



Fun, Friends...and Better Boating!
America's Boating Club ~ Wilmington



THE LUBBER'S LINE

VOLUME 84, ISSUE 1

Our 84th Year 1938-2022

January - February 2022

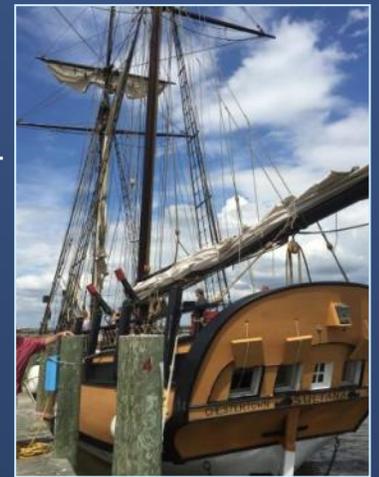


Sultana Education Foundation: Past, Present, and Future



Please join us on Zoom for the first WSPS 2022 social on January 7th at 6:30 PM to learn more about the schooner Sultana.

A Zoom link will be sent to you if you have validated your attendance through the invitation earlier emailed to you.



Launched in 2001, the SEF'S namesake schooner SULTANA is a reproduction of a Boston-built merchant vessel that served for four years as the smallest schooner ever commissioned in the British Royal Navy.

The modern SULTANA sails as a school ship, taking more than 4,500 students out onto the Chesapeake Bay each year for hands-on programs in environmental science and history. SULTANA sails with school systems around the Chesapeake, regularly sailing from ports including Chestertown, Annapolis, Baltimore, St. Michaels, Cambridge, Oxford, Solomons, and Crisfield.

Our speaker, Chris Cerino has been the Vice President of Sultana Education Foundation for the past 21 years. In this capacity, he oversees all the organization's environmental education programs and has personally implemented hands-on programming focusing on the history, culture, and ecosystem of the Chesapeake Bay to tens of thousands of students from throughout the watershed. In recent years, Cerino played an instrumental role in expanding Sultana Education Foundation's program offerings to include paddling programs on canoes and kayaks. He helped oversee a significant program expansion through the construction the Foundation's LEED Platinum Holt Education Center in downtown Chestertown, and installed a new exhibit on Native Americans of the Chesapeake region in the Center in 2019.



*We hope you will be able to join us on
January 7th.*



America's Boating Club ~ Wilmington 2022 - 2023



Our Commander's Message



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Hello WSPS Friends! The Holidays are behind us! Here's to a healthy and prosperous 2022!

What a merry **Holiday Social** we had on Zoom! Thanks go to Joan Barber and Terry Butler who designed a challenging Holiday Trivia contest, and Lynn Mahaffy who masterfully set up the breakout groups. Two of the groups went into a tie breaker. It was as competitive as it was fun! Don Engler closed the Social with a lovely slide presentation of the Photo Contest submissions and winners put to music. So many talented photographers in our group!

The **January and February socials** have excellent programs scheduled thanks to Program Committee members, Terry Butler and Kathy Leef. Check pages 1 & 3 for info. Additional thanks to the good work of Betty Ingram who continues to coordinate our Socials, and John Ross who sends out the invites!

Education: Congrats to Bill Barber, and Lynn Mahaffy who have been certified as USPS Instructors after completing the demanding District 5 Instructors Development Course. Please see the thorough article on the course submitted by Randy Williamson, who supported the course as an aide to the instructor. We plan to offer additional USPS courses to our members and others!

I enjoyed attending the Mid Atlantic, District 5 Fall Educational Conference in Lancaster. I was impressed with the dedication, knowledge, and experience of many of our D/5 leaders. At the **Town Hall Meeting** with National USPS Board representation, I had the opportunity to discuss our concern about decreasing USPS revenues and the lack of a USPS long term financial plan. The USPS Board representative agreed to take our concerns to the National Board. It was recorded!

During the November Social a majority of the members present voted to approve "doing business as" **America's Boating Club Wilmington**. Many thanks to Mark Atkinson and Barb and Dave Sharpless for completing and submitting the application, which has been approved. Though our Bylaws will always state we are Wilmington Power Squadron, using the fictitious name, America's Boating Club Wilmington, will help those unaffiliated with our squadron better understand who we are and what we enjoy!

Our Nominating Committee, Dave Sharpless, John Ingram, and I, have been hard at work planning for the WSPS 2022 – 2023 year! See page 6.

Cdr Carol Hanson, P

February's Zoom Program



Join us on Friday, 11 February at 6:30 PM; program will begin at 7:00 PM.

Matthew Rowe has been the Assistant Director of Maryland Department of the Environment's (MDE) Water and Science Administration for 13 years. He oversees approximately 1000 staff implementing state and federal water programs regulating public drinking water systems, waste water, storm water, wetlands, and compliance, as well as water quality monitoring, standards development, TMDL and non-point source management programs, with a focus on Chesapeake Bay restoration and building climate resiliency into Maryland's water programs. Matthew will discuss plans for the Conowingo Dam.



Matt received a Bachelor of the Arts degree from Eckerd College, a Bachelor of Science degree in Environmental Science/Stream Ecology from Oregon State University, and an Executive Education Program certificate in National Smart Growth Leadership from the University of Maryland.

Matt serves the Chesapeake Bay Program partnership in support of the Principals' Staff Committee and as co-chair of the Conowingo WIP Steering Committee, on the board of the Chesapeake Bay Trust, and is a certified Climate Change Professional with the Association of Climate Change Officers. Prior to MDE, Matt worked in streams research at the University of Maryland, as a field biologist with the Oregon Dept. of Fish and Wildlife, as a research fellow with EPA's National Health and Environmental Effects Research Laboratory, and as an engineering technician in the private sector.



Our speaker comes to us through the efforts of Assemblies Committee member Kathy Leef, who researched and found Matt Rowe to speak to us..

LL Editor's Note: For decades the Conowingo Dam on the Susquehanna River in Maryland trapped much of the sediment and nutrient pollution carried by the river and prevented it from reaching the main stem of the Chesapeake Bay. But now the area behind the dam has silted in, and more quickly than scientists had anticipated. Major storms scour some of that sediment and wash it downstream. Bay states have agreed to share some of the responsibility for this problem. Maryland Governor Larry Hogan also has ordered that the owner of the dam, Exelon Corp., be accountable for a major portion of the pollution reduction or contribute significant funding. The Chesapeake Bay Foundation (CBF) has been active for years on the Conowingo issue. CBF most recently advocated for Exelon to pay its fair share of the clean-up costs, since the dam contributes to the problem. Exelon has gone to court to fight the clean-up requirements imposed by Maryland.

Lt Betty Ingram, P
Assemblies Chairperson



Gypsy 11



2021 Christmas Party



A most fun Holiday Social! Amazingly, on Zoom!! Thirty-two members of the **Wilmington Sail and Power Squadron** gathered on Zoom, to enjoy an afternoon of socializing, and a challenging Holiday Trivia Contest.



Members were assigned breakout rooms in smaller groups of six. The competition was intense! The questions, thoughtfully presented with strict rules by Joan Barber and Terry Butler, were tough! For example, "what part of a sailboat shares a name with a food that could be part of a traditional Victorian holiday feast"? How about who sings "A Sailor's Christmas"? "

(Answers: gooseneck; Jimmy Buffett)

The waterfront is reveling, the season has begun. The sailor spends his Christmas in a harbor having fun." The score was tied, and a tie breaker was necessary. The winners amazingly were able to score 68% in correct answers! The entertaining social closed with the slide presentation of seventy-five awesome entries of the annual WSPS Photo contest put to music by Don Engler.



Joan Barber, P
Teresa Butler, P
Lubber's Line Contributors



Skylark



Eau de Vie



Instructor Development

Throughout its history the United States Sail and Power Squadron (USPS) has had a major emphasis on education. The national organization has completely revised its course offerings to include modern technology and is now focusing on helping squadrons improve the capabilities of their volunteer instructors. Two of our members – Bill Barber and Lynn Mahaffy are currently participating in the newly revised Instructor Development course to become certified instructors. They are participating with four other students in a multi-squadron course that is being taught virtually using Zoom technology. This demanding course meets for eight class sessions led by Nancy Cheris of the Susquehannock squadron and being assisted by WSPS member Randy Williamson. To successfully complete the course each student must make three presentations (5 minutes, 10 minutes, and 15 minutes) before the class. These presentations are evaluated by the other students and the instructors. Each student's final presentation is graded by the instructors with a minimum passing grade of 80 required. Bill's graded presentation covered Personal Flotation Devices (PFDs). He discussed the specifications of each of the types, the advantages and disadvantages of each type, and the legal requirements for the various boating activities. Lynn discussed pollution and its effect on our waterways. She emphasized how boaters can minimize their pollution while boating and while maintaining their equipment. She also discussed the importance of invasive species in our waterways and how boaters can help minimize this problem.

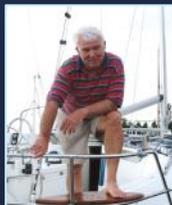
Each of the students used many of the techniques taught in the course to effectively communicate their message. It was impressive to see how much information they could effectively convey in a 15 minute presentation using these techniques.

In addition to the required presentations, each student is required to develop a detailed lesson plan for a one-hour lesson on a boating topic. The students have about four weeks to develop their lesson plan, which is then submitted to the instructors for comments, revision as required, and then grading. These lesson plans and their evaluation by the instructor are then sent to the national education officer for final review. When the lesson plans and the presentation evaluation results are accepted by the national education officer a Certified Instructor certificate is issued.



*Lt Randy Williamson, SN
Lubber's Line Contributor*

Once certified, Bill and Lynn will join our other two certified instructors, Dave Sharpless and John Koval to present the basic boating course to the general public.



Windward Passage



WSPS 2022-2023 Nominations

AMERICA'S BOATING CLUB ~ WILMINGTON

The following is a listing of fellow members and the respective responsibilities each has agreed to assume for Bridge Year 2022-2023

Nominations for 2022-2023

Bridge Officers

Commander	P/C Richard A. Butler, JN
Executive Officer	Vacant
Administrative Officer	P/C J. Carol Hanson, P
Education Officer	Lt/C William E. Barber, AP
Secretary	Lt/C Chris A. Atkinson, AP
Assistant Secretary	P/Lt/C Barbara L. Sharpless, P
Treasurer	Lt/C John S. Ross, AP

Executive Committee General Members

P/C Mark C. Atkinson, AP	P/C John G. Ingram, AP
Lt John H. Bailey, AP	Lynn A. Mahaffy, AP
P/C Donald R. Engler, AP	P/Lt/C Barbara L. Sharpless, P
Lt Betty K. Ingram, P	

Audit Committee

Chair - P/C C. David Sharpless, AP
 Lt/C William E. Barber, AP
 P/C John G. Ingram, AP

Nominating Committee

Chair - P/C C. David Sharpless, AP
 P/C Donald R. Engler, AP
 P/C J. Carol Hanson, P

Rules Committee

Chair - P/C Donna F. Zimmerman, JN
 P/C Mark C. Atkinson, AP
 P/C Donald R. Engler, AP

The ratifying vote by General Membership will take place on 11 February 2022 at the Founders' Day Annual Meeting.

Respectfully submitted for membership consideration by the
2021-2022 Nominating Committee

P/C C. David Sharpless, AP (Chairman)
 Cdr J. Carol Hanson, P
 P/C John G. Ingram, AP



Brio's Big Adventure

"It's a lot of work having this much fun!" —a 95 year old mom on observing our preparations for a two-family picnic. Funny comment, and truer words were never spoken when it comes to long range cruising.

As we have embarked on we've learned that the most important resource has been our fellow sailors, whether marina neighbors, fellow cruisers, or crowd-sourced information on the internet. On this trip, our boating buddies, Rocky and Ann Nunan on *Carina*, have offered invaluable tips on managing both the boat and the trip itself. We found free docking in Portsmouth, lovely and safe anchorages, realistic routes and strategic timing. A bonus is their hospitality on *Carina*, with two terrific cooks and attractive, comfortable surroundings. With their encouragement we 'went outside' twice, sailing or motoring on the ocean to hasten the trip. One ocean leg was between Bald Head Island and Bird Island, with great wind and steady sailing; and one leg was motoring overnight between Charleston and Cumberland Island with no wind and calm seas. In both instances the wind was different from the reality.



It has been great fun meeting new people and getting to know our friends better. Whenever we have stopped for more than refueling we have met others sailing or just touring. We always learn a lot from them, and more often than not, find out how small the world truly is. The older couple who worked in Poughkeepsie when Bruce worked there and literally

knew his house and neighborhood; the biker who lived near us in Columbus, Ohio; the sailor from upstate New York and the Thousand Islands; and many vessels from places we know on the Chesapeake. And then there was the visit from Sandy and Dave Netting, laden with a cooler full of lunch, a box of homemade treats, a bag of reading material and a wealth of sailing stories to share....all while the high tide was likely bringing water into their yard! A fellow sailor stopped by at the Cocoa Village dock to "save our lives." While we approached the dock, he and others in the mooring field watched fearfully as we missed striking a high voltage line by inches—something that happens with some regularity, exploding masts and severely burning crew.



All along the way we have sought information about the history and culture of the local area. Highlights have been four days in St. Augustine, and its Lincolnville Museum; two days in Georgetown, SC and its Rice Museum; two days in Fernandina Beach, FL and its Jail Museum and two days at the beautiful Cumberland Island National Seashore. Some of the history is disturbing, especially regarding chattel slavery practices, and some ennobling, such as learning that Africans brought to the South their knowledge and skill cultivating rice. St. Augustine, in particular, has a rich intercultural heritage dating back to at least 1565, the official date of colonial settlement/conquest.

Continued to the next page



Brio's Big Adventure (continued)

Of course, on any 'yacht' there are system challenges. Bruce and I spent the bulk of last summer prepping for the trip. I did some serious shopping and packing, prepping house and gardens, managing issues related to dealing with my 96 year old mom, and handling various business affairs to anticipate our absence. Bruce worked on prepping Brio: he installed a diesel heater (thank you!) and a water maker; replaced the rusting air conditioner and one of the shower pumps; replaced the engine mounts and re-aligned the shaft; removed the feathering prop and sent it off for repair; and worked with a marine mechanic to tune up the engine, replace the circulating pump and flush the heat exchanger. So far these are all working just fine. Now we have to diagnose and fix the inverter/outlets malfunction, replace the furler line that got caught below the drum and was shredded; replace the double with triple blocks to ease raising and lowering the new, heavier dinghy motor...and so it goes...



We are now reaping the rewards of suffering the first month of cold weather and high water. The king tide raised the water nearly a foot above the dock in Solomon's—where we returned from town in the dark and found dock boards had floated up and away—and again in Portsmouth. Preparation made all the difference—we had our foulie boots and a fold-up step stool that made it possible to function. We brought a small set of very warm clothes to buffer the November cold, minding Donna Zimmerman's comment that no one else will know if we are over-wearing these items, and we would soon be packing them away in exchange

for summer duds. I've read that the body forgets pain, and indeed it is hard today to tap into the feeling that I'd never feel warm again! Now we are sitting in the marina and enjoying blue skies and warm temperatures, planning a walk to the beach, and getting ready to pick up our kids for our family holiday. The next stage of our journey is the visit to the Bahamas, aiming for Eleuthera and the Exumas, providing Covid doesn't interfere with our plans.

Happy Holidays to all! Leslie and Bruce.





Thoughts from Ashore

Recently I discovered an old short story by Stephen Crane called "The Open Boat".

Missing the sea, as I do, I treasured that ship wreck survival story...the waves, the wet, the discomfort, the camaraderie, the fear, the hope, the navigational decisions, the seamanship...all of it!

Clearly it was written by someone who knew his subject.

These days there is so much advanced gear and technology, this story isn't likely to be repeated by stranded mariners. And yet, I remember years ago in some of my earliest WPS basic boating and piloting courses that we discussed many of the situations in this story, and how to handle them**.

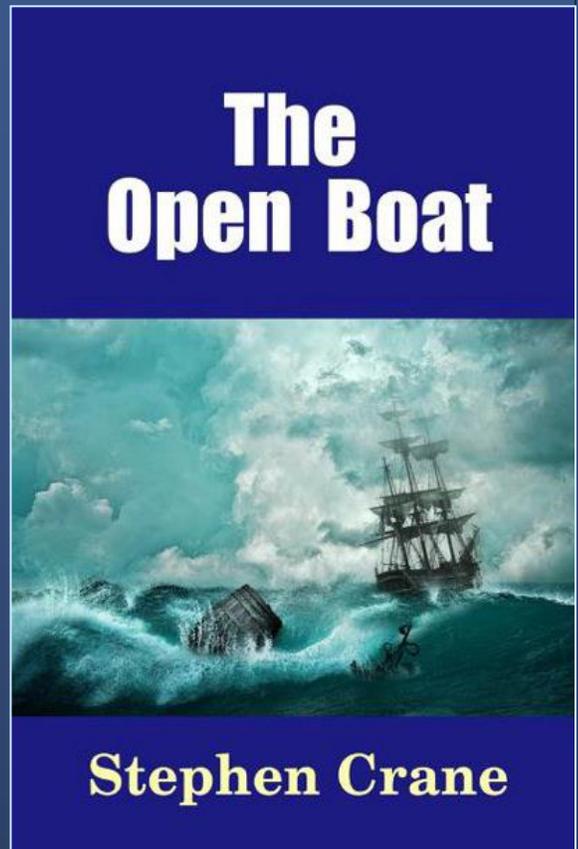
I really understood the nuances of the short story, thanks to that education. "When all else fails" is a good reason for boaters to take the courses that teach the basics, even today. The ability to make wise and informed decisions in an emergency remains a critical tool for all mariners.

So, back to the short story, I discovered in the November 1, 2021 edition of the online *Writer's Almanac* that:

"On New Year's Eve in 1896, he (Stephen Crane, author of *Red Badge of Courage*) was on a boat to Cuba to cover the Spanish American War when the boat hit a sandbar and sank. He barely survived in a small dingy with three other men and spent 30 hours at sea, eventually jumping ship and swimming to shore. The event damaged his health and contributed to his death of TB a few years later at the age of twenty-eight, but it also inspired his short story "The Open Boat" (1898)."

**"The Open Boat" can be found online for free, or is available in several relatively inexpensive books by Stephen Crane.

**My gratitude continues to this day for Reade Tompson, Connie Hoover, Harwin Smith, Barney Devins and my other great teachers.



P/C Lynda Hastings, AP
John Goon, P



Cokesbury



Boating Safety News

Garmin wins National Boating Industry Safety Award

OLATHE, Kan., December 15, 2021--(BUSINESS WIRE)--Garmin® International, Inc., a unit of Garmin Ltd. (NYSE: GRMN), the world's largest and most innovative marine electronics manufacturer, today announced it was awarded a 2021 National Boating Industry Safety Award from the Sea Tow Foundation, honoring Garmin's commitment to boating safety through its product innovations and dedicated promotion efforts. The award was presented December 8, 2021, in cooperation with the Boating Safety Advisory Council, during the Marine Retailers Association of the Americas (MRAA) national Dealer Week and seeks to recognize for-profit companies in the recreational boating industry that successfully promote safe and responsible boating.

Garmin received top honors in the *Gear and Equipment Manufacturer* category for its work aligned with National Safe Boating Week 2021. The company was praised for utilizing its social channels to drive heightened awareness for the resources, programming and training opportunities available to boaters by the National Safe Boating Council, U.S. Coast Guard, and Sea Tow. In addition to social amplification, Garmin helped influence safe boating education and promotion through purposeful media outreach, informative [blog posts](#) and a special [Garmin marine webinar](#) emphasizing ways that boaters can stay prepared and vigilant while on the water.

"This award represents our dedication to not only creating products that can support safe and responsible boating for customers, but to help shed light on an important conversation within industry," said Dan Bartel, Garmin vice president of global consumer sales. "Whether for the seasoned skipper or a brand-new boater, our goal is to provide products and resources needed for a stronger and smarter community of boaters. The National Boating Industry Safety Award is evidence that we are already making a difference within that community, and we thank the Sea Tow Foundation for this great honor."

For decades, Garmin marine products – such as [No.1 marine mapping](#)¹ from combined Garmin and Navionics® content, [VHF and AIS marine radio systems](#) and much [more](#) –

have helped bring greater peace of mind and situational awareness to boaters, anglers, and sailors alike. Due to the impact that the pandemic has had on the marine industry, Garmin continues to prioritize the value of safer boating behavior by offering innovative communication and navigation systems with seamless onboard integration and a variety of resources designed to cultivate greater confidence in boaters and anglers when leaving shore.



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



Jubilee

D/5 Fall Conference

Wilmington Wins Recognition for Education!

This past November, **WSPS** was presented **three Awards** at the Mid Atlantic, District 5 Fall Educational Conference in Lancaster. District 5 represents twenty-eight squadrons and approximately ninety members attended.

WSPS was awarded **second place** for the Prince Henry the Navigator Award, given to the D/05 squadron demonstrating the greatest improvement during the past year in the Advanced Grades (AP, JN, and N). The actual winner receives a tall statue of the Prince!

Prince Henry of Portugal, 1394 – 1460, was the first in Europe to establish a school of navigation that led to worldwide exploration of previously unknown territory like Africa and beyond.

We also won **second place** for the Workboat Award, The Workboat Award recognizes the squadrons that have done the most work in teaching members the elective and advanced courses. It is appropriately represented by a model workboat that was donated by P/DC Neese when he last served as District Education Officer. Given that we taught no classes last year, I'm not quite sure how this happened!

Additionally, we received **third place** for the Henry E. Sweet Excellence in Education Award. This award is presented to the squadron showing the greatest percentage increase in completion of both the Advanced Grades and Elective Courses over the previous year.

Congratulations to our members who completed the actual courses! Since Zoom has provided us with the opportunity to take courses offered by other Squadrons, our members have taken full advantage. Members have also completed online USPS courses. Education continues to be a core value for Wilmington Sail and Power Squadron, America's Boating Club ~ Wilmington.



Cdr Carol Hanson, P



Weatherly



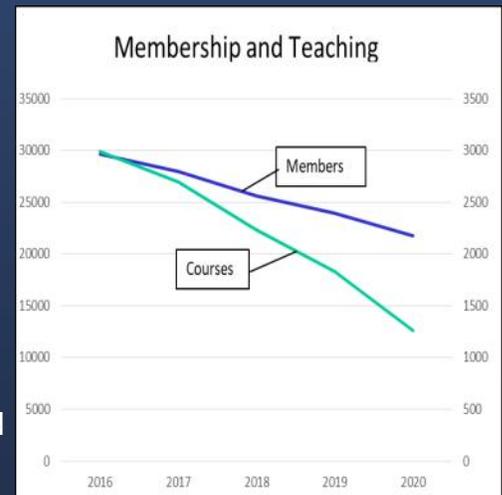
ORGANIZATIONAL RESTRUCTURING

Our current organizational structure of Squadrons, Districts, and national leadership was created decades ago when we were a much larger organization and we needed a hierarchical configuration for communication and coordination. Today however, total membership is much smaller, there are fewer Squadrons/Clubs and Districts, and telecommunications is far more advanced. Some Districts are no larger than Squadrons, Districts are consolidating, and too many Squadrons/Clubs dissolve each year. Commensurately, the number of educational courses completed continues to erode. A contributing factor is that our *modus operandi* has not kept pace with how today's boater learns, interacts with others, and depends on technology. As a result, we are challenged to recruit and retain members.

The Board of Directors has created a geographically diverse *ad hoc* group under the leadership of NXO Craig Fraser including David Allen, Allan Bombard, John Crawford, **Bob David** (from WSPS), Myles Gee, Paul Mermelstein, and Ralph Ziegler. This committee presented ideas for restructuring America's Boating Club at the Virtual Annual Meeting in February, the Governing Board meeting in September, the DEO online meeting in October, and at various District conferences this Fall. As a work in progress, feedback was solicited and continues to roll in.

Predictably, there is some concern from members who enjoy participating in District and/or national activities and worry that we will lose that social interaction. Committee members understand; we have the same experiences and have made friends in our own Districts and at national events. It pains us to contemplate major organizational change, but we also recognize the following facts:

- ◆ Over 90% of our members have no relationship with, or interest in, District or national activities.
- ◆ They are served by their Squadrons/Clubs and want localized education, boating activities, and social interaction.
- ◆ It is from this 90%+ that we continue to lose most members. In fact, over half of all new Squadron/Club members leave within two years of joining.
- ◆ Every District has seen significant declines in both membership and courses taught. Very few Districts have the resources to help squadrons/clubs stem the losses.
- ◆ Over 25% of squadrons/clubs have less than 25 members and do not have robust programs.



We are carefully considering a range of major organizational and functional changes to improve the delivery of services in order to attract and keep members. We recognize that changing the organizational structure alone will not suffice.



Restructuring USPS (continued from previous page)

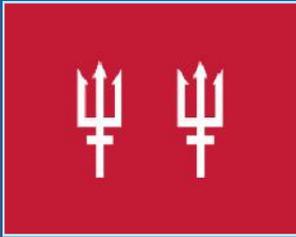
We also need to increase the volume, efficiency, quality, and communication of educational, boating, and social programs that we provide to our members. Our goals are to:

- ◆ Increase the attraction of America's Boating Club for both member recruitment and retention
- ◆ Meet the needs of members to keep them satisfied and engaged
- ◆ Preserve and strengthen squadron/club capabilities to serve their members
- ◆ Bolster the capabilities of local Squadrons/Clubs to market and teach boating education where necessary, directly provide education to individual members such as cyber-members and Squadron/Club members who do not get adequate education locally increase opportunities for members to participate in boating events and social activities
- ◆ Reduce red-tape and bureaucracy to streamline services, administration, and coordination
Improve communication to Squadrons/Clubs and to all members.

We recognize that, by definition, boating events and social activities must be localized. Active Squadrons/Clubs should be free to offer what they and their members want. However, many Squadrons/Clubs do not boat much anymore and social activities are often limited to dinners and other gatherings. From our market research, member exit surveys, and common sense, we know that we need to have a much higher level of boating events and social activities to attract and keep members satisfied. Consequently, any organizational change must supplement local Squadron/Club event planning and the conduct of boating and social activities in locales that conveniently interest participants.

There is a range of options for addressing reorganization potentials, each with their pros and cons, including: do nothing; rely on Districts, but allow more freedom; eliminate Districts and provide services directly from National to local Squadrons/Clubs and to individual members; consolidate Districts into about a half dozen regions with new systems and procedures that will integrate and synergize both national resources and local Squadron/Club leadership; and lastly: some combination of the above.

The Reorganization Committee continues to work on this challenge and evaluating options. We have prepared a needs assessment survey that will be sent to all members in order to obtain direct input and better evaluate where we need to improve and what we need to change. We will incorporate this data along with feedback and suggestions that continue to arrive. Additionally, we will examine how we do business, current processes and systems, resources, and organizational functionality. Subsequently, we will determine and recommend the most appropriate course of action for review by the BOD and appropriate committees, before presenting to the Governing Board for approval. The work continues; stay tuned.



Administrative Department

2022 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 next Photo Contest is slated for judging on Wednesday, 19 October, 2022, so you have a full year to gather more of 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 2022 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 2021 and 20 October 2022**. 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

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. *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/>*

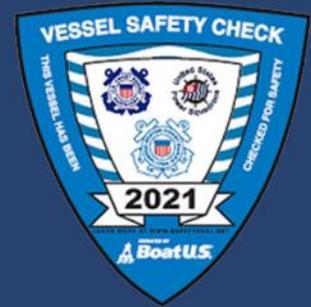
So, show off your photographic skills and impress your fellow WSPS members!

*Lt Sue Engler, P
Photo Contest Coordinator*





Vessel Safety Check for 2022



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 spring with our two vessel examiners: Lt John Bailey, AP & JT Walton.
John's email address is: mpnwhat@gmail.com***

*Lt John Bailey, AP
Vessel Safety Check Examiner*



Novus



WSPS Birthdays

January Birthdays

Robert V. A. Harra Jr.	02
Irenee DuPont Jr.	08
David I. Netting	21
Mike Minard	22
Patricia S. Maher	28

February Birthdays

Wayne A. Hepting	02
Susan F. Engler	11
Francis H. Richardson Jr.	12
D. Jeffrey Russell	12
Paul D. Ehrlichman	13
Colleen Schleicher	17
Laura Hepting	20

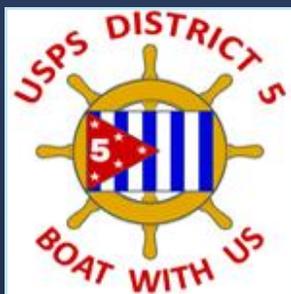


Sail Folding at North Point



Schedule of Up-Coming Events

07 Jan	1830	ABC Wilmington Social Via Zoom
19 Jan.	1900	Wilmington Executive Committee Meeting Via ZOOM
11 Feb.	1830	ABC Wilmington Annual Meeting & Founders' Day Social Via Zoom
15 Feb.		Deadline for March/April Lubber's Line Material
16 Feb.	1900	ABC Wilmington Executive Committee Meeting Via ZOOM
19-28 Feb.		USPS Annual Meeting Sawgrass Marriott Golf Resort & Spa Ponte Vedra, FL



Join us for weekly luncheons each
Wednesday @ 12:00
At Seasons Pizza 3901 Concord Pike
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