't do, and what I just won't do! We all have our roles to play, our strengths and weaknesses, and our wants and won'ts! I want to help the average member "get it" about District. First what is District and what does it really do? What District is, as stated in the bylaws, is a grouping of Squadrons, assigned by National. That's it folks. We are you and you are us. Our mission is what we want it to be. Just this last year we approved a mission statement: "To provide leadership, training, resources and act as a center of excellence to assist Squadrons achieve their goals."

How we are organized is in the bylaws and Operations Guide.

What we do is:

A) Administratively:

1. We were all taught that Districts were started in the 50's due to the need for National policies to be communicated down to the Squadron level. In our Internet age many people think this is no longer needed as what National says is all on line and easily accessible. In my experience however, this doesn't happen much and the Squadron leadership still needs us to transmit down to them National policies.
2. Maybe more important is for our National leaders to hear what is happening to Squadrons at the District level. In our last District Conference, we had the Chief Commander come to us via the Internet for an interactive discussion. This was a huge success for us and National as he was able to interact with us directly. When we go to the National meetings that is mostly what happens; we report to them about how National policies have or will affect the Squadrons in our Districts.
3. Provide the mechanism of proposing change and ideas, and direct input of Squadron ideas, through the proposition of making resolutions.
4. District provides a vehicle for communications between the Squadrons themselves. I believe this interaction is extremely important in our current situation as most Squadrons are struggling to survive.
5. Our mandate is to support Squadrons. We do this with our expertise, through communication. We are you, and you are us! We older experienced Squadron members, move up to District positions and share their knowledge and know-how.
6. Coordination of shared resources: what we do is to coordinate sharing of resources intra-District through Squadrons. We promote this inter-Squadron cooperation for the benefit of all.
7. Educate Squadron leadership in the use of National's database program, DB2000, and Web based resources.
8. District Committees are a direct resource of skills and expertise for the Squadron committees, to learn how and what to do, to get the work done.
9. District helps promote and organize new National programs like the new Squadron Rejuvenation Program.
10. District is also a conduit to National: by having the older experienced District members move up and share their knowledge and know-how on the National level. This also serves to have our members plead our case and needs at the National level.
11. District provides further and higher levels of appreciation and awards for leadership in the organization.
12. Maybe most importantly, District provides another level of comradery and fun! Getting to know people around the District has been the biggest pleasure of being a District Commander!

B) Educationally

1. District provides higher levels of education such as:
 - i) Instructor Certification and re-certification
 - ii) Instructor Development class and promotion
 - iii) Leadership Development
2. Updates on course changes from National
3. Education of SEO's by:
 - i) How to budget for classes
 - ii) How to price classes
 - iii) How to input data into HQ800

(Continued on P. 2.)



(Cdr's Message continued from P. 1.)

- iv) Logistics needed for the class room
- v) Prep and set-up for class rooms
- vi) Curriculum and content changes and individualizing the courses
- vii) Class promotion techniques (getting butts in seats)
 - 4. PR and Marketing for classes
 - 5. Getting feedback about the courses to National
 - 6. How to promote student involvement in USPS during classes
 - 7. Providing further and higher levels of appreciation and awards to instructors
 - 8. Coordination of instructors around the District to cover all classes and help Squadrons
 - 9. Membership Involvement tie-ins.

C) Civic Service Activities on the District level:

- 1. Coordination of the VSC effort throughout the Squadrons
- 2. Coordination and promotion of new programs like the new Visitation program
- 3. Coordination of the Port Captains program
- 4. Interaction and cooperation with Homeland Security
- 5. Interaction and cooperation with local government
- 6. Coordination, promotion, and interaction with NOAA on CO-OP Charting
- 7. Promoting inter-partner relations with the US Coast Guard and Auxiliary
- 8. Development of new USPS civic service areas. Currently SERAT

This is a lot of stuff we do and a lot of activity!

Soon I will be leaving for the next National Meeting. I have been to many at this point, and I have enjoyed each! Going to a National Meeting is a very special event and feeling. It really connects you with USPS in a way that is hard to describe unless you have gone to one.

Of course I will report on the meeting as I have done before; but if you have the opportunity to go I highly recommend it! You will have an experience for a life time!

My next Commander's Message will be my last and I plan on making it important and a blueprint to future success. See you soon.

(Part 2. of the Commander's Message will be continued in the next issue.)

Photos from D/2 Summer Council, August 2015



D/2 Bridge (part)

The Editor reserves the right to edit articles as needed. The views expressed in this publication are not necessarily the views of District 2, The United States Power Squadrons or its editor.

**USPS
District 2**



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Executive Officer: D/Lt/C Vincent J. Evans, P



As Squadron Commander, I officiated at Storm King's Holiday party at the CYC facility in Cornwall on 5 December. I welcomed our guests Cdr. Susan Darcy, JN from Berkshire Sail and Power Squadron, as well as P/D/C Howard Sklar, AP and his wife Marsha. The CYC Commodore, Vice Commodore and their spouses also attended. Everyone had a good time, with lots of laughs.

On Friday, 11 Dec, I attended Westchester Sail & Power Squadron's Holiday Party with my wife. I was recognized as the D/2 Executive Officer to the attendees, when the guests were introduced. We participated in the gift exchange, after the delicious dinner. Howard was the MC and he kept the crowd engaged for another great time. My wife and I will be attending the after Holiday Party being held by Berkshire Sail and Power Squadron on 10 January.

I submitted the Contract for the Spring Conference\COW to P/D/E/O Robert P. Kelly, SN, for his review. He responded promptly, and had pointed out a few points that need to be clarified. He indicated that it was a good contract with reasonable pricing. I called the manager at the Ramada on Monday. She is no longer with them. I left a message with her associate, and I'm waiting for a response.

Since my kitchen remodel is nearly complete, I can start to devote some time in studying for the AP test re-take. I contacted Karl Wagner, as I noted that the Norwalk Sail & Power Squadron is scheduled to start an AP course on 09 January. I am scheduled for that class. That is all that I have for now.

More Photos from D/2 Summer Council
All Council Photos courtesy of
P/D/C Martin E. Feldberg, AP



P/R/C Susan L. Darcy, JN



P/Lt/C Alexandra Digilio Feldberg, P

“Come for the Boating Education.....Stay for the Friends”SM

Administrative Officer: D/Lt/C Joseph A. Lynch, AP



Surveys, surveys, surveys don't you just hate surveys! It seems that everywhere you turn these days somebody is asking for your opinion and nothing seems to happen. Regardless of whether it is a favorite magazine or a website there is always somebody doing a survey. What happens after the survey is completed? Do things get better? Were they bad in the first place? Who is to know except maybe the person taking the survey?

USPS and District 2 are not immune to surveys. It seems that we are always asking everybody what you do to get new members. Do you incorporate on the water training? Do you do teach 8 hr. courses or only longer courses? Is a knot tying session part of your course or is it navigation? Is boating education important in your Squadron? Then we get into the so called best practices. Use this software or this idea and when you contact these potential members maybe they will come by and join. Or have your meetings at the best steak restaurant in your area and you are guaranteed to get new members. But my question is what about the ones in the trenches? Those members, who for year after year are totally involved, immersed if you will in the operation of your Squadron. What about them?

Does the District or National owe them anything? I know a dedicated member gets a merit mark at the end of the year and after 25 years of merit marks they receive life member status and a reduction in dues. That is, if they stay 25 years. Judging from what I am seeing regarding retention, staying around from year to year is a bigger problem than staying 25 years. Is your Squadron like most and is it governed by the 80-20 rule? 20% of the members show up, volunteer, organize events etc., so that the remaining 80% can benefit? Is 5% of that 20% the members who do the year to year planning? Are they getting a little tired? Maybe they deserve a break. Are some of the Squadron's events getting a little stale? Maybe it is time for a change? Are you having a problem getting member interest for advance courses? Do you try other activities not boating related?

I believe that one of the biggest problems facing USPS is not new membership, but retention of existing membership. If the same people do the same thing over and over again the Squadron loses. So here is my survey question. I don't want a response; I would like to see you share your success stories and failures at the Winter Council. Give us a reason to leave a warm house and go out into the cold and spend \$25.00 for lunch. What works for retention in your Squadron? What do you do when the same membership says "yes, I'll help" and others say whatever they say to get out of helping? Do you rotate responsibilities or does the same person do the same job year after year? Is membership attendance falling off at these activities?

"Come for the Education... stay for the Friendship" is a great saying. But I feel it needs to be more than a pot luck supper in October and a three hour cruise in August to really mean something.

HAPPY NEW YEAR

May 2016 be a prosperous, safe and happy one for all.



“Come for the Boating Education.....Stay for the Friends”SM

Educational Officer: Stf/C Carl E. Filios, JN

Winter is Here



Now that we've put the boats away, and the holidays are almost behind us, it's time to think about winter/spring course offerings. In the case of Berkshire, our last Log included a postcard listing a number of possible courses. People are to select from those or request a different one, specifying available nights, and return the postcard. So far, I've gotten four back, and am hoping to receive a few more. After that it's time for phone calls.

Some Squadrons have put a number of offerings into HQ800, looking ahead to the upcoming NY Boat Show. Hopefully, the rest of the Squadrons are planning courses for the upcoming months, and will put them into HQ800 soon.

By now, all SEOs should have the state-specific slides that need to be integrated into ABC. The latest CD for the instructor kit of ABC has a date of September 2015. Any of you that ordered instructor kits in 2015 and didn't receive that CD should contact me.

I'm looking forward to the upcoming Annual Meeting in Orlando with mixed feelings. It will be my last National Meeting as DEO. It seems a long time ago I attended my first National Meeting as DEO. That was in San Antonio.

Hopefully, I'll return with an update on the status of course changes and the plans for e-books.

If you've never attended a National Meeting, this would be a good time to change that. It's an opportunity to get away from the cold and snow of February, and hopefully find some warmth. It's an opportunity to meet the people who make up the committees that deal with each of the courses and plan course updates.

Come and stay a few extra days. There are lots of things to see and do in the Orlando area.

Still more photos from D/2 Summer Council



P/D/C Howard A. Sklar, AP



Stf/C Carl Filios, JN

“Come for the Boating Education.....Stay for the Friends”SM



THE WORST BOATER I EVER MET

While I constantly tell everyone to adhere to basic boating safety, I have to admit that I have done considerable boating with a captain who easily qualifies as the worst boater I ever met. For the sake of this story, let's just call him "Rod".

To appreciate Rod you need a little insight into his character. Rod is one of those people who knows a little about a lot of things and has no fear to tackle any type of project, usually with disastrous results. He once decided to install a sliding door and balcony off his second floor bedroom. He completed the project single handedly. The balcony was beautiful, overlooking the lake. The only problem was the balcony pitch was uphill from the bedroom slider and at the first rain the water drained back into the house destroying carpet and furniture.

Another time, Rod, a super nice guy, knew I needed my house painted and offered to do it for me at a very low cost. The paint job was all right, but I spent more money cleaning paint off windows, shingles, deck, furniture and my car than if I had used a commercial painter. Anyway, that's Rod.

One day Rod asked me to accompany him on a trip to Lake Okeechobee, in central South Florida. He had committed to a club cruise and his wife took ill, so I agreed to go. He had a 26-foot Crown Line that was only a couple of years old and, what the heck, he had helped paint my house. So off we went.

We went down the intra-coastal at about 25 knots and had made it through a section known to locals as the "miserable mile" and then into the Caloosahatchee River just west of the Highway 41 bridges. Then I heard Rod say: "Oh (expletive deleted), I hoped that wouldn't happen!" I said: "What is it?" Rod replied "The darn engine is overheating". Been doing that the last few times I was out, but I hoped it wouldn't happen on this trip."

I stifled the urge to ask why he didn't fix it before heading on a ten-hour trip. Instead I asked: "How hot is the engine running"? Rod casually replied: "I can't tell, the needle is all the way over". I frantically told him to shut it down so we could put on life jackets and do a little diagnostic work.

As usual, the channel on the Caloosahatchee had a fair amount of boat traffic and with the current and tide moving both moving against us, we found ourselves immediately drifting rapidly and wildly back down river. I went to the bow and opened the anchor locker, only to find it empty. I asked Rod where the anchor was, and he said it was in the cabin, under the dinette seat. I went to the cabin and found about 30 feet of tangled line attached directly (no chain) to a Danforth anchor that had the flukes bent so badly it was hardly recognizable.

Rod must have seen the look on my face and stated: "I was fishing at the artificial reef off Punta Gorda and the anchor got stuck on some rocks. Guess it got bent up a little as I got it loose".

I took the twisted hunk of metal and its 30 feet of line and headed for the bow. By this time we were closing in on the concrete pilings of a nearby bridge. I tied what there was of an anchor rode to the bow cleat and dropped the mangled anchor overboard.

Because of the speed at which we were drifting, the bent anchor, and the short length of the rode, nothing happened. We continued sideways down the river, dragging the anchor behind us. I told Rod we'd better get on the radio and broadcast a "securite" warning to those boats coming at us that we were out of control. Rod sheepishly said in his slow Indiana drawl: "Well, the radio went out a while back and hasn't worked for a while. But that's all right, I brought my hand held VHF along as back up." Of course when he keyed up the hand held, it didn't work. "Guess the batteries are dead", he commented. But that's all right; I have the 12-volt adaptor. We'll just plug it into the cigar lighter".

Down he went into the cabin to get the adaptor and tossed it to me. I plugged it into the radio and reached to the instrument panel to connect to the cigarette lighter. I found there was no cover over the lighter receptacle; all that remained of the contacts was a rusted mass of metal. No way was that going to work.

Once again I turned my attention to our location and saw that the concrete supports for the bridge were rapidly approaching. I called to Rod to break out some fenders as well as a docking pole to try to absorb an impending impact or perhaps fend off the upcoming collision. Rod again went down into the cabin and came up with two sorry looking fenders that were both flat as well as too small for a 26 foot craft; further, there were no lines secured to either of them.

By now, the impact between our beam and a concrete piling was imminent and I began looking for a good place to grip as I lowered myself to the deck. Suddenly I felt a strong jerk and the boat swung around with the bow facing up river. Somehow the trailing anchor had caught hold, just before we hit the bridge. I uttered a quick thanks to some unknown blessed piece of construction debris that had been waiting for years on the bottom to perform such a good deed.

At this point, one of the passing boats that had been watching our wild ride, came along side to help us. To make a long story short: a tow to the marina, a new water pump impeller and a ride back home (instead of to Okeechobee) finished off the adventure.

Unfortunately, there are a lot of Rods in the boating world. Many years of boating can cause us to become too complacent on the water and not think about the dangers that are ever present; just a simple mistake away. A respect for the water and even a little fear can be a good thing, particularly when it motivates us to keep our equipment in working order.

Just for the fun of it, you might go back, reread this article, and count the number of times my friend Rod failed to maintain and properly equip his boat. You might find five — and I would add one cardinal sin: he had no Chips Ahoy or Fig Newtons on board — the lifeline of the mariner. Longtime friends are hard to come by, so Rod and I still do a lot of cruising together on the River, but always on my boat. That's the only way I managed to keep the world's worst boater as my best friend.

Encourage your boating friends to take one of our courses. Who knows? They may come for the education and stay for the friends.

This article was adapted by Susan Ryan from one written by Bill Hempel, and there are more in the Public Relations home page of the USPS website.

“Come for the Boating Education.....Stay for the Friends”SM

D/2 VSC Report to
D/2 Winter Council, 2016
By D/Lt Robert J. Terry, D/2 VSC Chairperson



The 2015 VSC Report dated, 2015 was last updated for D/2 VSC Awards as of 30 Nov, 2015. Based on that information, I have noted the following: As of that date, the highest number of completed VSC examinations for all D/2 Squadrons, is Sacandaga PS with 45. In 2nd place is Storm King SPS with 42, and in 3rd place is Saugatuck River SPS with 40 VSC examinations. Also based on this information for D/2 individual total VSC exams in first place is William Burbage with 42 examinations. In 2nd place we have a (3 way) tie between James Walsh of Darien SPS, Armand Canestraro of Lake George SPS and Jack Cohen of Norwalk SPS with 24 VSC exams each. The 3rd individual total is Philip Roeber of Sacandaga PS with 19 VSC examinations. Our District's 34 certified examiners for 2015 have recorded a total of 275 VSC exams, and 263 exams that had passed. This compares to 31 / 429 / 404 for 2014 and 34 / 300 / 274 for 2013.

Remember that VE totals for *Award Pm'poses* are gathered on info submitted up to 30 November 2015. Any VSCs after that date are only gathered for yearly totals. As USPS had again run out of VSC decals in 2015, you are again requested by USPS to return any unused VSC 2016 decals to USPS HQ when you have completed your yearly exams (Before the end of 2016), for use by area's with an extended boating season.

The 2016 VSC decals started to be mailed from USPS HQ in December 2015. As I write this message I have not yet received my Squadron's shipment of 2016 VSC decals. If you look at the 2015 VSC report on the USPS website you will find the number of 2016 decals shipped to each Squadron opposite the Squadron names. District 2 has 11 Squadrons participating in the VSC program and will have been shipped a total of 290 2016 decals according to that report. If your Squadron does not receive your shipment of 2016 VSC decals I would like to hear from you.

The 2016 MARPOL decals may be ordered from the USPS Boat Insurance website. (www.uspsboatinsurance.com) If any of our D/2 Squadrons has any issues receiving 2016 shipments of MARPOL stickers please contact me. I would like to hear from you.

Remember that VEs can change their Zip Code when moving from northern to southern locations and vice-versa as 'snow birds' for the purpose of the 'I Want A VSC' location identifier. Just have a District or Squadron rep with a password to DB2000 enter the Zip Code change into the DB2000 data base. The change will be in effect within 7 days. Remember to change it back when you return home.

From Robert Terry: Email Address: SPSQSAFETY@NYCAP.RR.COM : To Jake Hill

NOTES: How are you stocked with MARPOL stickers for the 2016 Boating season? Can I get 150 MARPOL stickers and 50 of the oil discharge stickers? I am the current D2 and Sacandaga PS VSC Chair. My address is 217 Calderwood Road, Amsterdam, NY 12010. Do you anticipate that you will have enough MARPOL decals printed this year? I know you ran out last year. Everyone of the boaters that require the decal will need to replace it if they did not replace it in 2015.

From: Jake Hill

To: SPSQSAFETY@NYCAP.RR.COM

Subject: Re: USPS Promotional/Educational Material Request

Mr. Terry,

Unfortunately, due to continued budget constraints, we are unable to order either the MARPOL or Oil Discharge stickers again for 2016. I sincerely apologize for the inconvenience. I am unsure if we will be able to order them again in the future, but please feel free to check back.

Regards,

Jake Hill, CIC, CRM Assistant Vice President

McGriff, Seibels & Williams, Inc.

2211 7th Ave. S. Birmingham, AL 35233 P: 205-581-9154 / E: jhill@mcgriff.com www.mcgriff.com

“Come for the Boating Education.....Stay for the Friends”SM

The Numbers are in!!!

Our Tri-state booth was the best ever!



There was record attendance at the NY Boat show at Jacob Javits Center in Early January.

The Power Squadron had outstanding success due to the simulator which drew traffic of all ages to the booth. There was more traffic than ever at our booth, lingering, learning and waiting to use the simulator. The observers were informed about the opportunities and offerings of the Power Squadron.

133 individuals used the simulator over the course of 5 days and 45 hours of operation. George Hallenbeck was stupendous, enthusiastic, patient, knowledgeable and very committed.

In addition, 500 tri-folds, 150 coloring books and close to 250 class schedules were distributed.

144 individual addresses and e-mails were collected, sorted by zip code and have been e-mailed to each District.

A follow up e-mail was sent to the individuals thanking them for stopping at our booth with the link to National for class and seminar availability. An interesting note about e-mails. People are becoming resistant to providing e-mail addresses. The NMMA, the show organizer, suggested NOT having a log or listing. Others can see or photograph with their phones to "Steal" the list. We utilized small business card sized paper for attendees to fill out and put them in a secured box. George mandated individuals using the simulator fill out a card. Therefore, the majority of the list was generated from the use of the simulator.

The shows' success was a group effort of all 3 districts: manning the booth, transportation of our booth by Joel Rosenfeld from New Jersey and George bringing the simulator from Connecticut to meet the set up crew of 5. The breakdown crew consisted of 8 volunteers. This team work assured ease of setup, operation and breakdown.

New York was the first leg of the simulator "traveling" with the NMMA show. Next stop, Chicago. The NY team color coded the wires for easier set up, made a list of useful items for useful operation of the simulator not included in the printed instructions. In addition, the team recorded instructional video tapes for future boat show users on Drop Box. (Link on D4 site.)

Total Attendance **37%** attended for the first time.
35,757 Up 5% **57%** made a purchase.
 50% plan to purchase a boat in the next 12 months.
 72% age 25+.

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Photos:

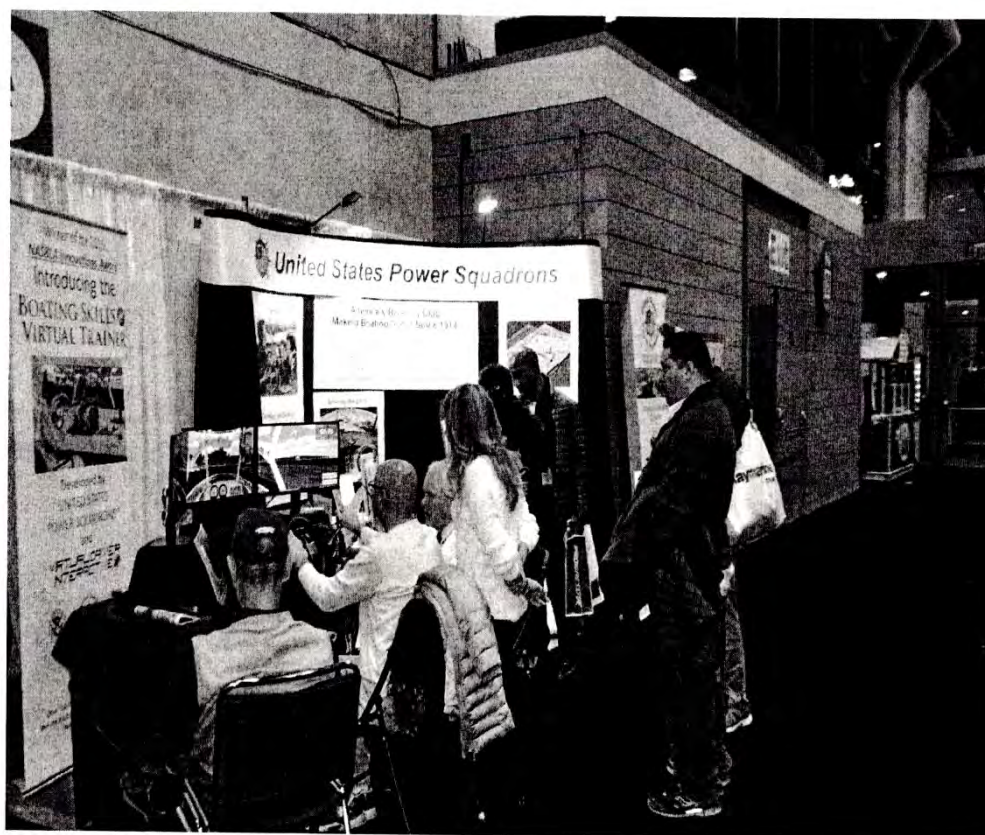
The simulator in use:



The crowds watching:

“Come for the Boating Education.....Stay for the Friends”SM

Part of the Boat show crew:



The whole booth

“Come for the Boating Education.....Stay for the Friends”SM



C/C Joseph Gatfield, JN
Canadian Power and Sail Squadrons



USPS Executive Director
Mary Catherine Berube



D/C Gino C. Bottino, M.D., AP &
Mrs. Jane Poole Bottino, P



Keith Christopher, National Director
Sea Scouts, Boy Scouts of America

“Come for the Boating Education.....Stay for the Friends”SM



UNITED STATES POWER SQUADRONS®

D/2 Winter Council

Saturday, 27 February 2016

Held at the I84 Diner 853 Route 52, Fishkill, NY 12524-1561

PHONE – 845.896.6537



The cost for the day is \$27 – includes full Lunch and breaks. The room is located on the left side of the I84 Diner, park on the left and use either the side entrance or the front.

General Directions:

- **From: South.** Take the NY State Thruway (Interstate 87) North to Exit 17 (Route 17K) - follow the directions from the West below.

or

Take the Taconic State Parkway to Interstate 84 W - follow the directions from the East below.

- **From: North.** Take the New York Thruway (Interstate 87) South. Take the Route 17K exit, Exit 17 toward Newburgh/Stewart Airport. Merge onto Interstate 84 East. Take Exit 12 (Route 52 - Fishkill). At the end of the exit ramp, turn right and right again into the I84 Diner parking lot.
- **From: East.** Take Interstate 84 West. Take Exit 12 (Route 52 - Fishkill). At the end of the exit ramp, turn left onto Route 52 South. After the underpass, turn right into the I84 Diner parking lot.
- **From: West.** Take Interstate 84 East. Take Exit 12 (Route 52 - Fishkill). At the end of the ramp, turn right and right again into the I84 Diner parking lot.

Registration will begin at 0830

Reservations must be received by **15 February 2016**- Late Registration fee: **\$5.00**

Uniform of the day is USPS casual, Uniform F, or appropriate attire. Bridge will wear USPS casual.

Mail reservations and payment to: D/Lt/C John P. Pedersen, JN
35 Dubois Street
Darien, CT 06820-5224
Questions? Call (203) 656-3447 or tpedersen@snet.net

District 2 Winter Council

Due Date 15 February 2016

First Registrant Name _____ Grade _____ Rank/Position _____

Second Registrant Name _____ Grade _____ Rank/Position _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Squadron: _____

Email: _____ **There will be NO Confirmation of Reservations.**

Will you be attending the **FREE** afternoon **Instructor Recertification Seminar**? ☐ Yes ☐ No

LUNCH: \$27 PER PERSON

MAKE CHECK PAYABLE TO: USPS DISTRICT 2 Amount Enclosed _____

PRINT TO MAIL

CAUTION - CLEARS FORM

D/2 NEWS

**c/o Lt Melvin Goldstein, AP
64 Cherrywood Road
Yonkers, NY 10710-1102**

Address Correction Requested



Sail and Power Boating



D/2 Planning CALENDAR

2016

18 January, Martin Luther King, Jr. Day.
14 February, Valentine's Day.
15 February, Presidents' Day.
13 March, Daylight Savings Begins.
24 March, Purim.*
25 March, Good Friday.
27 March, Easter.
23-30 April, Passover.*
8 May, Mother's Day.
30 May, Memorial Day.
12-13 June, Shavuot.*
14 June, Flag Day.
19 June Father's Day.
4 July, Independence Day.

***Note: All Jewish holidays begin the evening before the date given.**

(NOTE: PLEASE ADVISE THE EDITOR IF YOU NO LONGER WISH TO RECEIVE A HARD COPY OF THE D/2 NEWS.)