



United States Power Squadrons®

Come for the Boating Education ....  
Stay for the Friends™

Wilmington Sail and Power Squadron



# THE LUBBER'S LINE

VOLUME 79, ISSUE 1

Our 80th Year 1938-2018

January - February 2018

## WSPS Christmas Party at Mike and Wendy's



If you attended this year's Christmas party, you would have found lots of WSPS members indulging in conversation all over Mike & Wendy's home. In fact, that is what is so enjoyable about their home.



There are so many rooms of great size to find a space to increase your comfort with anyone you would like to speak with. And I know from previous experience, that finding someone tends to be a task, however I went for the food & drink first. No matter how good the or'dorves are, mostly everyone retreats to the TV room to enjoy the Eagle's game and compare the comfort of the recliners and loveseats.



It was a super party and lots of ditty boxes were delivered for the Seaman Center.

Thanks for hosting  
Mike and Wendy!!



## Wilmington Sail and Power Squadron 2017-2018

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## OUR COMMANDER'S MESSAGE



As we close out the year and look back at our Squadron activities, we have much to be grateful for. Assemblies, raft ups, a crab feast, picnics, special dinners, classes, Wednesday luncheons and the hundreds of social interactions that took place among our members added quality to our lives. These activities resulted in better prepared boaters and a safer boating public. What a great combination!

Our activities happen because of the hundreds of hours that are given by the Bridge, committee chairs and our active members. It's also time to thank those who attended any of our gatherings. Thank you for coming!

We are grateful for many of these things. We have many capable and energetic people who contribute to the Squadron.

Our Squadron also gives in another way - by giving "ditty boxes" to sailors coming to the Wilmington port. It's a way of showing our hospitality and it's a way to acknowledge the tough and sometimes lonely life of a sailor who is very far from home. It's not too late to contribute a ditty box - contact any Bridge officer and they will make sure it goes to the right place. (Go to our website under "newsletters" - then click the Oct-Dec 2016 newsletter for a list of ditty box contents).

Take a look at the December SpinSheet; you should find an article on page 56 about our "Oyster Dinner" at the Wellwood Restaurant in Charlestown, MD.

I am grateful for this year. I am also grateful for all the good things that have happened to Leslie and myself by our association with the Squadron.

I wish you a healthy 2018 and hope you will be part of Squadron activities next year.

Cdr. Bruce Wyngaard, AP



## *Administrative Department*



Sunday, 29 October signaled the unofficial end of the warm weather for WSPS and its members.

Commemorating the seasonal change, members and guests gathered at the Wellwood Restaurant in Charlestown, MD for the Annual Fried Oyster buffet sponsored by WSPS. This event is always a very popular one with memorable food provided by the very capable Wellwood staff. The architecture of the building proudly reflects not only its age, but its century old Chesapeake heritage. The diner is afforded the opportunity to venture back into the history by visiting the various pieces of art, the beautiful china collection, memorabilia, and pictures adorning the dining room walls. Truly an interesting depiction of life along the shores of the magnificent Chesapeake in times long past. This is an Excellent WSPS event!!!!

WSPS, celebrating its 80<sup>th</sup> year of operation in 2018, offers year round activities designed to encourage participation by all, both boaters and non-boating members. With the onset of cold weather our group anxiously awaits a full winter agenda of interesting shore side get-togethers. Each event features great lite fare meals, incredibly interesting speakers, and perhaps most importantly, the promotion of organizational “comradery” – so vital to the well-being of our squadron.

We wish to extend an open invitation to any and all like-minded individuals to whom an activity agenda like ours is appealing. Our name implies boating-**WE DO MORE!**

P/C C. David Sharpless, AP - D5 2017 Winner of the Charles Chapman Educational Award.

## *Assemblies Committee*

### Mark your calendars!

The Assemblies committee has scheduled the following dates for this winter.

Please come join us at our upcoming events. Events start at 1830 (6:30 pm) at the Brandywine Town Center.

**Friday, January 12, 2018** - Mr. Shows, one of the shipwrights from the Kalmar Nyckel will be our speaker for this evening. The Kalmar Nyckel was a Dutch-built armed merchant ship famed for carrying Swedish settlers to North America in 1638 to establish the colony of New Sweden. A replica of the ship was launched at Wilmington, Delaware, in 1997.

**Friday, February 23, 2018** – Founder's Day & Annual Meeting. P/C Mark and Lt Chris Atkinson will enlighten us about their journey aboard their converted lobster boat, *Willow*. We look forward to their presentation on "New York's Canals Revisited".

Did you know 2017 was the 200th anniversary of starting the Erie Canal?

*Assemblies Committee: Betty & John Ingram, Geri Walker, Anne & Mike Minard, Donna Zimmerman, Judy Stadler, Kathy Leef, Leslie Brower, Bart & Bev Wilson.*

*Chairperson: Lt Betty Ingram, P*



*Gypsy 11*

## January Assembly

*Kalmar Nyckel* is a full-scale re-creation of the Dutch pinnace that brought the founders of the colony of New Sweden on the Delaware (now Wilmington, Delaware) from Europe to America in 1638.

The original *Kalmar Nyckel* served as Governor Peter Minuit's flagship for the 1638 expedition that founded the colony of New Sweden, establishing the first permanent European settlement in the Delaware Valley, Fort Christina, in present-day Wilmington, Delaware. This ship made four roundtrip crossings of the Atlantic, more than any other documented ship of the American colonial era. She played an important role as one of America's pioneering colonial ships, but her story has never been widely told.

The new *Kalmar Nyckel* was launched in 1997, very close to the site of the original ship's landing at "the Rocks." She was the last ship built in Wilmington on the Christina River, one of the nation's most important shipbuilding centers over the 300 years preceding her launch.

*Kalmar Nyckel* is a floating classroom, teaching students of all ages about Delaware's rich maritime and colonial history, and a goodwill ambassador for the state of Delaware. She sails more than 3,000 miles each year, from Delaware to ports along the eastern seaboard from Virginia to New England. Except for a handful of USCG-certified officers, she is sailed and maintained by a crew of 300 volunteers.

### Specifications

Flag: USA

Home port: Wilmington, Delaware

Rig: full-rigged

Built: 1997

Sparred length: 141'

LOD: 96'

LWL: 96'

Draft: 12' 5"

Beam: 25'

Rig height: 110'

Freeboard: 8'

Number of sails: 8

Sail area: 7,600 square feet

Tons: 168

Auxiliary power: two 180 hp Caterpillar 3208 engines

Speed under power: 9.25 knots

Speed under sail: 12.4 knots

Working crew: 8-24

Hull: wood



Entering Roosevelt Inlet in Lewes Delaware

Reproduced from the original watercolor painting by Nickolas Santoleri

## February Assembly

# Founders Day

## New York's Canals Revisited

At the February 23rd Social, P/C Mark Atkinson, AP will offer a presentation on the New York State Canal System. As many of you know, Mark and Chris took their boat "Willow" north to upstate New York this past summer to revisit where they started boating. The canals, there are four of them (Erie, Champlain, Oswego, and Cayuga-Seneca), are a critical link to North American inland cruising routes.



The best known of these is the Great Circle. Their intent was not to make heroic passages, but to see what changes had occurred since they left upstate New York ten years ago, to catch up with some friends, and to enjoy casual cruising grounds where their dog Jester could easily get ashore. Overall cruising time covered three two-week spans taking them as far north as Burlington, VT and as far west as Utica, NY. Of course, there were the trips up and back.

As luck would have it the New York State Canal System was celebrating the 200<sup>th</sup> anniversary of the start of construction of the original Erie Canal this year by waiving the tolls for use of the locks. The presentation will look at the history of the canals, some of the challenges of construction, the engineering breakthroughs, the scenery and canal life.



An empty barge headed north on the Champlain Canal. Never before had we seen commercial traffic on the Champlain.

*P/C Mark Atkinson, AP*



Willow

## *Educational Department*

# *USPS REINVENTING ITSELF*

### *My Notes From the Fall District 5 Conference*

The District 5 Fall Conference in King of Prussia, PA in late October illuminated how fast the national organization is moving to evolve its identity and programs. The big story at the conference was that United States Power Squadrons will become known as America's Boating Club. After two years of planning with a professional marketing agency, the Governing Board is moving full speed ahead on the recommendations of the Marketing Committee to recreate the organization as more inclusive and welcoming of all kinds of boaters.

The America's Boating Club identity will enhance public recognition of what USPS is all about. A new logo features the legend "America's Boating Club" with a stylized amalgamation of a kayak, powerboat and sailboat in red and blue.

For the transition, both the new logo and the old logo of the ensign superimposed over a ship's wheel with the legend "United States Power Squadrons" around the wheel will appear together. Over time, the ship's wheel will be diminished to just the ensign with the wheel as the letter "o" in the word boating.

In other printed material, the United States Power Squadrons name will appear in relatively small type as the owner of the copyright of America's Boating Club or other "official" identifications.

Individual squadrons will be expected to follow the national model and rebrand themselves as America's Boating Club of their location. The form of the new squadron name will be optional, but in its most simple form, the graphical image on clothing, posters and newsletters would be the squadron burgee and America's Boating Club. The mechanism for the change of identity will also be at the option of each unit, whether as a DBA, as a legal change of name or as a marketing device.

A new website has been developed for the public to find out about America's Boating Club, [www.beyondboating.org](http://www.beyondboating.org). It is easy to navigate and represents us as a place for all boaters to learn about boating, to engage with the activities of the squadrons and to connect with other boaters.

An advertising campaign is planned to promote the organization in a similar manner. Additionally, two new videos promoting America's Boating Club are now a part of the Digital Media Library to promote the organization to younger markets, such as "new empty nesters." Squadrons are encouraged to use these videos at boat shows and other public contact events, as well as at classes and meetings. They can also be offered to local television stations to be aired as public service announcements.

## *Educational Department*

### *My Notes From the Fall District 5 Conference*

At the conference, the new logo appeared on several of the District 5 squadrons' shirts. The chairman of the national Marketing Committee, R/C Paul Mermelstein, SN presented the new image. He said the timeline for transition is starting now, and he expects the transition to be completed in a year or less.

The marketing agency that guided the process will be retained to gather data to evaluate the effectiveness of the new image and the marketing activities.

In other matters, a \$75,000 grant has been received from the US Coast Guard for the production of a third year of boating skills and safety videos. The set of short 1-3 minute videos cover a range of topics and are intended for public access and for squadrons to use in classes to demonstrate specific topics or in public events to build awareness of skills. They are available on the You Tube platform on line, and can be downloaded free of charge for public use. The videos have been catalogued in the past under the banner of the Digital Media Library, but in keeping with the new image for the Power Squadrons it will be rebranded "America's Boating Channel."

Seminars were also a hot topic. New seminars are being developed, including the latest on AIS (Automatic Identification Systems). Eight of the USPS seminars including the new one on AIS are presently available for purchase on the BOAT US website in a partnership.

Seminar guides are being upgraded to short textbooks from the currently available photocopies of the PowerPoint slides. The intent is to create a higher value for the course materials.

The thinking in the background for the enhancement of the seminar format is that short textbooks are easier and more efficient to update than textbooks and short sessions would be more attractive than multi-week courses.

In that line of thinking, the Seamanship course may become a seminar based course of six sections. The six existing seminars under the umbrella of Boat Handling would constitute the course. Students would be able to order all six seminars at once, or study them as their schedules would allow. Seminars could be read in a class setting or individually. The examination would be ordered when the student is ready. The revision of Seamanship is still in consideration and the 2015 edition of the textbook is the standard.

On the water training also continues as a topic of rapid development. The District 5 Education Officer Charles Wells, SN has been a strong proponent for this training and in the past year organized a certification program on Kent Island. He announced that he has been named the Mid-Atlantic regional director for the USPS Boat Operator's certification program.



## *Educational Department*

### *My Notes From the Fall District 5 Conference*

Practical on the Water Training (POTW) is to be renamed "Hands on Training." The goal continues to be widespread implementation of Boat Operator Certification.

Squadrons are also being encouraged to implement a new program to provide basic on the water orientation to new boat owners. A free text book is available to complement instruction in basic operating skills such as docking, tying up the boat and basic maneuvers. In addition to providing a little education to boaters, the program is intended to expose new boaters to the organization and its programs and people for recruitment goals.

Another US Coast Guard grant in the amount of \$250,000 has been awarded to National for the creation of three boating skills training centers to be operated on a commercial basis. These are to be located in the south Atlantic, Pacific and Gulf Coast (understood to mean Texas) regions of the country as they would be year round centers. Operations are to commence in the spring of 2018.

*P/C Mark Atkinson, AP  
Squadron Education Officer*



Willow

## *2018 Summer Cruise*

There will be a summer cruise this year!

The date is pending upon the agreement of the cruise committee.

A Planning Cruise Committee Meeting is slated during the month of January.

If you would like to take part as a member on this committee, we indeed welcome you.

Please call or email Dennis Wallace at his home: 610-458-3394, his cell 484-888-2001, and /or his email: [dmwallace1@comcast.net](mailto:dmwallace1@comcast.net).

*P/C Dennis Wallace, P  
WSPS Cruise Committee Chairman*



Weatherly

## Boating Safety News



### Maritime Mobile Service Identity — MMSI

#### What is it?

A series of 9 digits installed in a VHF-DSC sent via a radio frequency channel in order to identify a ship or boat. The first three numbers identify the country—for example the US the numbers are 303, 338, 366, 367, 368, or 369, for Canadian boats 316 and 0 for Fleet or Group vessels. Coast stations have 00 preceding the county identifier. Examples from our WSPS Fleet are three vessels: Journey #367369340, Jubilee #367454360, and Mystic Star #367381730. These are the only ones found in our current yearbook, however there may be more, but they aren't listed in the yearbook.

#### Why Have a MMSI number?

It's like a phone number allowing one boater to call another if their MMSI number is known, or make a routine call to the Coast Guard. One would select the Channel to use for voice communication when you established contact, then enter the MMSI number of the vessel you wish to contact. The DSC radio will alert the other station via Channel 70. When the other station acknowledges the call, both radios automatically switch to the vice communication channel originally selected and voice communication may begin. The call is done privately and the congestion on CH 16 is lessened.

#### What about Safety?

The VHF-DSC radio that has a valid MMSI number installed greatly improves distress alerting features. If you are the second owner of the radio is the data current? Probably not if you haven't updated it through the ICC. Not only is the Coast Guard alerted, but so are other boaters in the area.

Furthermore, if your VHF-DSC radio is connected to the GPS an accurate transmission is made of the boat's position. Not all radios have the same features so it is important to review the available information for your VHF-DSC radio.

Material for this article was provided by the Coast Guard, United Safe Boating Institute and U.S. Department of Homeland Security in "Your VHF-DSC Marine Radio"



**Obtaining an MMSI**

- BoatUS:  
<http://www.boatus.com/mmsi/instruct.htm>
- SeaTow:  
[http://seatow.com/boating\\_safety/mmsi.asp](http://seatow.com/boating_safety/mmsi.asp)
- U.S. Power Squadrons:  
<http://www.usps4mmsi.com>
- FCC Online Licensing System: (for international voyages)  
<https://wirelessz.fcc.gov/UlsEntry/licManager/login.jsp>
- U.S. Coast Guard Background on MMSI numbers:  
<http://www.navcen.uscg.gov/marcomms/Gmdss/mmsi.htm>

*Lt David Benfer, JN  
Safety Officer*



Journey

## Boating Safety

### Kidde Recalls Fire Extinguishers with Plastic Handles Due to Failure to Discharge and Nozzle Detachment: One Death Reported

**Name of product:** Kidde fire extinguishers with plastic handles

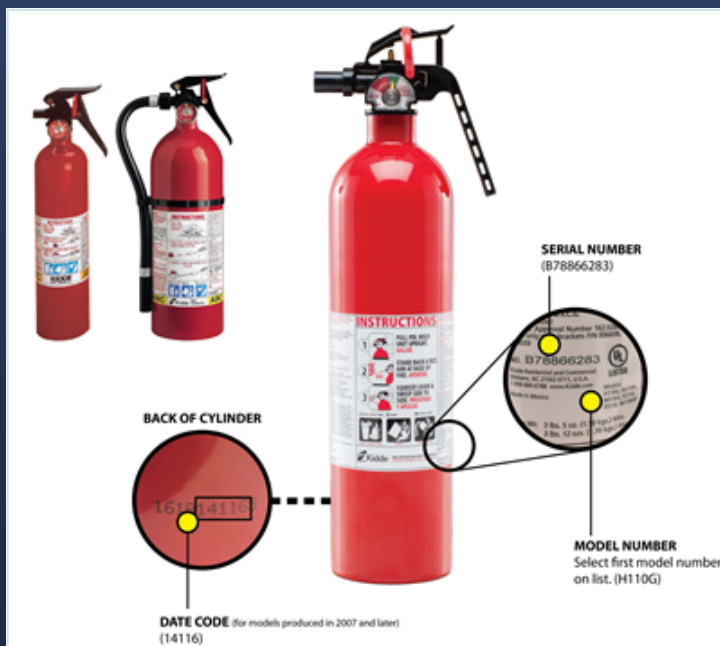
**Hazard:** The fire extinguishers can become clogged or require excessive force to discharge and can fail to activate during a fire emergency. In addition, the nozzle can detach with enough force to pose an impact hazard.

**Remedy:** Replace

**Recall date:** November 2, 2017

**Recall number:** 18-022

**Consumer Contact:** Kidde toll-free at 855-271-0773 from 8:30 a.m. to 5 p.m. ET Monday through Friday, 9 a.m. to 3 p.m. ET Saturday and Sunday, or online at [www.kidde.com](http://www.kidde.com) and click on “Product Safety Recall” for more info



## *On-the-way to Florida*

### *Star Reacher's Trip South*

Scott and Kathy Mayhue have been planning for some time to take their boat, **Star Reacher**, south to the Florida Keys and Bahamas for the winter. Both expect to retire in January and they wanted the boat in Florida so they could make their quick getaway.

Scott asked a friend David Gifford, Richard Butler and myself (Bruce Wyngaard) to help him sail **Star Reacher** from Rock Hall, MD to No Name Harbor in Key Biscayne south of Miami.



We left Rock Hall on November 9 by motor sailing to the Annapolis bridge where the wind picked up. We turned off the motor and arrived at Little Creek Marina near Norfolk, VA. We sailed the distance before the Bay Tunnel Bridge in less than 21 hours and had a consistent 20-25 kt. winds out of the north which resulted in a fairly straight run.

Our plan was to go to Miami non-stop but warnings of a gale storm resulted in a decision to lay over at Little Creek Marina for 18 hours. At this time the temperature was 28 degrees with winds gusting over 25 knots. Scott and David knew the marina and they had already mapped out good eating establishments within walking distance for dinner and breakfast the next day.

The next morning winds calmed to 20 kts so we left our marina. The marine radio warned of floating containerized freight that had fallen from ships the night before. Scott asked for two persons to watch for these floating steel boxes - a difficult job as the white caps obscured what might be floating in the open water.

The rest of the trip can be best described as consistent 20-25 kt winds shifting continuously between north and north east. It remained cold and the sun only came out intermittently with the waves always at our stern. Scott took down the mainsail which helped moderate the ride. Interestingly it had little effect on our boat speed. Even though the sails were checked out before the trip, the window in the head sail blew out the first day on the ocean. To reduce further damage the headsail was reefed in enough to cover the window. This reef adjustment was not changed until we reached Miami.



Our best friend on the boat was the auto steering. ( We named it "Otto") I slept in the aft berth where I could hear the constant whine of the hydraulic pump. There were short and then long bursts, but Otto seemed to go into overdrive every time we would ride down a wave. It was very obvious that **Star Reacher** was up to the task. Otto consumed lots of energy so we had to turn on the motor each day to recharge the batteries.

## *On-the-way to Florida*



Sleeping in the aft cabin had its plus - I was the only one who did not fall out of their bunk. After landing on the floor several times, David began his next sleep on the floor.

Cathy Mayhue and Terry Butler prepared some very nice meals for us. They were packaged and easy to prepare - all the more important in a boat that was in a constant roll. Except for the last day I think every meal I enjoyed was eaten while wearing my foul weather gear. Despite the great meals I somehow still lost 8 pounds during the trip.

We anchored at No Name Harbor in Bill Baggs State Park at 9:00AM Friday morning on November 17 - a total of 8 days after our departure including our 18 hour layover. We motored the last 15 miles when the wind dropped to 8-10 kts. It was strange seeing calm seas and sunshine! Because of the consistent cloud cover our sextons never came out of their boxes.

Scott also wants to extend this thanks for the meals provided by Kathy and Terry. Finally he said "I appreciate all the contributions by each crew member. They assisted in a journey that was safe and fun. Also, lets not forget our 5th crew member Otto who worked non-stop and also contributed to a great trip."



Kathy arrived with their daughter to meet Scott to enjoy Thanksgiving. Terry arrived to pick up Richard and she also worked out a ride to my next destination in West Palm Beach. A fine ending to a very fine trip. I appreciate being asked to help with the trip - it was a big deal for me. I learned a lot.

In early January, Scott and Kathy will bring final closure to their jobs. They will board **Star Reacher** and leave for the Florida keys ( hurricane damage may affect some locations they visit) and perhaps spend the remaining winter in the Bahamas.

We wish them the best on their next adventure.

Cdr. Bruce Wyngaard, AP



Brio



## 2017 WSPS Photo Contest

WSPS Members – The Photo Contest has resumed in October, through the winter and into the spring & summer of 2018. The closing date will 19 September 2018. Good Luck and 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 categories are the same:*

**People - Boats - Scenic/Wildlife - and Sunrise/Sunsets.**

First, second and third place winners will be announced in October's 2018 Lubber Line. WSPS members can submit as many digital photos as they want in one category or all of them, but can only win once. The winning images will appear on the squadron's website. These images must have been taken between **October 1, 2017 and September 17, 2018**. 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: Carol Hanson at: [jchanson@comcast.net](mailto:jchanson@comcast.net).

Because these files can be as large as 4-7 mb, just send (medium size) files or whatever your provider will permit. If you are using a software program to reduce the image's size, please make the longest side 2000 pixels. It's OK to send multiple emails.

The submission deadline is **September 17th**. By submitting images to this contest the photographer gives his/her permission to have the pictures published on the website. The photographs will be judged, and then published in October's Lubber Line.

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



Leslie Brower



Sandy Netting



Leslie Brower

Bev Wilson



## *WSPS Birthdays*

Robert V. A. Harra, Jr.	Jan 02	Pierce W. Johnston, Jr.	Jan 29
Lois B. Radcliff	Jan 02	George C. Bentley	Jan 30
Irene duPont, Jr.	Jan 08	Sue F. Engler	Feb 11
David I. Netting	Jan 21	Francis Richardson, Jr.	Feb 12
Mike Minard	Jan 22	D. Jeffrey Russell	Feb 12
Robert G. Danehower.	Jan 27	Paul David Ehrlichman	Feb 13
Patricia S. Maher	Jan 28	Pat Esterle	Feb 17



Weekly Luncheons on each Wednesday @ 1130 AM  
 At Seasons Pizza 3901 Concord Pike  
 Wilmington, DE 19803

*Executive Board*

**Nominations for 2018-2019 Bridge Year**

**Bridge Officers**

Commander.....	Cdr. John E. Koval, P
Executive Officer.....	Executive Committee
Administrative Officer.....	Lt/C Carol Hanson, P
Education Officer.....	P/C Mark C. Atkinson, AP
Secretary.....	Lt/C Barbara L. Sharpless, P
Assistant Secretary.....	Lt Susan F. Engler, P
Treasurer.....	Lt/C John S. Ross, AP

**Executive Committee General Members**

- Lt Chris A. Atkinson, AP
- Lt John H. Bailey, AP
- Lt David Benfer, JN
- P/C Donald R. Engler, AP
- P/C John G. Ingram, AP
- P/C W. Michael King, AP
- Kathleen H. Leef, P
- P/C C. David Sharpless, AP
- P/C Martin G. Wagner, AP
- P/C Bruce A. Wyngaard, AP

**Audit Committee**

- P/C John G. Ingram, AP (Chairman)
- P/C Martin G. Wagner, AP

**Nominating Committee**

- P/C John G. Ingram, AP (Chairman)
- P/C W. Michael King, AP
- P/C C. David Sharpless, AP

**Rules Committee**

- P/C John G. Ingram, AP (Chairperson)
- P/C Donald R. Engler, AP
- P/C Donna F. Zimmerman, JN



## *Schedule of Up Coming Events*

- 12 Jan 1830 WSPS Social Brandywine Community Center
- 17 Jan. 1930 WSPS Executive Committee Meeting Conectiv Center, Newark, DE
- 01 Feb. Deadline for March/April Lubber's Line Material
- 18-25 Feb. USPS Annual Meeting - Rosen Center, Orlando, FL
- 21 Feb. 1930 WSPS Executive Committee Meeting Conectiv Center, Newark, DE
- 23 Feb. 1830 WSPS Annual Meeting & Founders' Day Social Brandywine Community Center
- 11 Mar. 1200 WSPS Change of Watch  
Schaefer's Canal House  
208 Bank Street, Chesapeake City, MD 21915
- 21 Mar. 1930 WSPS Executive Committee Meeting Conectiv Center, Newark, DE
- 31 Mar. Cruise Registrations Due

Please notify Barbara Sharpless at  
bdsharpless12@gmail.com or call at 302-239-7995  
if you have any changes to the 2018 WSPS  
Yearbook.



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

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