



Wilmington Sail and Power Squadron
 DISTRICT 5
 A Unit of United States Power Squadrons®

THE LUBBER'S LINE

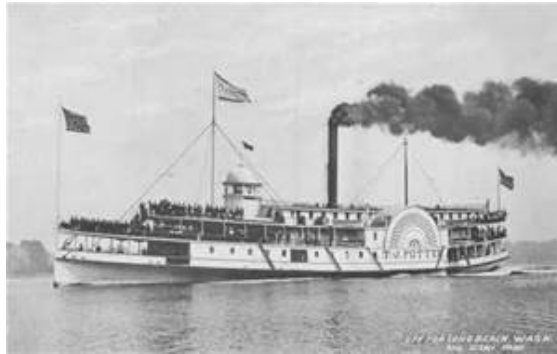
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January-February 2016

INSIDE THIS ISSUE:

| | |
|-----------------------------|--------------|
| <i>Commander's Message</i> | 2 |
| <i>Who's Who</i> | 2 |
| <i>Bridge Nominees</i> | 4 |
| <i>COW Reservation Form</i> | 5 |
| <i>Administrative Dept.</i> | 6 |
| <i>Education Dept.</i> | 6 |
| <i>Boating Safety</i> | 7 |
| <i>Sailing - Sailing</i> | 8-10 |
| <i>Our Joy</i> | 11-12 |
| <i>November Assembly</i> | 13 |
| <i>WSPS Founder's Day</i> | 14 |
| <i>Birthdays</i> | 15 |
| <i>Calendar</i> | 16 |

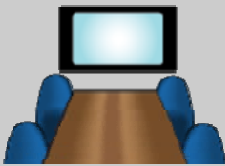
**WSPS JANUARY ASSEMBLY
 STEAMBOATS & SWIMSUITS**
 Friday, 15 January 2016



Kate Livie from the Chesapeake Maritime Museum will be our guest speaker. Her presentation will cover the turn of the century life on the Chesapeake with steamboats, beaches, resorts, amusement parks.

The evening begins at 1830 (6:30 PM) with appetizers and soft drinks and continues with dinner at 1900 (7:00 PM). Dinner will include lasagna, salad and ice cream sundaes. The cost this year is \$9.00 for adults and \$4.00 for children under 12.

**District 5 Fall
 Educational
 Conference Page 3**



This winter social will be held at the Brandywine Community Center on Naamans Road, just off Concord Pike (Route 202). The Community Center is a free-standing building with a dome, and is by the fountain in front of the shopping center.

Reservations are due by Tuesday, January 12, 2016. For purposes of food planning, please let me know if you are unable to attend (302) 633-1733 or email - bkooingram@verizon.net.

**2016 CRUISE
 REMINDER
 Page 3**



WSPS Assemblies Committee - Betty & John Ingram, Geri Walker, Anne & Mike Minard, Donna Zimmerman, Sue Engler, Judy Stadler, Bev & Bart Wilson, Leslie Brower and Bruce Wyngaard.

Wilmington Sail and Power Squadron**Commander**

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**COMMANDER'S
MESSAGE**

Cdr W. Michael King, AP

T'was the night before Christmas with the boat on the hard; no sign of snow just leaves in the yard! Holiday chores are piled hip deep; presents and bows are what we now seek. Many of you may not know that there is a United States Naval tradition of making the first entry of the year in the smooth deck log a poem. Many junior officers have been terrorized by the thought they might have that fate filled mid-watch and be required to produce something appropriate in the prescribed form. Admirals often did not read the ship's log unless of course there was an incident but most did read the first entry of the year for each ship under their command. In addition many captains believed the poem set the tone for the upcoming year so whatever was produced by the ill fated junior officer would be thoroughly evaluated by his "bosses". The first log entry of the year could be seen as a genuine career threat but also as a challenge.

United States Power Squadrons seems to have a few threats as do all the districts and our own squadron. It is often hard to take a perceived threat and turn it into a positive challenge. In the world today there seems to be a desire to have just what one wants and not a lot of extra stuff. People seem to no longer buy an entire album to get one special song. Do modern boaters want individually tailored, Boater Specific Education? People's desire for the specific is causing United States Power Squadron to look into the idea of designing custom boating education plans for individual members. With today's computer technology, putting together a list of member classes, seminars and on-water activities to help specific boaters achieve their personal boating goals may sound like science fiction but the challenge is certainly doable. Doable yes, but it also seems even more daunting than writing a poem for the ship's log!

While this idea will be discussed in Orlando at the USPS® National Meeting in February, we at WSPS will continue offering classes and seminars and let folks choose what they want informally. We will also offer on-water activities; the squadron cruise is actually our largest and most well attended on-water activity. If you think that you would like to be part of the 2016 cruise or if you would like to help out and be part of the fun now would be a

(Continued on page 3)

good time to let P/C John Ingram know. The cruise committee will have its first meeting soon. If you think you would like to have other types of on- water activities, please talk to Lt Bruce Wyngaard or Lt/C John Koval.

Finally, as the old year passes away and you are beginning to think about the adventures that await in 2016, plan on taking a seminar or two to sharpen your skills. Talk to any bridge member about WSPS learning opportunities.

Cdr W. Michael King, AP

District 5 Fall Educational Conference

The District 5 Fall Educational Conference was held over the Halloween weekend in Cherry Hill, New Jersey. It was perhaps the most informal fall conference ever. While attendees may not have been in uniform they did generate news. Northeast River Power Squadron turned in their charter. There are now only thirty squadrons in D/5.

The National organization is putting together a digital library for release in 2016. It will have at least 18 downloadable video clips (2-5 minute each) and other training materials. It is being put together with the idea that it will be easy for both computers and cell phones to access. It is expected that once the library is set up expanding the content will be ongoing. The content will be accessible by the public. The project is being paid for by a grant from the United States Coast Guard.

Discussions were held regarding public access to USPS® educational materials. Seminars both on-line and in person are being offered to the public and most squadrons charge public students more for a seminar course than they charge their own members. Offering member courses such as Piloting, Seamanship, and Engine Maintenance to the public is a bit more controversial. A number of squadrons are doing this because they need the students to make up the numbers required for a class. Unfortunately the number of squadrons offering no member classes to anyone is growing. Some squadrons are even experimenting with one-on-one educational mentoring.

The USPS® National Meeting will be in Orlando, February 16-21. The next District meeting will be in Ocean City MD April 1-3. Next year's educational conference will be held in Cambridge.

Cdr W. Michael King, AP

2016 CRUISE REMINDER



The WSPS Annual Summer Cruise for 2016 is scheduled for the week of 12-17 June 2016. **(Note date change)** Please mark your calendars accordingly. At this early date, the itinerary, activities, and highlights are yet to be determined. If you are interested in serving on the Cruise Committee, please contact either P/C John G. Ingram, AP or P/C C. David Sharpless, AP.



Nominees for the 2016-2017 Bridge Year

As the current Bridge year is soon coming to a close, the Nominating Committee is pleased to announce the following candidates for next year's Bridge, Executive Committee, Audit Committee, Rules Committee, and Nominating Committee. The Nominating Committee, on behalf of our general membership, wishes to extend thanks to all of those dedicated members who have agreed to serve. The vote on these nominations will be held at the 19 February 2016 Founder's Day Assembly which begins at 1830 at the Elam United Methodist Church located at 1073 Smithbridge Road, Glen Mills, PA 19342.

The nominees for the 2016-2017 Bridge Year are as follows:

Bridge Nominees:

Commander: P/C John G. Ingram, AP
Executive Officer: Lt/C John S. Ross, AP
Education Officer: P/C Mark C. Atkinson, AP
Administrative Officer: Lt/C Bruce A. Wyngaard, AP
Secretary: Lt/C Barbara L. Sharpless, P
Assistant Secretary: Lt Susan F. Engler, P
Treasurer: P/C Martin G. Wagner, AP

Executive Committee General Members:

John H. Bailey, AP
P/C Donald R. Engler, AP
P/C W. Michael King, AP
Lt John E. Koval, Jr., P
P/C James Robinson, AP
P/C C. David Sharpless, AP

Audit Committee:

P/C John G. Ingram, AP (Chairman)
P/Lt/C John A. Bryson, AP

Rules Committee:

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

Nominating Committee:

P/C Donald R. Engler, AP (Chairman)
P/C W. Michael King, AP
P/C C. David Sharpless, AP

Respectfully submitted by the Nominating Committee:

P/C John G. Ingram, AP
P/C Donald R. Engler, AP
P/C C. David Sharpless, AP



WILMINGTON SAIL and POWER SQUADRON
CHANGE OF WATCH

Sunday, 13 March 2016

Schaefers Canal House

208 Bank Street, Chesapeake City, MD 21915

Choice of two salads: fresh greens, garden vegetables & balsamic vinaigrette; second salad: baby spinach leaves, sliced strawberries, toasted almonds with a warm bacon dressing.

Choice of two entrées: 1/ grilled bistro steak medallions with mushroom peppercorn butter.
 2/ C&D chicken breast with lump crab meat imperial with fresh lemon cream sauce.
 Served with fresh rolls & butter, chef's choice of seasonal vegetables, coffee, iced tea & soda

Dessert: Apple pie a-la-mode

Arrive at 1200 to socialize with friends. Drinks may be purchased from the bar.

BUFFET – 1230

CHANGE OF WATCH CEREMONY – 1330

Please forward your reservation slip and check **payable to WSPS** to:
 Mike King, 601 Old Wilmington Road, Hockessin, DE 19707
 by **Monday, 7 March 2016**

WILMINGTON SAIL and POWER SQUADRON
CHANGE OF WATCH
Sunday, 13 March 2016

Names of Attendees: _____

@ \$25.00 per Person = \$ _____

Administrative Department

As we approach this Christmas season, let us reflect on the past few months. Our boats have hopefully been provided for and secured for the winter months ahead. It is a good time, memories still fresh, to address making a spring "to do list", i.e., things to do before your craft is commissioned in the spring. Don't wait, do it now! A little planning goes a long way for our boating safety and enjoyment.

How about the Oyster Feast at the Wellwood Restaurant in October! Kudos to P/C Don Engler, AP and all who helped make this an event to remember. Our November social was again a huge success. The program on the value of the estuaries of the Delaware River and Bay was exceptionally informative.

Many thanks to Commander Mike King, AP and Wendy Shipman for opening their home to us again this year for the Christmas Social. The food, drink and most importantly the comradery were excellent. A good time was shared by all. Thanks to everyone who participated in the "Ditty Box" program. I am sure the Seamen will appreciate our thoughtfulness.

Please check your yearbook for upcoming events: January 15 is our next social at the Brandywine Town Center, Founder's Day is February 19 and will be held at Elam United Methodist Church and March 13 is the Change of Watch at Schaeffer's Canal House. (Reservation forms to these events are included elsewhere in this issue.) Mark the dates on your calendars and check future e-mails for more details.

Finally, make a New Year's resolution. Let each of us try to give something back to our community. Spend a little time volunteering for a local group, help someone in need, or maybe even assist a new or potential new member to become involved in the social and educational offerings made available by WSPS.

Lt/C John E. Koval, Jr., P

Education Department

Not too long ago there was a marketing phrase *being* used by USPS®: "Boating is fun, let us show you how." Over the past few decades fewer and fewer people have been taking up USPS® on their offer. Boating can be fun, and it certainly more fun if fewer things go wrong, yet the desire to learn more so as to have more fun seems to have waned.

There have been countless explanations for the drop in boating students and the truth is that there are many reasons. One of the most frustrating reasons fewer and fewer people are taking boating courses is a cultural shift. The model of learning about a hobby by joining a club and participating in club activities has broken down. A sociologist, Robert Putnam, writing about this change, has titled his book *Bowling Alone* and to many boating educators within USPS® the book title has become a shorthand phrase, an admission, of a big problem with cause and effect not understood. Absent understanding, the "fix" remains elusive.

This change, also adversely effecting many other hobby and volunteer organizations, has had a large negative impact on the morale of USPS® boating educators. A second problem is that teaching a class in some cases has become more complicated. Today it is all about Power Point presentations with imbedded video clips, etc. The focus has seemingly become more on the teaching tools and *mechanics*, with less emphasis on the students. Neither the instructor nor the student enjoys the process as much as they should. A third problem is the increasingly technical nature of the classes. Modern electronics to facilitate navigation and communications are now priced within reason, but seem to come with a large number of choices, options and additional features. Most boaters depend on equipment supplied by various manufacturers, very few of us are using or even familiar with every feature of our electronics. No one ends up with a true sense of mastery of all that is out there.

Are there any solutions? While we wait for cultural and technological changes, there are a number of things we can do. Right now one of the most promising options available to us is in the form of Seminars which are highly focused presentations of very specific topics. For the Wilmington Sail and Power Squadron Bridge, the problem is knowing just which topic the boating public and our members want to know more about. If there is a topic you want to know about or you think others would find helpful, please tell us. We are even willing to put together a made from scratch, custom seminar if there is genuine interest. Call or e-mail any bridge member with your suggestions.

Boating Safety News

A Cleat

is an indispensable piece of equipment for the mariner, simple in design, easy to use and holds in the stormiest conditions.

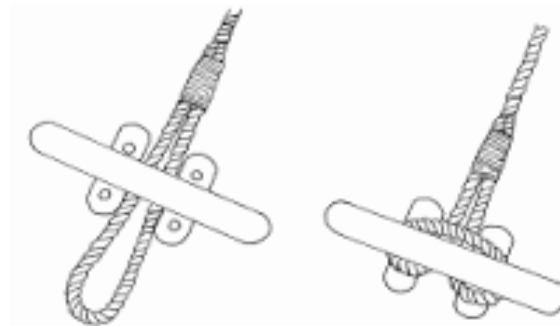
To secure a line properly take it around one end of the cleat to the other horn, do a figure eight and then a half-hitch completing the figure eight with the ends of the line in parallel.

There is less chance of injury since hands and fingers never need to be between cleat and line. The line can be adjusted without losing control of the boat, surged a bit or entirely loosened in spite of the pressure. Of course the line must be of proper length, size and free of kinks and loops.



Introducing a loop in a line increases the chance of injury to the line handler, especially if the weather turns unsettled. Even when calm there can be problems when having secured with a line ending in a loop or dead end.

For example, while attempting to place a loop thru or around a cleat the boat may move suddenly because of a wake or someone taking up on the line from the dock catching one's fingers or hand between the line and cleat.



Frequently an attempt is made to free or attach a loop when the boat is still moving increasing the chance of injury. Having the line on the cleat as first illustrated rather than a loop as above is a much safer option.

A line on a cleat can always be adjusted, but not a line with a loop.

*Lt David Benfer, JN
Safety Officer*

Sailing ~ Sailing

The following auto-bio article appeared recently in the Cokesbury Village resident publication, reprinted here with permission of the author. Reade Tompson, SN, is one of Wilmington Sail and Power Squadron's most fascinating and endearing members. The 95 year old Past Commander (1957-1958) has accumulated 62 Merit Marks successfully serving at various posts at all levels of USPS. Having taught countless students over his six + decades of service, he recently withdrew as an active Education Department instructor.

In my Mother's genealogy research on the Reade, the Yates, and the Tompson families, I don't recall that she discovered any seafarers, at least not in this country. Since an early age, a picture in an old album shows the family at Revere Beach, MA, in 1921. I have always enjoyed being in, on, and around the ocean. To the extent that in a later year I turned down a job offer in Tennessee because it was too far from salt water.

From my age four to sixteen, my mother, Sister Frances and I spent the month of July at Duxbury Beach, several miles north of Plymouth, MA. Dad would come from the farm for Sunday, and sometimes stay 'til Monday evening. At least once each summer, he would rent a small boat, or we would go out with the local lobster man, and spend the day trying to catch – more or less successfully – the entre for dinner that night.



One of those fishing expeditions is still vivid some 85 years later. The appointed day was a beautiful clear sky, moderate temperature, and a light breeze. The nor'easter had moved on, but the surf was still pounding the beach. The rented boat was stocked with lines, bait, lunch and drinks. Dad rowed across the small harbor and started out between the jetties that protected the harbor entrance. It was at that location we encountered the nor'easter's leftover surge. It was no day to be outside in a small boat; however, we dropped the anchor there between the jetties to try our luck. We knew that flounder were frequently caught in that area, and that they were bottom feeders. So sinkers were attached, hooks baited and lines dropped. Hand liners know that sinkers need to be just off the bottom so the fisherman can feel the bite on the bait. Ever tried to do that when the boat is roller coasting over three foot waves about every ten seconds? The fresh fish for dinner came from the seafood market where we had rented the boat. Now I have digressed from my story.

Two doors from our place lived a family with two boys bracketing my age. When we were about 10, they acquired a New England Dory, which the boys were allowed to use on the tidal creek that meandered through the marsh back of our houses. It was there that we learned to row the boat.

It didn't take long for us to realize that letting the wind blow us along the creek was a lot less work than rowing. One oar for a mast, the other for a rudder, and a borrowed bed sheet pinned around the mast would do nicely. Time for a trial run. Nice breeze. Tide in, so plenty of water in the creek. Sail up, wind behind us, and off we go; a bend in the creek and wind now coming from the side. Oops! We're up against the bank and our sail is holding us there. Lesson One: A sailboat must have something below the waterline (a keel or centerboard) to resist the sidewise pressure of the wind and move the boat forward.



Fast forward a few years. Now a member of a Sea Scout troop; a little more knowledgeable about the essential parts of sailboats and how they interact to move the vessel through the water. Our reward for learning our knots, rig recognition and more was an opportunity to sign up for a week's cruise on the region's Sea Scout Ship, a Nova Scotia style fishing schooner, converted to accommodate boys' bodies. It was just a week – I no longer remember where we went or whether the weather was good or bad – but I was hooked, and looking forward to more sailing. It would be a long look.

The following winter, my Dad and I went to a boat show in Providence, RI, where the most interesting display was manned by members of the local unit of the United States Power Squadrons. The USPS started in 1914 and its mission after WWI, was to educate boaters in subjects nautical from basic boating safety to celestial navigation. With college ahead, recreational studies would have to wait. And they did until after WWII, 1945.

In January of that year I started work at a lab in Long Island City and found a place to live near Jamaica, NY. Within weeks I came across a notice in the local paper that the Bayside Power Squadron was starting their basic Piloting course at Jamaica High School in a couple of weeks. About 20 of us showed up for the eight week course, with a written exam at the end. Those who passed were invited to join the Squadron. Today I am still a member of USPS® (inactive now), but affiliated with the Wilmington unit since 1948.

BPS had about 400 members; about half of them boat owners. Of those, about two thirds had sailboats, and it was wonderful how frequently someone would need another crew member next Saturday, Sunday, or for the week end. I had deck shoes, so I was ready to go. And I did frequently, but the three situations I remember most vividly from the three boating seasons spent on Long Island Sound waters extended beyond a weekend. Two involved mostly boat preparation, the other a cruise to Martha's Vineyard and Nantucket.

In the spring of 1945, a Squadron member donated his 50' wooden sailboat to the Squadron. It had been dry stored during WWII, so the planking was no longer water tight, except for the deepest part of the hull, in which the owner had kept fresh water so those planks would not dry out. So most of the hull, after sanding, would require caulking up to the deck before painting. While most of the volunteers labored to make the hull seaworthy, a couple of mechanically oriented Squadron members returned the engine to operating condition. Launch day finally arrived.

Anyone who has been around wooden boats knows that a vessel that has been dry stored, even if only over a winter, will leak some until the planking has "re-moisturized". Our boat had been dry for four years, so she

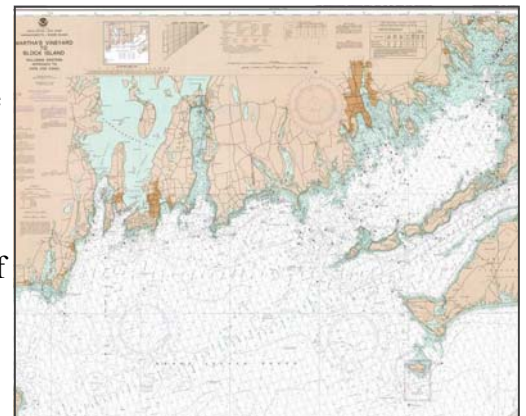


went into the water with an electric pump and a couple of small hand operated bilge pumps aboard. They went to work soon after the hull settled into the water. It was several hours before the electric pump could keep up with the inflow, and two days before it had only a normal trickle with which to contend.

The Squadron officers appointed a skipper and an engineer and ruled that there should be a crew of at least four to sail the boat. Single, I was always ready to go, and for the first few sails there was crew aplenty.

But the novelty wore off, family men had other commitments, and sometimes it was difficult to line up the three more crew required. We did have a number of pleasant days on the Sound, but by Labor Day it was decided to decommission the boat for the winter. Soon after that the squadron learned the boat owner had not kept the boat insured while it was "on the hard", nor had he reminded the Squadron officers of this. The donor promptly had his boat returned to him, in much better condition than when he made the donation. And I had learned another lesson: Preparation for, and maintenance during, sailing will take many more hours than will the sail itself. But it sure was worth the effort.

Renovation and remodeling goes on with boats, as it does in houses. A BPS friend had purchased an old small fishing schooner, which he planned to convert for family cruising. The boat was sound, but had minimum accommodations; a couple of bunks for crew, a kerosene stove and a bucket for a toilet. Most of below decks consisted of a well for the catch, which hadn't been carnations. So Mac had a big job ahead. I spent a number of weekends helping and learning, but if the breeze was up and the sun shining, lines were cast off, we putt-putted out of the marina, raised the sails and let the boat do what it was built to do – sail. There was always another day to work.



I moved to Wilmington before the job was finished. I still sometimes wonder if Mac ever got the fishy odor out of his boat.

After the fiasco with the squadron vessel, its skipper bought his own boat, a 40' yawl. During the summer 1947 he and a friend planned a trip to Cape Cod, but wanted an additional person aboard. I had apparently passed muster, and was invited to join the cruise. From western Long Island Sound we sailed to Cape Cod where we visited Woods Hole and the marine research facility, then on to Martha's Vineyard and Nantucket. The weather cooperated. No gales, no rain, no rough water. Good sailing breezes, bright sunny days, comfortable temperatures; except for one day on the return trip!

We had dropped the hook for the night at a pleasant anchorage near the mouth of the Sakonnet River, a few miles east of Newport. Beautiful starlit night; great for sleeping – wavelets lapping against the hull, an occasional tap of a halyard against the mast as the boat gently rocked. But the next morning we woke to zero visibility. A heavy fog “stole in on cat’s feet” during the night wrapping us in a damp blanket. The mournful groan of a foghorn filtered through the “pea soup” – that’s what we called it when I was growing up – and an indistinct voice could be heard from another boat, invisible though only a few boat lengths away. The skipper made like the foghorn. We had no “bad weather” days built into our schedule. Our destination for the day was Block Island, about 30 miles to the west, beyond the Narraganset Bay entrance. Out came the chart. Courses plotted mark to mark, courses and distances tabulated, and ETA at each buoy calculated.



Once the anchor was up, we inched our way to the river entrance mark, invisible in the murk but whose bell announced its location. As we reached open water, we could see numerous markers for lobster and crab traps on both sides of the boat. Ahead, from the helm, all that was visible was fog. And the last thing we needed was a pot marker line wrapped around the propeller. So I was stationed at the bow to look for markers directly ahead, and then advise the helmsman to adjust the course to miss them. About an hour later the markers began to thin out and I had time to notice something I have never observed since. Each hair on my hands and arms had own string of dewdrops!

The fog began to lift about mid day, we were now past the channel for commercial traffic up the Bay, but it would be late before we could reach Block Island. A closer anchorage at Point Judith beckoned, and the skipper responded. Early to bed that evening and early start the next morning had us back on schedule by the end of the day and back at our jobs on Monday morning. It would be more than thirty years before I sailed again on Long Island Sound.



*P/C Reade Tompson, SN
Wilmington Sail and Power Squadron*

Our Joy A Resuscitation Story

Dad said we should have a boat. We should get as much boat as we could afford. We agreed that he would put up the money and I would act as captain and carry out repairs. We could afford the very best kayak money could buy, or we would have to make some compromises and put in some work. As it turns out, a lot of work.



We set out, during the summer of 2014, to find a boat with the following

parameters: large enough to be comfortable, easy on/easy off and air conditioning for Dad (because he is getting up in years), a frost-free fridge, separate staterooms and easy to handle lines for the ladies. I wanted fiberglass, powerful diesels and something impressive that would be worth my effort. We had all been boaters in the past. We had owned a 16' outboard and a 19' I/O runabout, 33', 42' and 47' twin gas cruisers and 46' and 53' twin diesel motor yachts. We would not be impressed easily.

We knew what to name it before we even bought it. It would be an inclusive name. My parents had taken in Wende and me for a period while we were between homes. We discovered that it was a comfortable arrangement, so partnering on this venture seemed like fun. While the name *Happy Our* captured the fun, it did not have Joy in it, which is my middle name, from my father and grandfather. Our previous boats were named *Joy*, *Big Joy*, *Big Joy 1, 2, & 3* and *Baby Joy*. Of course, we would not want *Little Joy*. It sends the wrong message. Thus it is *Our Joy* this time.

Eventually, we settled on our current boat. It was an outlier. If I could create an algorithm that compared boats by age, condition, quality and price, this one would not fit in, statistically speaking. Made by Giorgi Marine out of Milan, Italy in 1993, it is a 46 foot Euro-style performance cruiser. It is powered by twin Caterpillar 3208 435 hp turbo after-cooled diesels. It was an open design (express style here in the states) with a custom hardtop installed to maximize al-fresco living while protecting one's sensitive skin. It had a unique layout with 2 staterooms and galley/salon forward plus a reasonably large aft stateroom for crew.



It also had some bling. It has a beautiful stainless steel and teak passarelle for aft boarding or elegant de-swimming. The oversized euro-style aluminum hardware, contemporary styling and forward raked transom give it a unique ambiance. One might say Euro cachet. Just like the high end Italian cars we crave, or at least I do.

Hopefully I will still think these things worth enjoying after endless hours of renovation. It sank in its slip somewhere in Kent Narrows in 2010. Apparently, about 33% of all sinking's occur this way, so don't judge too harshly. Within days it was salvaged and hauled, the fuel was polished and the engines were pickled. That is marine parlance for fluids drained and replaced, engine run and oil replaced again. Three times altogether. They had performed a type of triage, quickly removing and setting aside the soft goods, cutting the deck open to gain access to the engines and choosing to salvage the \$35,000 engines at the expense of the \$10,000 generator. This boat benefited from this immediate attention, but was left to sit, open and drying, for almost 4 years.

Upon sinking, water wicked into all the braided copper wiring, so we knew that nothing electrical was functional. We made budget estimates of what we knew, added an allowance for what we didn't think we knew and doubled it. We made our best, albeit embarrassing, offer and agreed that we would purchase the boat if it passed a limited sea trial. We would waive the hull and electrical inspection if the engines ran well.



We purchased it and I brought it up the Chesapeake from Worton Creek Marina to Summit North Marina the next day, September 20th, and had it hauled and blocked immediately. I had taken the chance that the Caterpillar engines, if they ran one day, they would run the next without breaking down. Of course, I wouldn't know until it was too late. Look Ma, no instruments!

This project is not a simple remove and replace. Instead, it is remove, clean, re-design and retrofit. Originally a euro 240v AC, 24v DC, with a 9 kW generator, relays and rectifiers, it would become a USA ABYC compliant, 120v AC, 12v and 24v DC with a 6 kW generator and 3 kW inverter. It would be completely modernized with LED lighting, NMEA 2000 network and a glass bridge.

After the first winter of renovation (600 hours and counting) and one season of running, I am pleased to tell you that we have a safe, fun, great big runabout

with fancy dual touch screen monitors. During this summer I managed to get fresh water running and the air horn installed. This winter's goals are the important amenities: complete the galley, make hot water, install air conditioning, repair the toilets, update the waste system, repair the anchor winch and add radar and a second PC for redundancy. This sounds like a lot, but it is much more plug and play than the batteries, primary wiring and power distribution work that preceded it.

WSPS 13 NOVEMBER 2015 ASSEMBLY

The first fall assembly of 2015 was attended by 47 members and guests. New members Kevin & Tricia Horne were introduced.



Commander Mike King, AP presented Lt/C Barbara Sharpless, P with her 25 year membership pin. The D/5 third place plaque for 2014 for squadron newsletters was presented to Lubber's Line Editor Lt Pam Orris, P. She was also given a voucher for a free night's stay at the Harbor East Marina in recognition of her many years of service by P/C Don Engler, AP. Lt Bill Zimmerman, JN received the Chapman Award for Excellence in Teaching for 2014 from District.



Our speaker, Jennifer Adkins, Executive Director with the Partnership for the Delaware Estuary, discussed the health of our water, how it impacts the food we eat, the streams and waterways near our homes. Eighty-six percent of Delaware's rivers/streams are contaminated with bacteria. More than 100 miles of Delaware's waters have high PCB, metal & pesticide levels. The PDE's mission is to decrease contamination in our waterways, improve protection of our drinking water sources & reduce pipeline breakage.



P/C John Ingram, AP talked about the Christmas at Sea program for the seamen on vessels at the Port of Wilmington during the holidays. Ditty boxes were available for those who wish to participate.

Mark your calendars for our next events:

Friday, 15 January 2016 - Kate Livie, Chesapeake Maritime Museum will talk about "Steamboats and Swinsuits".

Friday, 19 February 2016 - Founder's Day and Annual Meeting. P/C Jay Greene, AP will share his experiences with the restoration of his new boat, *Our Joy*. (This social will be held at Elam United Methodist Church.)

Thanks to all the members of the Assemblies Committee (and their spouses).

Thanks to the membership for their support.

Lt Betty Ingram, P
Assemblies Committee



WSPS FOUNDER'S DAY AND ANNUAL MEETING - Friday, 19 February 2016

Our February assembly will celebrate Founder's Day and also the annual meeting. P/C Jay Greene, AP will be our guest speaker and will be sharing his experiences with the restoration of his new boat, *Our Joy*.

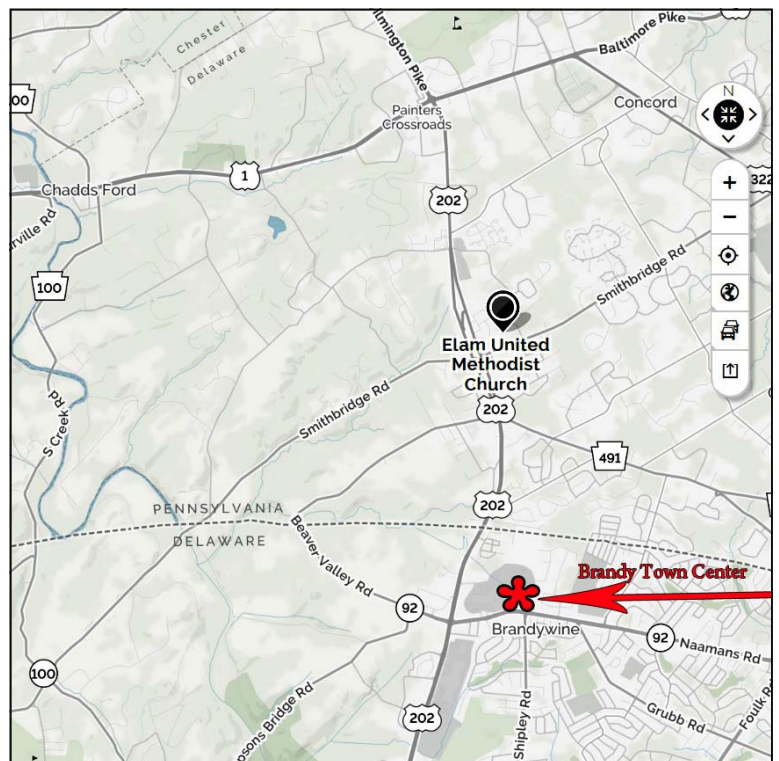


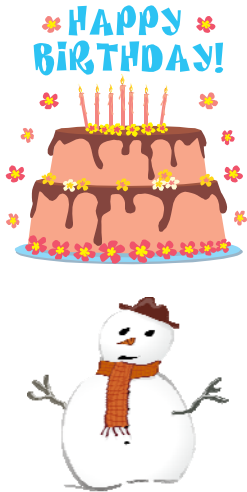
The evening begins at 1830 (6:30 PM) with appetizers and soft drinks and continues with dinner at 1900 (7:00 PM). Dinner will include subs, chips and cookies. The cost this year is \$9.00 for adults and \$4.00 for children under 12.

This year's Founder's Day Meeting will take place at the Elam United Methodist Church located at 1073 Smithbridge Road, Glen Mills, PA 19342. Elam UM Church isn't more than a few miles from our regular meeting location (note on map). There should be suitable parking space available as you drive onto the grounds.

Reservations are due by Tuesday, 16 February 2016. Please reserve your seats by contacting Betty Ingram at: **(302)-633-1733** or **bkooingram@verizon.net**.

WSPS Assemblies Committee - Betty & John Ingram, Geri Walker, Anne & Mike Minard, Donna Zimmerman, Sue Engler, Judy Stadler, Bev and Bart Wilson, Leslie Brower and Bruce Wyngaard





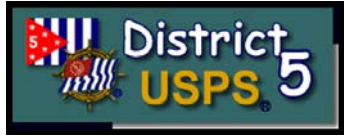
WSPS Birthdays January - February

| | |
|------------------------|--------|
| Robert V. A. Harra, Jr | Jan 02 |
| Lois B. Radcliff | Jan 03 |
| James Robinson | Jan 04 |
| Irene duPont, Jr. | Jan 08 |
| David I. Netting | Jan 21 |
| Mike Minard | Jan 22 |
| Robert G. Danehower | Jan 27 |
| Patricia S. Maher | Jan 28 |

| | |
|-------------------------|--------|
| Pierce W. Johnston, Jr. | Jan 29 |
| George C. Bentley | Jan 30 |
| Sue F. Engler | Feb 11 |
| Francis Richardson, Jr. | Feb 12 |
| D. Jeffrey Russell | Feb 12 |
| Paul David Ehrlichman | Feb 13 |
| Pat Esterle | Feb 17 |



It's getting close to the time for our 2015-2016 yearbook to be assembled and printed. If you have any changes to your listing in the member roster section of the 2015-2016 yearbook, please e-mail your changes to Barbara Sharpless at: bdsharpless@verizon.net



Visit us on the web at:
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.

Calendar of Events

www.wspsoaters.com

Weekly Luncheons on Wednesday: 1130
Seasons Pizza, 3901 Concord Pike, Wilm., DE



| | | |
|----------------|------|---|
| 15 Jan. | 1830 | WSPS Social, Brandywine Community Center |
| 20 Jan. | 1930 | WSPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark, DE |
| 01 Feb. | | Deadline for March/April Lubber's Line Material |
| 14-21 Feb. | | USPS® Annual Meeting Rosen Center, Orlando, FL |
| 17 Feb. | 1930 | WSPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark, DE |
| 19 Feb. | 1830 | WSPS Annual Meeting & Founders' Day Social Elam United Methodist Church 1073 Smithbridge Road, Glen Mills, PA 19342 |
| 13 Mar. | 1230 | WSPS Change of Watch Schaeffer's Canal House 208 Bank Street, Chesapeake City, MD 21915 |
| 16 Mar. | 1930 | WSPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark, DE |
| 31 Mar.-3 Apr. | | D/5 Annual Meeting//Spring Conference/Winter Training Session Princess Royale Hotel, Ocean City, MD |
| 31 Mar. | | Cruise Registrations Due |