



THE LUBBER'S LINE

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August - September 2015

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2015 WSPS Summer Cruise

The 2015 Cruise was detailed and planned to be the best in many years. Two of our destination points haven't been visited in that last ten years or so. Coincidentally our fellow members at D/5 assembled a July cruise itinerary for 2015 very similar to ours.

For the first time in almost a decade we were able to begin our summer cruise at the Sailing Emporium in Rock Hall. Rain predicted, we moved the picnic into the Sailing Emporium boat shed just in case. The weather was hot, humid and overcast. Employed commercial fans did offer some degree of relief, but hot it was! Commander Mike King, AP kicked off the affair by first introducing the attendees to his refreshing WSPS Cruise 2015 punch. Two noteworthy awards were made to deserved members: the first to David Netting for his 50 years of dedicated membership and the second a



plaque issued by the D/5 Snyder Award Committee recognizing the ongoing contributions of our Lubber's Line Editor Pam Orris.



The group was pleased to welcome first time cruisers P/C Dan Gorman, AP with wife



Dale on *Aquarius 2*, and Jack Short aboard the *Chateaufneuf* and his crew Sue Donaldson and Lynn Winkler, and finally Scott and Kathy Mayhue aboard the *Star Reacher*. Behind the scenes of the CKO a very special thanks to KIAs P/C Jim Robinson, AP, wife Zelma, and Lt/C John Koval, P for the food fare planning making the 2015 edition of the Commander's Kick-Off picnic memorable.

Sunday: Jim Ennis convened the cruisers, via VHF, with the first edition of the WSPS directed radio net broadcast from the decks of the *Nauti-Gal*. Weather given the time of year is always worthy of consideration. This day was not to be an exception. The concern on the part of some of our cruisers was allayed, gave way to pleasant skies and off we sailed to our first destination anchorage on Harness Creek just off the beautiful South River for the annual Pot Luck Raft-Up.



Weather excellent!

**WSPS
Summer
Cruising
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**COMMANDER'S
MESSAGE***Cdr W. Michael King, AP*

“and I’ll get by with a little help from my friends.” This line from the Beatles song *almost* captures what is going on these days in the Wilmington Sail and Power Squadron. As I go from activity to activity and watch and listen I see WSPS people helping each other out over and over again. Our members genuinely like assisting others when needed. No matter if you are a new member or an old hand, you will receive a hands up from someone or offer a hand to a fellow member.

One place this mutual aid was clearly on display was on our recent squadron cruise. Our cruise is our big headline event. There were the obvious members helping each other with repairs, but it went way beyond that. We all had to make decisions about weather and whether to change our itinerary as a result of predicted storms. Boats react differently to big winds and crew members have different reactions to thunder, lightening and driving rain. To go on to the next planned stop or to stay in a marina was a big decision. Skippers were talking to other shippers trying to decide on the best course of action. People shared their thoughts and ideas freely. It was more than what are you going to do? It got into the all the pluses and minuses and into the why and why not’s. Skippers and crew members as well helped each other think through the situations on other boats.

At the other end of the spectrum is the Wednesday luncheon at Season’s Pizza on Concord Pike south of Silverside Road. This time of year it is loaded up with stories about cruises and repairs, both the successful and not so successful. Not only is new equipment, large and small, discussed and evaluated but a skipper’s decision is often put through a similar mill. Occasionally a skipper will tell a self-deprecating story about some decision he or she made and the response will be to analyze the tale and for others to conclude that given the choices possible, the skipper actually did the right thing. The Wednesday luncheon is a place where everyone can bring their temporary defeats and their triumphs and tell others who genuinely want to learn from both kinds of stories.

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Several of our group remained in home port on Sunday: *We Go Now*, chartered by Sandy and Dave Netting, was not available until Monday; the second, *Knot Again* with P/C David Sharpless, AP, Lt/C Barbara Sharpless, P and guest Mary Jane Wenhold on board remained slipped due to an AC failure at home that required service attention on Monday. Both crafts joined the cruise on Monday at Herrington Harbour.



Monday: A bright and glorious day greeted the rallye boats for the morning sail competition down the Bay toward our next destination, Herrington Harbour. Committee Boat responsibilities were assumed by *Gypsy II* with P/C John Ingram, AP and Lt Betty Ingram, P aboard. The starting line, perpendicular to the first mark established, time hacks set in place, competitors prepped awaiting the start of the first of the planned week-long rally series. All of these preliminary energies were ultimately negated by light wind (**weather**) - none were able to finish and the race was called due to lack of wind. This would be the only attempt at rallying for the entire week.

All of the capable planning efforts of P/C Ingram and Lt Bill Zimmerman, JN (except for the exceptional chart presentations for our cruise book) were thwarted by, Yep - **Weather!** The fleet made its way to the beautiful Herrington Harbour facility throughout the day. Crafts secured, power cords attached, those with air conditioning were quick to activate the magic "ON" switch. The group began taking advantage of the facilities, namely pool and showers, later followed by a get-together near the beach under whatever shade structure was available. Purpose, more memorable nourishment in the form of appetizers. A great day!



Tuesday: Strong fronts were moving west to east with some accompanying high winds and potential flooding predicted overnight. The Chesapeake was just one of the targeted areas to be hit. This was **not** forecast as just a fast moving series of summer squalls. Erring on the side of caution, plans were set in place for most of the fleet to remain an extra day at Herrington Harbour. The staff at H. H. was able to accommodate us with very little inconvenience (minor number of slip reassignments). Weather and a scheduled incoming group were dictating the "what's and where's" of our slip placements. Boats now secured, we improvised a gathering, some snacks etc., at the picnic area awaiting and discussing our next weather bout. It finally did hit a little later with heavy rain and wind gusting to over 65kts.



Two of our cruise boats opted to cross the Bay and seek protection at a WSPS long-favored gunk hole –

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Dunn Cove on the Eastern Shore north of Knapp's Narrows. Both of the boats, *Sea Lion* and *We Go Now*, were capably crewed by Mike King and Wendy Shipman and Dave and Sandy Netting respectively. Both rocked and rolled but fared well at anchor.

Wednesday: We crossed the Bay and headed into Tilghman-on-the-Chesapeake (a gorgeous Choptank River facility). The crossing was without event except for Captain Bart Wilson and wife Bev aboard the *Pleasure's Mine* who did a little unplanned crabbing by securing an unwanted crab pot somewhere in their travels. With the boat slipped, the situation now dictated pot removal. P/C Don Engler, AP aboard the *Jubilee* willingly volunteered diving services. The freed trap would be returned to its Tilghman Island owner and the six cookable crabs were liberated.



Harrison's Chesapeake House was the restaurant of choice for most of the group. Several of our cruisers opted for non-sea food fare and chose another of the excellent Tilghman Island restaurants. Both of the excellent eateries provided transportation. We all enjoyed a comfortable day afloat followed by meal samplings of our favorite cuisines. Enter the four day weather forecast. Thursday, our next day looked good, Friday, officially the last day of the cruise looked OK. Saturday and Sunday were to be travel days and were forecasted to be sketchy at best.

Thursday: By this time we were well acquainted with weather alerts and news of storms approaching. Many of the cruisers felt that if they anchored out on Thursday, another storm of the same caliber could damage their boat or worst, someone could be hurt. A poll was taken and most decided to take advantage of the short-term good weather and head back to home port. The exceptions to the plan deciding to remain in the Choptank area were the *L'Chaim* with P/C Marty Wagner, AP and Donna Hilton on board and the crews of *We Go Now* and *Sea Lion*.



On Thursday evening, upon arrival back in Rock Hall, a quick appetizer social was pulled together at North Point Marina. In addition to the North Point Marina slip holders in attendance, i.e., Lt Bruce Wyngaard, AP, Leslie Brower and crew member Kathy Leef on *Brio*, P/C Dennis Wallace, P and Lt Carol Hanson, P on *Weatherly*, Jim and Nancy Ennis aboard *Nauti-Gal* and the crews of *Gypsy II*, *Knot Again*, and *Pleasure's Mine*, also in attendance were cruisers P/C Judy Stadler, AP and Lt Chuck Stadler, AP on *Wind Venture*, Lt Dave Benfer, JN with wife Ann on *Journey*, and the crew of *Chateaufneuf*. Unfortunately Bob and Mickey Hall on *MR~MILK*, P/C Mark Atkinson, AP and wife Chris Atkinson, AP on *Willow*, P/C Engler and Lt Sue Engler, P along with guest Geri Walker on *Jubilee*, and the crew of *Aquarius 2* were unable to join us mainly due to travel distance and location of home ports. More improvising that worked out well!

Friday: Dinner plans made the group, now shore bound, get in their cars and drive to our original destination, the Cambridge Municipal Yacht Basin, to board the chartered bus for our short trip to the Suicide Bridge Restaurant for dinner followed by the Awards and Closing ceremony. Upon arrival at the restaurant we were all greeted Kay Webster, Tom Webster, III and family. The Webster family is deeply rooted in the

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history of the Cambridge area. Additionally, members Jim, Zelma, Jimmy and Charlie Robinson, John Bailey, Chester and Gerri Gibson, John and Maggie Koval and Joe and Janet Zammitt, having opted to participate in the annual event by car, welcomed fellow members at the restaurant. Following dinner, Cdr King presented P/C Wagner his 25 Merit Mark Certificate and introduced Master of Ceremonies P/C Wallace, and wife Carol. This was the point in time, dreaded by many, that we hoped any of our miscues, indiscretions, navigation errors, bottom bounces, etc. from wherever, whenever, had gone unnoticed by our MC. Not likely! Following the presentation of the Chance of Romance trophy to the crew of *Pleasure's Mine*, Dennis, having called the closing ceremony to order, set about accomplishing the business at hand - that of creative boat by boat public humiliation and embarrassment. Even with the disrupted schedule of this cruise, Dennis was still able to come up with something on each boat. Carol presented each captain with a crab mallet that had the boat's name engraved on it, made by Dennis, and a six can cooler to ease some of the verbal "sting". The awards ceremony is always entertaining and well received. As usual, Dennis was on!

General Comments: Weather is weather, boating is boating, it is summer and ideal weather is not a "given". Unpleasant summer weather is not calendar date specific. This is the first time in recent memory, if ever, we "caved" in a cruise due to weather. We improvised when and where necessary, partially due to heat, partially because of severely inclimate forecasts, and most importantly because we recognize that safety of the group is **the** prime consideration. Even though the weather was against us, the camaraderie within this group of old and new friends as well as the dedication, coordination, commitment, and participation by everyone, especially the Cruise Committee, the KIAs, Activity Chairs, and all of the volunteers, is what makes this week what it is, a truly special event.

EXTREMELY WELL DONE!!

The committee is always interested in having more and more people participate, especially land cruisers. Interested in possibly participating, next year, land or sea; we would like to hear from you. Please forward any cruise feedback or suggestions to either P/C Donald Engler or P/C David Sharpless.

Cruise Acknowledgements: **Jim Ennis** – once again an excellent Directed Net; **Don Engler** – for his usual superior job on the printing of this cruise book and also for design of the front and back covers as well as our Tee-shirt design; **Carol Hanson** – entrée food procurement; **Dennis Wallace** – for making engraved crab mallets for each boat on the cruise; **Barbara Sharpless** – for assembling a great cruise book and visiting two different Walmart stores in order to secure enough six can coolers to give as gifts to all the cruisers; **Bill Zimmerman** ably assisted by **John Ingram** – stewardship of Rallye coordination; **John Ingram** and **Dennis Wallace** for PHRF Handicaps; **John Ingram** – Rallye Committee Boat; **Geri Walker** – Captains' Meeting site procurement; **KIAs and Committee Members** – an incredibly fine job coordinating all aspects of this cruise by everyone involved. **A special bit of recognition** to land traveling Committee members John Koval and Jim and Zelma Robinson who, while unable to participate in the week long cruise by boat, acted as KIAs for the kick-off, and to shore goers Jack and Janet Bryson and Joe and Micky Irr who showed up to help give the cruisers a sendoff.



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WSPS 2015 Cruise Committee

Leslie Brower - <i>Brio</i>	Kathleen Leef
Sue & Don Engler – <i>Jubilee</i>	Zelma & Jim Robinson
Nancy & Jim Ennis – <i>Nauti-Gal</i>	Barbara L. Sharpless – <i>Knot Again</i>
Carol Hanson – <i>Weatherly</i>	Dennis M. Wallace – <i>Weatherly</i>
Betty & John Ingram – <i>Gypsy II</i>	Bev & Bart Wilson – <i>Pleasure's Mine</i>
John E. Koval – <i>Just Cause</i>	Bruce Wyngaard - <i>Brio</i>

2015 Cruise Co-Chairs

Donald R. Engler - *Jubilee*
C. David Sharpless – *Knot Again*

P/C Donald R. Engler, AP
P/C C. David Sharpless, AP







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There is no doubt members definitely assist members, but it is not simply to do the bare minimum. Members of WSPS help each other to excel. Years ago P/C Robinson and I were doing Vessel Safety checks at the Elk Neck State Park boat ramp. There was a mixture of new boaters and long-time sailors using the ramp and it struck me that both groups had a number of people who were uninformed and that these uninformed people were not really having that much fun. Folks were boating but many of them didn't know how to enjoy this activity. WSPS really does help its members to have fun on the water at the same time following all the required safety precautions.

One last thought: many of our members have sold their boats and do not get out on the water as often as they would like. It is amazing how many of those people still help the rest at squadron activities with much important information and analysis. We continue to excel with support from our friends.

Don't forget the **Crab Feast** August 1st in Rock Hall. It promises to be more good times for all.

Cdr Michael King, AP



D/5 Summer Council and Rendezvous

The D/5 2015 Summer Council and Rendezvous was noteworthy for the cancellation of the Navigation Contest. The 75 year old tradition has been cancelled for both storms and during the World War II conflict. This year's cancellation was caused by lack of boats wanting to participate. Two boats from the Delaware River Squadron were the only ones who signed up and showed up. Whether future contests will be held is currently undergoing review.

On a more positive note the D/5 District Cruise was an outstanding success. The cruise, which ran from Rock Hall, to Cambridge, to Tilghman-on-the-Chesapeake, to Solomons, experienced ideal weather and first rate shore side activities. The forty-five participants had enthusiastic praise for their Cruise Chairman, P/D/ C Bernie Karpers and his cruise committee.

At the Summer Council meeting a realistic budget was passed and sent onto the Fall Meeting for final action. The expected income line reflects the belief that membership in D/5 will continue to decline.

Cdr Michael King, AP

Executive Department

Where is Your PFD?

This spring while grabbing a dock line as we were entering our boat slip, I fell into the water. It happened so fast, so easily - all I was doing was standing on the boat swim platform reaching (over reaching) for a dock line that was thrown to me. My circumstance was uncomplicated. The engine was in neutral, the same swim platform permitted me to easily get back on the boat, and my fall did not immediately place me in harms way. I was lucky. It could have been very different.

After sharing my experience with my sister, she gave me two resources. The first was a book titled "Suddenly Overboard" by Tom Lochhaas. In the preface the author explains that his motivation to write the book was based on a similar experience as mine. He had probably docked his boat hundreds of times but this time, somehow, he missed the dock stepping off the boat and found himself in the water. Actually the circumstances were different - the water was colder, current moved him away from the dock and his friend was not strong enough to lift him onto the boat as the freeboard was too high.

Lochhaas's book is a compilation of overboard stories assembled from investigations done by US, Canada and UK authorities that reviewed the circumstances involving overboard rescues and the mistakes that were made by those who did not live to tell the story.

The book covers many, often simple mishaps that result in drownings:

- * Tired after a long cruise, the skipper decides to row his dingy 60 yards to the harbor bulkhead. He steps off the boat, trips in the dingy and ends up in the water. He cannot get back on the boat. He drowns as his PFD lies on the cockpit seat.
- * Skippers sailing boats very close to shore think that danger is minimal but just a simple wind gust or sudden unexpected motion of the boat puts the sailor in the water - a crew member dies of a combination of hypothermia and drowning.
- * After running aground it is decided that a crew member will help kedge off using a winch. It was considered too much trouble to deploy the dingy especially as the water was only chest deep. Somehow the line becomes tangled in the propeller - the sailor gets tangled and pulled under the boat and drowns.
- * Numerous ocean racers and others are found with their zippers down, the result of failing while urinating overboard (this includes women and motor boaters who do not have the benefit of shrouds).
- * A sudden jibe causes a skipper to fall off the boat. The remaining crew, not familiar with sailing, does not know how to steer the sailboat to get back to the skipper. When they figure out how to adjust the sails and turn, they lose track of the person in the water - they never find him.

What I found interesting was that there were some basic observations that applied to almost all of these cases. For example:

- * These are experienced sailors - many with decades sailing. Almost all are in good physical condition.
- * Nothing bad was anticipated. There is nothing unusual about the day. They are out to enjoy themselves with family and friends - what could go wrong?
- * Much of what happened was preventable. Wearing a PFD would have changed the outcome in a huge number of cases. No one openly mentions or has a "what if" plan. If someone falls off - what do we do, what communication devices are available, do we swim or stay with the boat, etc.
- * Carrying a cell phone, but not a submersible VHF and unable to call for help or located by GPS.

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We should all examine our PFD habits. Do we discuss “what if” plans with our partners or others we sail with? Many of us are older and less able to respond to a physically challenging emergency either as the person in the water or the one remaining on the boat - how do we prepare?

Anyone is welcome to borrow the book. It’s a quick read.

Oh yes - the second item my sister gave me after my fall in the water was a model contract for boat salvage. It does not say much for her confidence in my boating skills. In any event, if the time comes for salvage, I will be wearing my PFD!

Lt Bruce Wyngaard, AP



Education Department

The Education year ended 30 June. Last year we were able to seat a six person Certification Class at the Glasgow Medical Center, taught by P/C David Sharpless, AP and Lt/C John Koval, P with P/C Mark Atkinson, AP proctoring. Advanced Piloting with instructors P/C Sharpless, Cdr Mike King, AP and P/C John Ingram, AP was taught at A.I. du Pont High School with six members enrolled. Seamanship with Cdr King at the instructor’s helm and Sail ably taught by Lt Bill Zimmerman, JN were both presented at the New Castle Sailing Club with eight and six students respectively. A special thanks to the members of the New Castle Sailing Cub for making their facility available for our classes.

What’s up next? Absent any course requests from membership, no Advanced Grades of Elective classes will be offered in September. Certification Classes are scheduled to resume in Spring 2016. Our parent organization offers a diverse selection of boating/safety related subjects for presentation in a two hour seminar format. These subject specific seminars can be a great informational alternative to traditional multi-week classes.

We can teach any course or seminar. Your input can make it happen. Call P/C Jim Robinson at 610-444-5155 or e-mail jimjobinson37@aol.com.

*P/C Jim Robinson, AP
Education Officer*

Wilmington Sail and Power Squadron

Join Us for a Raft-up at Eagle Cove

Saturday & Sunday - 26-27 September



Eagle Cove has very little sea state therefore we can raft-up 5 or more boats to a raft and visit on each! However there are water skiers present during the daylight hours.

Please bring some or'dorves to share and something to drink.

Call Cdr. Michael King - 302.636.0292 or email - kingship1@comcast.net
Let us know if you are coming ~ Call before Wednesday,
23 September



August 22-23 Raftup at Worton Creek



A WSPS raft-up is planned for 22-23 August at Worton Creek. Those that attended the August raft-up last year (10 boats) at Still Pond can remember two chilly days with winds gusting to 20 kts. This year we'll be more protected in Worton Creek, with tall trees and land 360° around us.

Try to arrive around 2pm so there will be space to anchor and we can then begin the rafts, drinks, and snacks. The highlight of this *raftup* may be The "Rattlesnake Saloon" formally known as "Nauti-Gal". Nancy and Jim Ennis will be giving free drinks to those dinghies with the correct answers to some old western TV shows. Your answer may indicate a "sarsaparilla" if necessary, so think hard if you want to receive the proper drink.

The Harbor House Restaurant (23145 Buck Neck Rd. Chestertown, MD 21620 (410) 778-0669) sits on the Worton Creek Marina side and offered delicious dinners. Raft co-ordinates are: 39° 16' 783"N - 076° 10' 235"W. View the chart above to see the suggested anchoring position. If there isn't enough breeze to stay anchored between the Wharf and Worton Creek, we can anchor further out in Worton Creek near the bay.



REMINDER



18TH BOARMAN NATIONAL UNITED STATES POWER SQUADRONS® YOUTH POSTER CONTEST

“When you boat be ready to float.....Wear It!”

District 5 judging will take place at Fall Conference. Please either take your squadron’s winning entries to the Conference or mail by 30 September to:

D/Lt Bea Norris, P
6769 Windermere Ct.
Allentown, PA 18104

**FURTHER INFORMATION REGARDING CONTEST RULES CAN BE FOUND AT
[HTTP://WWW.USPS.ORG/NATIONAL/MEMBERSHIP/YOUTH/POSTER.HTM](http://www.usps.org/national/membership/youth/poster.htm)**



WSPS Birthdays August-September

John P. Goon	Aug 01
Mark C. Atkinson	Aug 03
Chester M. Gibson	Aug 05
James A. Ennis	Aug 07
Wayne T. Stanford	Aug 07
Barbara L. Sharpless	Aug 09
Roger L. Cason	Aug 13
Richard Van C. Parker	Aug 18
Edward D. Kee	Aug 19
Ronald D. Crooks	Aug 20
Susan K. Leshner	Aug 23
Charles P. Schutt Jr.	Aug 30

Louis Rich	Sept 05
Thomas S. Webster III	Sept 05
Edward H. TenEyck Jr.	Sept 06
Mary Ann Ebersol	Sept 08
William L. Theis	Sept 12
Joseph D. Irr	Sept 19
Gail Russell	Sept 20
Teresa Ann Butler	Sept 21
Joseph Donia	Sept 22



Visit us on the web at:

www.wspsoaters.com

The Lubber's Line is a publication of the
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published the first week of January,
March, May, August, and October.

Calendar of Events

www.wspsoaters.com

Weekly Luncheons on Wednesday: 1130

Seasons Pizza, 3901 Concord Pike, Wilm., DE

01 Aug	1500	Rock Hall Clean-up on Rt #20
	1600	WSPS Crab Feast, Rock Hall Civic Center
19 Aug	1930	WSPS Exec. Committee Meeting, Conectiv Center, Newark, DE
22 Aug	1500-1800	Dundalk Sail & Power Squadron Crab Feast, Sailing Emporium
22-23 Aug		WSPS Raft-up at Worton Creek
25-30 Aug		USPS® Governing Board Meeting, San Diego, CA
01 Sept		Deadline for October/November/December, Lubber's Line Material
07 Sept		Bay Jam, Georgetown Racing Fleet, Still Pond
11-13 Sept		D/5 Sail Regatta and Fall Festival, Maryland Yacht Club
16 Sept	1930	WSPS Executive Committee Meeting, Conectiv Center, Newark, DE
26-27 Sept		WSPS Raft-up at Eagle Cov
<u>OCTOBER</u>		
1-4 Oct		D/5 Trawler Fest, Harbor View Marina, Ba., MD
21 Oct	1930	WSPS Exec. Committee Meeting Conectiv Center, Newark, DE
25 Oct	1600	3rd Annual Oyster, Ham & Chicken Dinner, Wellwood Restaurant

