



Fun, Friends...and Better Boating!  
Wilmington Sail and Power Squadron



# THE LUBBER'S LINE

VOLUME 83, ISSUE 1

Our 83rd Year 1938-2021

January - February 2021



## WSPS 2020 Christmas Party



It was a fun Holiday Social since we could not attend in person, amazingly, on Zoom!! Thirty-six members of the Wilmington Sail and Power Squadron gathered in their most fun or outrageous holiday attire, to enjoy an afternoon of socializing, and a *Holiday Scavenger Hunt*. Lynn Mahaffy organized breaking up into 6 smaller groups of four or more couples. Neat prizes were awarded to the group winners who located the mandatory 20 holiday items, including a nautical holiday card, a nautical ornament, a nautical candle, a nautical snow globe and a nautical themed bottle of wine!! Additionally, the group voted for a member (Kay Webster) who was awarded best holiday item for her completely covered Santa face mask! The finale closed with gales of laughter due to a totally off beat and off key karaoke "We wish you a Merry Christmas!"



Your Executive Committee is so happy this many members could join us for this memorable Christmas Social.

Continue to support your favorite boating club: Wilmington Sail & Power Squadron with your attendance at our upcoming assemblies.



### Wilmington Sail and Power Squadron 2020 - 2021



### Our Commander's Message



#### Commander

Cdr Carol Hanson, P  
588 Winfield Way  
Chester Springs, PA 19425-9530  
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jchanson@comcast.net



Hello Friends! The Christmas Holiday is just a week away! We hope yours is safe and enjoyable. The vaccines are on their way, eventually! Some of our members successfully sailed south (page 15) and are enjoying the benefits of warmer climates! What a merry Holiday Social we had! Lynn Mahaffy led the process in breakout groups and a scavenger hunt that was as competitive as it was fun!

#### Administrative Officers

P/C C. David Sharpless, AP  
2 Hailey's Trail  
Newark, DE 19711-3006  
(302) 239-7995  
bdsharpless12@gmail.com



Our January and February socials have excellent programs scheduled thanks to Program Committee members, Lynn Mahaffy and Joan Barber. Check page 3 & 4 for speaker information. Additional thanks to the good work of Betty Ingram who continues to coordinate our Socials!

P/C John G. Ingram, AP  
8 Tarragon Court  
Wilmington, DE 19808  
(302) 593-5220  
cmdrjgi@verizon.net



Don Engler and I submitted an article on the November Social program, the Le Boat charter and Rideau Canal tour, that will be featured in Prop Talk. Our December Zoom Holiday Social will be featured in Spin Sheet in January. Check them out! You may see yourself! Read over Page 5 for our own member, Sandy Netting, who has more info about the Rideau Canal.

#### Education Officer

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dbenfer51@gmail.com



The sailors associated with the Wilmington Seamen's Center sincerely appreciated the 12 Holiday Ditty Boxes delivered by John and Betty Ingram. Many thanks to our Secret Santa for your thoughtfulness!

#### Secretary

Lt/C Barbara L. Sharpless, P  
2 Hailey's Trail  
Newark, DE 19711-3006  
(302) 239-7995  
bdsharpless12@gmail.com



Our Executive Committee is formulating a formal Public Relations/Marketing Committee to focus more strategically on efforts to recruit and retain WSPS members. Additionally, thanks to the good work of Chris Atkinson, 18 members of our squadron were awarded Merit Marks. Congrats to awardees and thank you so much for your service to our beloved WSPS!

#### Treasurer & Website

Lt/C John Ross, AP  
234 North Star Road  
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johnsross3@gmail.com



Additional congratulations go to Kathy Leef and Bruce Wyngaard. Because of their accomplishment in excelling in the completion of the Navigation Course, WSPS was awarded The Prince Henry Award! Wow, first time ever I believe!

#### Lubber's Line Editor

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New Castle, DE 19720-2040  
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don@englers.com



The District 5 Commander's Meeting in December included an excellent presentation on Digitizing and Archiving Squadron Documents by Susan Woron from the ABC Valley Forge (Mainline Squadron). She agreed to present to our Executive Committee! Maybe some time after COVID, we can access the materials that fill a room at P/C Dave and Barb Sharpless' home! That will be interesting, if not entertaining! In the meantime, Happy New Year everyone and all the best for a healthy 2021!!!!

Cdr Carol Hanson, P



## *Friday, January 8th Program*

**Assembly opens at 6:30 PM; program begins at 7:00 PM.** Our speaker on Zoom will be Professor Jonathan Cohen. Join this Zoom Meeting; copy & paste:

<https://us02web.zoom.us/j/83817518295>

Our Commander will email this link to you prior to the meeting as well.

Jonathan is originally from Havre de Grace, Maryland. He earned his Bachelor's degree in biology and environmental science from Dickinson College, and his Ph.D. in biology from Duke University. He held positions at Harbor Branch Oceanographic Institution and Eckerd College in Florida before joining the University of Delaware in 2011. He is currently an Associate Professor in the School of Marine Science and Policy at the University of Delaware.



His teaching and research focus on marine animal physiology and behavior in an environmental context. His research projects have covered a diverse range of topics including animal responses to natural stressors such as low light and cold temperatures in extreme environments like the deep-sea and polar oceans, as well as human-caused stressors such as oil spills and plastic pollution.



At this January Assembly he will be talking about the problems of microplastic pollution in our local waterways.

Our thanks to Lynn Mahaffy, P for finding Jonathan for this speaking engagement.

We hope you will join us!



*Lt Betty Ingram, P  
Assemblies Chairperson*



*Gypsy 11*

## Friday, February 12th Program

### Assembly begins at 6:30; program begins at 7:00 PM

We are excited to announce that our speaker on Zoom for the February Assembly will be Jamie L.H. Goodall Ph.D. who will be discussing her recent book "Pirates of the Chesapeake Bay" : From the Colonial Era to the Oyster Wars.

Join our Zoom meeting; copy & paste: <https://us02web.zoom.us/j/81915209740?pwd=T0o3cWw4R25ESUdsU2dGNVFuQ1VSUT09>

Our Commander will email this link to you prior to the meeting as well.

The story of Chesapeake pirates and patriots begins with a land dispute and ends with the untimely death of an oyster dredger at the hands of the Maryland Oyster Navy.

From the golden age of piracy to Confederate privateers and oyster pirates, the maritime communities of the Chesapeake Bay are intimately tied to a fascinating history of intrigue, plunder and illicit commerce raiding.

Author Jamie L.H. Goodall introduces infamous men like Edward "Blackbeard" Teach and "Black Sam" Bellamy, as well as lesser-known local figures like Gus Price and Berkeley Muse, whose tales of piracy are legendary from the harbor of Baltimore to the shores of Cape Charles.



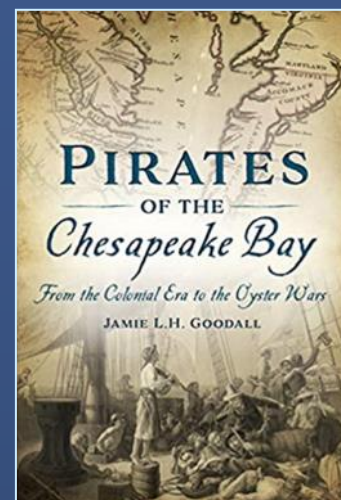
Dr. Goodall serves as a staff historian at the U.S. Army Center of Military History. She has a PhD in History from The Ohio State University with specializations in Atlantic World, Early American, and Military histories. She is also a first-generation college student. Her publications include a journal article, "Tippling Houses, Rum Shops, & Taverns: How Alcohol Fueled Informal Commercial Networks and Knowledge Exchange in the West Indies" in the *Journal of Maritime History* and *Pirates of the Chesapeake Bay: From the Colonial Era to the Oyster Wars*. She lives in Maryland with her husband and two dogs. Living near the bay, she developed a deep interest in the region and merged her doctoral research on pirates of the Atlantic world with her love of the bay.

**Our thanks to Joan Barber for finding our speaker Dr. Goodall.**

Lt Betty Ingram, P  
Assemblies Chairperson



Gypsy 11



## *Rideau Canal; another Viewpoint*

I lived in Merrickville, Ontario, Canada as a child and spent many years cruising the Rideau Canal. The canal is 126 miles long, stretching from Kingston to Ottawa. It has 45 locks. Each lock takes about 1-2 hours to transit.



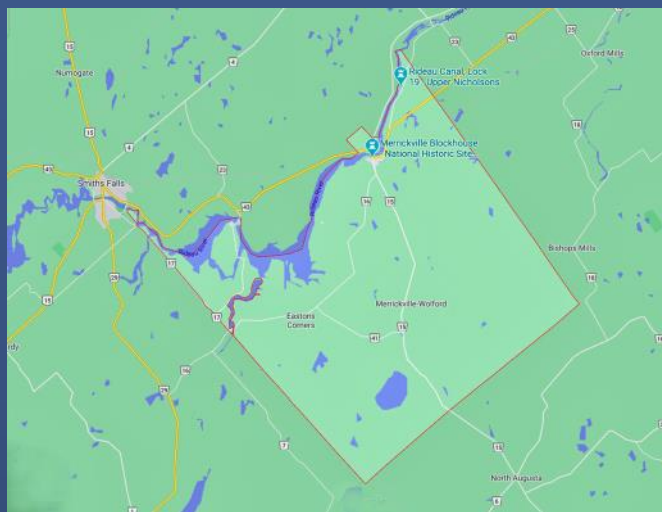
It is breathtaking scenery, some of the most beautiful I have ever seen. It has many deep bays surrounded by cliffs, and also quiet bays for anchoring and watching the



loons. The locks have gardens bursting with flowers that are tended by the lockmasters. We loved watching the loons and the deer watching us.



Everyone at each lock is friendly and very helpful. The Canada Parks system sells a "Park Pass" that allows you to tie up at each lock for the night (no water or electric). This is called spending the night "on the Wall". Most locks are near little towns and great to wander through and get ice cream in the evenings. The locks are mostly hand operated by college students that are hired by the Park's system for the summer. The lockmasters talk to each other so they know how long it should take you to get from one lock to another and they are usually waiting for you.



Continued to next page

# Rideau Canal; another Viewpoint Page 2

Your transit is with the same group of boats unless you stop on a wall.

The hub of all rentals is Smith Falls because it is a big city and easy to get to from Ottawa. You can rent houseboats there too and that is another rental option. Most little towns along the waterway have groceries and pubs and small restaurants and some even have laundromats. The biggest city by far is Ottawa and the Rideau comes right into the heart of the city. It has a 9 tear lock that takes 3 amazing hours to transit. Ottawa is well worth a visit either on your way in or after your canal trip. The Canadian Museum of Civilization is one of the best museums I have ever seen.

The Changing of the Guard at Parliament is a must see too. I can't find enough words to say how beautiful and serene the Rideau Canal experience can be for you.



If you have any other questions I would be glad to try to answer them.

The Smith Falls Tourist Bureau is the best source of information.



Sandy Netting, AP  
50+ year member



True Luff



# Membership/Member Involvement

**Congratulations to Joan Barber for joining WSPS! Joan & Bill Barber** have been sailing for over 30 years together.



Early on, Joan was a member of New Castle Sailing Club, but she really didn't take to sailing until she & Bill started chartering larger boats on the Bay.

After 15 years of chartering, they bought "Adagio," a 36' Catalina, and sailed her for 13 years.

In preparation for retirement and greater adventures ahead, Joan and Bill purchased their present 47' sailboat "Skylark" about 5 years ago. Joan is now happily retired after over 30 years of teaching anatomy and physiology to nursing students. Joan said they enjoy the squadron so much because everyone is so friendly and willing to help or share boating knowledge.



Welcome aboard Joan!!



*Lt Sue Engler, P  
Chairperson,  
Membership Involvement*



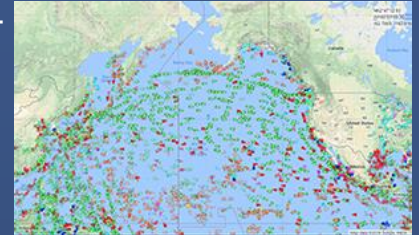
*Jubilee*



## *Boating Safety News*

### *Weather Data Availability*

There are two sides to the marine weather data equation: one is gathering data, and the other is disseminating that data to users. There is an interesting new concept being discussed by marine communications and weather experts that involves using a combination of automatic weather sensors on board commercial vessels in conjunction with the automatic identification system (AIS) to gather and send real-time weather data from ships. With such a system, a voyager's AIS unit could display local weather data as recorded by ships in real time. This could benefit voyagers when they are in shipping lanes, as they could observe real-time data from nearby commercial vessels and thus get a granular look at local and approaching weather. Another benefit would be a larger dataset of raw weather info from ocean areas, which could greatly assist forecasters. Recently, at the 2018 Ferry Safety and Technology Conference held in New York in March, two presentations were given that highlighted this concept of local real-time weather via AIS. One was by Joe Sienkiewicz, chief of the Ocean Applications Branch at NOAA's Ocean Prediction Center, and the other from Catherine Lawson from SUNY Albany. Both presentations touched on the value of the AIS-based approach. In addition, the National Transportation Safety Board (NTSB) report on the *El Faro* sinking contained a section on the value of automated weather sensors linked with AIS for dissemination.



This screenshot of the Pacific via MarineTraffic.com shows the large number of ships at sea, only a fraction of which are sending ship weather reports.

"The oceans remain relatively data sparse for weather observations compared to land areas," said Sienkiewicz in an email. "Using AIS messages to transmit weather observations, from either automated instruments or manually observed by vessel crews, has the potential to reduce the data gaps in the oceans. This additional information could raise situational awareness for forecasters and benefit numerous forecast models by helping to better define the state of the atmosphere."

There is already a system for gathering weather data from commercial vessels, but only a fraction of vessels at sea participate, and an even smaller fraction of those that do use automated equipment for the task. Most ship reporting is still done via crewmembers recording the information manually and sending it via radio. By requiring that all commercial vessels larger than a certain size carry automated weather sensors — much as they are all required to have AIS — the volume of weather data from ocean areas could be greatly increased. This data could be disseminated via AIS to satellites and then to weather forecast agencies like the National Weather Service. An automated system like that would help improve forecasts simply by providing more ocean area data.

From the NTSB's *El Faro* report: "According to the Joint World Meteorological Organization/ Intergovernmental Oceanographic Commission Technical Commission for Oceanography and Marine Meteorology, only a fraction of the number of ships that could provide regular weather reports actually do so. ... Meteorologically, ships can provide critical ground truth for buoys and satellite data. In addition, weather observations from vessels can be assimilated into global weather models, which provide key guidance to all weather forecasters."

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*P/C Donald Engler, AP  
Lubber's Line Editor*



*Jubilee*





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Also, according to the Environmental Modeling Center, observations from vessels are an important input for weather models because they provide data from locations that satellites might not cover for extended periods. Such a situation can occur, for example, when prolonged cloud coverage exists over a region, prohibiting satellite retrieval of sea-surface temperature.”

The report cited an example of a single ship report that was crucial: “The Ocean Prediction Center (a division of the National Weather Service) gave a recent example of the upgrading of an existing gale warning to a hurricane warning based on one weather report from a ship that encountered 70-knot winds southeast of Newfoundland. Although that particular storm structure had initially looked impressive in satellite imagery, Ocean Prediction Center forecasters had not expected hurricane-force winds at that time of year. The in situ report from the one ship provided critical evidence to the contrary.”

The macro-level benefits are important, but so are those on the local level, where voyagers can get an “early warning” report from nearby vessels when conditions are ramping up faster than the forecast might suggest. The NTSB *El Faro* report cited an example of a vessel traveling off the U.S. East Coast when it encountered 100-plus-knot winds, despite the weather forecast predicting winds of only 65 knots: “During the event, the bridge crew did not send manual conventional weather reports because they were busy responding to the developing situation, and the ship’s AIS was not calibrated to automatically send weather reports. Nevertheless, other vessels in the region — especially those headed toward the storm — could have greatly benefited from such a real-time, in situ warning.”

In the recommendations section of its *El Faro* report, the NTSB suggested a system of sending weather via AIS. Perhaps someday soon ships will provide this valuable weather data.



*VSC in 2021*



**Free Vessel Safety Check!**

**No Cost, No Obligation, but just indispensable information to keep you safe on the water!**

**Schedule your free vessel safety check this fall with our two vessel examiners: Lt John Bailey, AP & JT Walton. John's email address is: [mpnwhat@gmail.com](mailto:mpnwhat@gmail.com)**

Lt John Bailey, AP  
Vessel Safety Check Examiner



Novus

## *Mystic Star Sails South for the Winter*

We left Rock Hall on the blustery morning of November 3 for a great overnight run down the Bay and through the ICW to Coinjock, NC. We had a chance to visit with Dave and Sandy Netting at their waterfront home near Oriental NC, off the ICW, then did another offshore trip from Morehead City to Wrightsville Beach.

We waited out Hurricane Eta in Myrtle Beach and ended up trapped there for nearly a week by high water (we barely pass under the bridges in normal conditions). A final overnight run from Charleston to St. John's River and we were in Florida. We spent Thanksgiving week in St. Augustine City Marina, enjoying



walks around town and dinners on board.

Another few days on the ICW brought us to our current home in the city marina of Fort Pierce. Overall it was a good trip – not too cold – and we've been enjoying Florida weather.

We picked up a rental car a few days after our arrival and have been catching all the local sights. Great beaches, parks and walking trails are everywhere. We had lunch (see page 15) in Vero Beach with Don and Sue Engler and Scott Mayhew (who is also in the Ft. Pierce City Marina for the month), but other than that, have been keeping to mostly to ourselves in these difficult times of the pandemic.



Our hope is that everyone stays healthy and safe through the winter ahead wherever you are and look forward to seeing everyone next spring/summer.

Visit Bill & Donna's blogsite: <https://www.sailblogs.com/member/svmysticstar/>

Donna Zimmerman, JN  
Bill Zimmerman, JN



*Mystic Star*



## Commander's Staff

### Merit Mark Info



This year is a tough one for all of us, yet our squadron gained 5 new members, which hasn't happened in several years. It shows the resolve our membership has to be successful no matter what it takes, using the "Power of One". Merit Marks are the only "pay" for the contributions we make each year. These awards are considered to be USPS' most prestigious award: five marks bring a member senior status, and 25 accord a member a life membership, exempt from national dues. While recommendations are made by each squadron or district, it is the Chief Commander who grants them based on Cdr. Hanson's recommendation. I, as Merit Mark Chair, prepare the recommendations for her consideration.

This year we awarded 18 Merit Marks and I am excited to say that Dave Benfer, our SEO, has gotten his 25<sup>th</sup> mark, making him a life member. Congratulations to him on this significant milestone! We all hope that 2021 will be a better time for our squadron, family and friends. I know that many of you are working diligently to make 2021 a rewarding one. To that end, gathering merit mark information to support next year's recommendation must start now, and everyone needs to be involved. In 2021, I need your help to ensure that you are considered for a merit mark. Each member is responsible for submitting supporting information to me. USPS has raised the bar for the level of detail required to recommend a merit mark. And only you can give me those details, which consist of the specific activity and how long you spent on it. Keeping a log of your activities is the best way of doing that, so that you can summarize the activities and number of hours you spent through October 8, 2021 and email that information to me.

In all cases, I will need to know how many hours by activity you have contributed to the squadron. A minimum of 16 hours for the year, or 10 vessel safety checks are required to be considered for an award.

Here are some pointers:

- Attending a general meeting only counts if you present something to the membership. Note what it was and how much time was involved.
- Note the number of committee meetings you attended, what your contribution was and how much time you spent on that activity.
- If you have taught or proctored a course, tell me the name of the course and number of sessions.
- If you provided a special service for the class (grading tests, mentoring students, etc.),
- For vessel safety checks, at least 10 per year are needed. However, also note if you organized an event, how long you drove to the event, or if you provided any additional services or advice, how much time was spent.
- For membership recruitment, identify how you promoted the squadron, what your success was, and how much time you spent on that activity.
- If you write an article for the Lubber's Line, what was it on, how long did it take to write, did you take pictures to go with it? If you provided pictures to support the newsletter, detail that activity. (So, in my log, I will put in the date, the name of the article and 2 hours.)
- If you are on the Assemblies Committee, detail what you did, how much time, etc.
- If you are on the Bridge or Executive Committee, how many meetings did you attend and what was the total amount of time spent at the meeting? What did you contribute?

I could go on and on, but you get the idea. Your input for 2021 merit marks is due on October 8<sup>th</sup>. So, start collecting your data now so we can have the highest number of awards we can for 2021, and have a very successful 2021 for WSPS.

Lt Chris Atkinson, AP  
WSPS Merit Mark Chairperson



Willow



## *Administrative Department*

### *Copyright and Trademark*

**COPYRIGHT statements:** Copyright 2020 name of Club / Squadron, City and State of Secretary.

The reason for including the city and state of the Secretary is so that the owner can be contacted if necessary; i.e.: Copyright 2020 Americas Boating Club ® Lehigh Valley™ Walnutport, PA 18088.

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### **TRADEMARK PROTECTION statements:**

There are three categories or types of Trademarks and Statements:

® The ® symbol is used for Trademarks that have obtained registration status with the U.S. Patent and Trademark Office. It may be used to identify a company / organization or product name ;Statement; a Logo, a Product; or a Positioning Statement. If a product, the generic name should always follow the trade name as an adjective to define it; i.e. **Americas Boating Club ® Lehigh Valley™**

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The symbol is used to protect a the name of a service company / organization name or the specific service they perform. Company names should be those which provide a service. An example might be: ABC - Mid Atlantic Port Captains



## *Copyright and Trademark (continued)*

If a company or organization doesn't use a registered trademark, a trademark, or service mark symbol properly, another business or organization can use your idea. Without protection, you may not be able to do anything about it or worse, lose the right to continue to use it yourself, or it becomes a generic use altogether.

Hundreds of Registered Trademarked Brand Names have become generic or lost due to improper use, a few of the better known are: Band-Aid, Bubble Wrap, Chapstick, Cigarette Boat, Dacron, Donut, Freon, Javex, Jet Ski, Nylon, Pampers, Post-it, Thermos, and Taser.

This is why it is vitally important that all units of the Americas Boating Club® use the trademark symbols properly, particularly when used in conjunction with their local "Club" name, which they can also protect with the ™ symbol if they wish to keep others from using it.

The proper use of all Trademarks must include the use of a trademark protection statement. **Americas Boating Club®; Americas Boating Club logo®; For Boaters By Boaters®; USPS®; and United States Power Squadrons®; are registered trademarks of United States Power Squadrons, Raleigh, NC.**

Note: only the trademarks used in a publication need be included, but it is often easier to include all of them, so none are missed inadvertently.



*P/C Donald Engler  
Lubber's Line Editor*



*Jubilee*



## *Administrative Department*

## *2020 WSPS Photo Contest*



WSPS Members – When you go to the Chesapeake Bay, whether in the car or boat, don't forget to capture images with your camera or cell phone. The Photo Contest slated for judging last month was postponed until October 2021 so you have a full year to gather those images!

*The categories will remain the same:*

### **PEOPLE - BOATS - SCENIC/WILDLIFE - AND SUNRISE/SUNSETS**

First, second and third place winners will be announced in November-December 2021 Lubber's Line. WSPS members can submit as many digital photos as they want in one category or in all of the categories. The winning images will also appear on the squadron's website. These images must have been taken between **1 October 2020 and 20 October 2021**. These images should be of life on the Chesapeake Bay where we spend most of our time. Folks should take a look at their archived images, select the best ones, check the date, to see if it is in range of the above dates, and send them via e-mail to:

Lt Sue Engler, P at: [sue@englers.com](mailto:sue@englers.com)

To guarantee the safe passage via the internet, please send (medium size) files from your phone or whatever your capture may be. If you are using a software program to extend/reduce the image's size, please make the longest side 2000 pixels and it's Ok to send multiple emails. Since we didn't have a 2020 Photo Contest, all images received in 2020 will be judged with the 2021 submissions. *By submitting images to this contest the photographer gives his/her permission to have the pictures published in the Lubber's Line and on: <http://www.wilmingtonpowersquadron.org/>*

So, show off your photographic skills and impress your fellow WSPS members!

Lt Sue Engler, P  
Photo Contest Coordinator



Jubilee

## *WSPS Birthdays*

### January Birthdays

January 02 - Robert V. A. Harra Jr.  
January 08 - Irene DuPont Jr.  
January 21 - David I. Netting  
January 22 - Michael Minard  
January 28 - Patricia S. Maher

### February Birthdays

February 02 - Wayne A. Hepting  
February 11 - Sue F. Engler  
February 12 - Francis Richardson Jr.  
February 12 - D. Jeffrey Russell  
February 13 - Paul D. Ehrlichman  
February 17 - Pat Esterle



WSPS friends meet on December 11th for lunch at Mr. Manatees in Vero Beach



## *Schedule of Up-Coming Events*

08 January	1830	WSPS Social Via Zoom
20 January	1930	WSPS Executive Committee Meeting Via Zoom
01 February		Deadline for March/April Lubber's Line Material
11-13 February		USPS Annual Meeting - Ponte Vedra, FL - TBD
12 February	1830	WSPS Annual Meeting & Founders' Day Social Via Zoom
17 February	1930	WSPS Executive Committee Meeting Via Zoom



— Coming soon after the vaccine —  
Join us for weekly luncheons each  
Wednesday @ 1130  
At Seasons Pizza 3901 Concord Pike  
Wilmington, DE 19803



**Visit us on the web at: [www.wspsoaters.com](http://www.wspsoaters.com)**

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