



THE LUBBER'S LINE

VOLUME 77, ISSUE 5

March - April 2016

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2016

**WSPS Cruise
Registration Form**

Pages 5 & 6

2016 WSPS Annual Summer Cruise

Think warm weather! The balance of winter, at least according to the calendar, is measurable in days!

The itinerary for the 2016 edition of “**The Cruise**”, presented to membership on 19 February at the Annual Founders’ Day, has been finalized with reservations for our ports of call made and confirmed. Specifics of activities, etc., remain in pencil at this early date. In summation, the planning detail of the week afloat activities, i.e., sail rallies, fabulous shore side eateries, raft-ups and anchorage events are “on deck” and progressing.

The site of the Commander’s Kick-Off (CKO) Party and Picnic, hosted by Cdr. John Ingram, AP and wife Betty, will be returning to the beautiful grounds of the Sailing Emporium in Rock Hall. Shore side travelers are once again encouraged to participate when and where convenient.

The Itinerary

Saturday, 18 June – Commander’s Kick- Off – Rock Hall Sailing Emporium

Sunday, 19 June – Anchorage – Shaw Bay – “Dinner on the Hook”

Monday, 20 June – St. Michaels Marina – Activity to be announced

Attn: Chesapeake Bay Foundation members may opt for slippage at the museum

Tuesday, 21 June – Anchorage – Rhode River/West River – Activity to be announced

Wednesday, 22 June – Port of Annapolis – Activity – Men’s Hors de’oeuvres Contest

Thursday, 23 June – Anchorage – Magothy River/Eagle Cove – Activity – Dinghy Drift

Friday, 24 June – Pleasure Cove Marina – Dinner and Closing Ceremonies at the Cheshire Crab

General Information

Wednesday, 8 June – Captains’ Meeting/Brandywine Hundred Library/Time - 1830

Registration – Form is enclosed with this issue of The Lubber's Line. Additionally each WSPS member will be invited to participate by E-Mail (Punchbowl). Commander’s Kickoff reservations for our land traveler participation will be sent out in early May. Deadline for boat registrations (\$40 fee due) is 31 March 2016. Settlement for balance of all cruise related fees due is 30 April 2016. For additional info contact: **Cruise Co-Chairs: Cdr John Ingram, AP and P/C C. David Sharpless, AP.**

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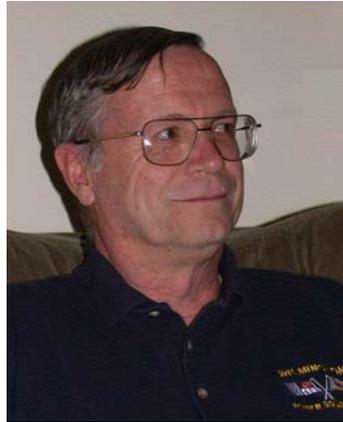
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**COMMANDER'S
MESSAGE***Cdr W. Michael King, AP*

Like many of you I find people want to know about “that boat club you belong to....” Sometimes they are just being polite or want to fill a gap in the conversation, but more often than not, they are actually curious about Wilmington Sail and Power Squadron. It is interesting to look back over the years and reflect on how my answer to this question has changed. I always point out we were founded in 1938 (I guess I don't want folks thinking we are a fly-by-night organization). I talk at length about our assemblies, always super special evenings (well done congrats to Jay Greene for his presentation at our Founder's Day Social (our most recent get together), the annual summer cruise (this year looks like another really good one), our education programs, picnics and so on.

What I am beginning to understand now is that many, many squadron members are education junkies of a sort. The desire to share knowledge about boating with others is its own force. Around the country more and more squadrons are teaching not only seminars but also member classes to the public. The desire to teach seems to be what is driving this new trend. I have always had the view that the informal guys and gals talking on the dock was an awesome way to educate. I still haven't changed my mind about that but for some experienced mariners the desire to educate goes beyond that. Finding a way to empower the people who want to teach is not easy. USPS does have lots of useful materials, but how many books to order and tests needed and on which date is a clumsy process. Making the evening informative and fun for the students is not an easy task. I took my introductory boating course after forty years of messing about with boats. Much of the material in that basic course I knew well before I even walked in the door; however, P/C Reade Tompson, SN always added things to the printed material and every night I came home happy I had gone to class.

On our boat Wendy is constantly making up new words and phrases. A sea gull sitting on the water is likely to be called an aerial crab pot; an old log floating just under the surface is reported as an alligator. Her newest word is “edutainment”. It is a contraction of sorts blending education and entertainment. For many

(Continued on page 8)

Boating Safety News

Drowning Doesn't Look Like Drowning

Drowning is not the violent, splashing, call for help that most people expect. If you spend time on or near the water (all of us?) then you should make sure you and your crew knows what to look for whenever people enter the water. Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television?) prepares us to look for, is rarely seen in real life.

The Instinctive Drowning Response - so named by Francisco A. Pia, PhD, is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get an idea of just how quiet and un-dramatic from the surface drowning can be consider this: it is the number two cause of accidental death of children age 15 and under (just behind vehicle accidents) – of the approximately 750 children who will drown next year about 375 of them will do so within 25 yards of a parent or other adult. In ten percent of those drownings, the adult will actually watch them do it, having no idea it is happening. (Source CDC)

Dr. Pia in an article in the Coast Guard On Scene Magazine, described the instinctive drowning response like this:

- 1) Except in rare circumstances, drowning people are physiologically unable to call for help. The respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled before speech occurs.
- 2) Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale, and call for help. When the drowning people's mouths are above the surface, they exhale, and inhale quickly as their mouths start to sink below the surface of the water.
- 3) Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally on the water's surface. Pressing down on the surface of the water permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.
- 4) Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. **Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.**
- 5) From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs.

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble – they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long – but unlike true drowning, those victims can still assist in their own rescue. They can grab lifelines, throw rings, etc.

Look for these other signs of drowning when persons are in the water:

- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs – vertical
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to rollover on the back

(continued on page 4)

Cooperative Charting

Print on Demand Paper Charts

NOAA maintains over a thousand nautical charts. Almost all of them are available as print-on-demand charts. NOAA no longer sells charts or other navigational products.

NOAA nautical charts are produced under the authority of the National Oceanic and Atmospheric Administration’s National Ocean Service. NOAA applies all navigational content to each chart and is responsible for it. NOAA-certified agents do not alter the images; they print and distribute the chart images provided by NOAA. As a premium service, some agents may print user-specified overlays of track lines and designated areas. NOAA print-on-demand paper charts must be printed by NOAA-certified agents to meet the requirements for the mandatory carriage of nautical charts.

NOAA applies all navigational content to each chart and is responsible for it. NOAA-certified agents do not alter the images; they print and distribute the chart images provided by NOAA. As a premium service, some agents may print user-specified overlays of tracklines and designated areas.

When you order a chart, a NOAA Certified Agent prints and ships NOAA’s latest version of the requested chart. Some agents or their sub-agents maintain small pre-printed supplies of high-turnover charts. Some agents will also print bookcharts and folio charts; check with the chart agent. In the US, the URL for certified agents is http://www.nauticalcharts.noaa.gov/staff/print_agents.html.

As an example, Oceangrafix offers the following charts for \$27 each.

Chesapeake and Delaware Canal chart, # 12277, Edition 36.

Baltimore Harbor chart, #12281, Edition 35,

Chesapeake Bay Approaches to Baltimore Harbor chart, #12278, Edition 79

*P/R/C Steve Leishman, SN
Cooperative Charting Chairman*



(continued from page 3)

So if a crew member falls overboard and everything looks okay - don’t be too sure. Sometimes the most common indication that someone is drowning is that they don’t look like they’re drowning. One way to be sure? Ask them: “are you alright”. If they answer at all - they probably are. If they return a blank stare you may have less than 30 seconds to get to them. And parents, children playing in the water make noise. When they get quiet you get to them and find out why.

This work has been released into the public domain by the copyright holder Mario Vittone, a Coast Guard Rescue Swimmer. It appears annually on GCaptian.com.

*Lt David Benfer, JN
Safety Officer*

WSPS 2016 ANNUAL CRUISE / PICNIC REGISTRATION
June 18 – June 24, 2016

Boat Name: _____ LOA: _____ Draft: _____ Beam: _____

Power _____ Sail _____ Captain's Cell Phone Number _____

Boat US Member: (Y)__(N)__ Number: _____ Captain's E-mail: _____

Crew: In addition to names, please include ages of children and relationship of guests

Captain:

Guests:

Mate:

Children:

Total Crew _____

***Note: Please note any special considerations or accommodations required on bottom of page 2.**

Cruise Fees: Registration Fee: \$40 - due no later than 15 April

Cruise Fees: *balance due no later than 30 April*

Late Registration Fee: \$40 additional after 30 April

\$ _____

2016 Cruise T-Shirts

Adult:

_____ S (34-36) _____ M (38-40) _____ L (42-44)
 _____ XL (46-48) _____ XXL (50-52) _____ XXXL (54-56)

Total Adult (_____) X \$12/ea = \$ _____ (a)

b. Child:

_____ YS (6-8) _____ YM (10-12) _____ YL (14-16)

Total Children (_____) X \$9/ea = \$ _____ (b)

Total "T" shirt amount due (a + b) = \$ _____

ITINERARY AND ACTIVITIES

Saturday – June 18, 2016 Sailing Emporium - Rock Hall

KIA's – John Bailey and David Sharpless

Activity: Commander's Kick-off Party and Picnic

Picnic Fees: (____) Adults & Children X \$10.00/person \$ _____

Slip Fee: Vessel LOA (____) X \$ 2.00/ft. \$ _____

Electricity: 30 AMP line(s) (____) X \$ 8.00/ea \$ _____

50 AMP line(s) (____) X \$16.00ea \$ _____

Sunday – June 19, 2016 Shaw Bay - Anchor Out

KIA's – Carol Hanson and Barbara Sharpless

Activity: "Dinner on the Hook" Raft-up

Will be Attending _____ Will Not be Attending _____

Page 1 Subtotal \$ _____

Balance Forward from Page 1

\$ _____

Monday – June 20, 2016 **St. Michael's Marina**

KIA's – John Ingram and David Sharpless

Slip Fee: Vessel LOA (_____) X \$ 2.60/ft \$ _____

Electricity: 30 AMP line (_____) X \$12/ea \$ _____

Twin 30 AMP lines (_____) X \$24/ea \$ _____

50 AMP line(s) (_____) X \$24/ea \$ _____

Note: Chesapeake Bay Foundation members may opt for slippage at the "Museum"- arrangements on your own!

Activity: TBA

Tuesday – June 21, 2016 **Rhode River/West River - Anchor Out**

KIA's – Richard and Terry Butler

Activity: TBA

Wednesday – June 22, 2016 **Port of Annapolis**

KIA – Dennis Wallace

Activity: Men's Hors d'oeuvres Contest

Slip Fee: Vessel LOA (_____) X \$ 2.75/ft \$ _____

Electricity: 30 Amp Line(s) (_____) cost in slip fee

50 Amp line(s) (_____) cost in slip fee

Thursday – June 23, 2016 **Eagle Cove/Magothy River - Anchor Out**

KIA's – Michael King and Wendy Shipman

Activity: Dinghy Drift/Share Leftovers

Friday - June 24, 2016 **Pleasure Cove Marina on Bodkin Creek**

KIA's – Leslie Brower and Bruce Wyngaard

Slip Fee: Vessel LOA (_____) X \$ 2.00/ft \$ _____

Electricity: 30 Amp Line(s) (_____) X \$10.00ea \$ _____

50 Amp line(s) (_____) X \$15.00ea \$ _____

Closing Ceremony Hosts – Carol Hanson and Dennis Wallace

Dinner and Closing Ceremonies at Cheshire Crab

Skewered Hawaiian Chicken (_____) X \$25 \$ _____

Single Crab Cake Meal (_____) X \$25 \$ _____

Double Crab Cake Meal (_____) X \$32 \$ _____

Note: Beverages, salad, vegetable sides and dessert provided. Cash Bar available.

***Please List Any Requests for Special Boat and/or Crew Consideration(s), etc:**

Please make your check payable to: **WSPS Cruise/C. David Sharpless**
forward to: **2 Haileys Trail**
Newark, DE 19711-3006

Founder's Day Social

Founder's Day observance, held on 19 February, gave those members attending the annual social another opportunity to enthusiastically "welcome back" P/C Jay Greene and wife Wendy. Never at a loss for daunting projects, very labor intensive projects, Jay presented a program documenting the acquisition and rehabilitation of an Italian made (European designed and manufactured) sport yacht of 46 feet. The craft, still reasonably new (mid-nineties), unfortunately sunk in her slip apparently due to an issue involving the sealing of a sea water strainer. She was professionally evaluated, declared a total loss by her insurance carrier, and ultimately found her way to an upper bay marina for salvage. Enter Jay and his dad, fellow member Norman Greene.

The Greene families (Wendy and Jay's parents as well), having already endured a seemingly endless barrage of no less ambitious endeavors, huddled quickly, realizing the futility of objection, re-enter the boating hobby. The newly renamed "as-is" (or "as was") *Our Joy* changed hands.

The group immediately set about establishing a priority schedule addressing the cleanup (silt removal). The evaluation (repair, replace, or scrap) and qualitative assessments for the pricey mechanicals (engine, generator, air conditioning, AC/DC Pump etc.) was undertaken. Tankage integrity (water, fuel, waste, etc.) was of major concern having been underwater. Major attention to electrical details (panels, lighting, wiring, switches, breakers, etc.) involved a massive commitment of time addressing an item by item list of electrical componentry replacements necessary for the conversion away from 220 Volt 50 Cycle Euro service to our 110 Volt 60 Cycle convention.

Employing of manufacturing codes and standards as established by the ABYC (American Boating and Yacht Council) has helped ensure the "plant and equipment" on the vessel are United States Coast Guard compliant. The ultimate goal was and is to ensure the boat is once again sea worthy, serviceable, insurable, and operationally safe.

The one and one half hour talk was an electrical tutorial portraying both dedication and the application of countless hours (900+) of his capable mechanical and engineering/re-engineering skills directed toward vessel recommissioning. Power Point images, frame after frame, projected on the wall of the Brandywine Community Center documented Greene's well-conceived electrical designs and plans for the revitalizing of the boat. Months later, *Our Joy* now has in place newly re-vamped 12Volt- 24Volt-110Volt systems functionally integrated, properly installed, and appropriately isolated. On-deck for the future, more rehabbing and more state of the art equipment installations.

The presentation was fascinating, his enthusiasm is infectious. Oh! The boat is up and running, not without an active multi-page "to do list", but never the less, up and running and progressing.

Many thanks Jay.

Assemblies Committee

Administrative Department

Spring Forward.....!

Winter, as usual, has been bearable but long. Unfortunately snow and very cold temperatures have been a major issue for most of us this year. We shall be making our clock adjustments *forward* in slightly less than a month. Most of us as boat owners relate to this time change as the unofficial start of “boating season” and recognize the work ahead of us on a short-term horizon going *forward*.

You will all be receiving the WSPS 2016-2017 Annual Yearbook around the first of April. The squadron will once again be offering a variety of activities that hopefully will capture your interest as we move ever *forward* into the year. The Calendar of Events is always a great reference resource for obtaining info on what is going on in and around the squadron. The coming of Spring signals the point in time where we recognize the contributions of the Assemblies group, Lt Betty Ingram, P and her dedicated staff. Once again they successfully provided us with an interesting winter season of memorable presentations that help make the annual siege of cold weather tolerable. A very Special thanks to each of you.

Moving *forward* from today we shall thank Commander Michael King, AP and wife Wendy Shipman for the past year of very capable WSPS stewardship at the annual Change of Watch on 13 March 2016. P/C John Ingram, AP has once again volunteered his services as our 2016-2017 Commander. Thanks to both of you.

Continuing our bridge year *forward*, all of our mainstay seasonal activities are once again on deck for 2016. Namely to mention a few: (1) Upper Bay Trailer Boat Outing – 4 June; (2) Commander’s Kick Off and Picnic in Rock Hall – 18 June; (3) Annual Summer Cruise – 19-24 June; and (4) Annual Crab Feast – 6 August. These are just a sampling of the activities available to us as members as we move *forward* into the boating season. The calendar in the Yearbook is loaded with not only WSPS dates, activities, times, etc., but also District 5 happenings, all designed to get people involved in USPS (Wilmington).

Please make a note of our Advertisers Index in the back of the yearbook. Your patronage and their continued financial support are important to our organization.

Membership involvement is important to our group if it is to continue moving *forward*. Boat safely – hope to see you at one or all of the upcoming events.

P/C C. David Sharpless, AP



(Continued from page 2)

members of WSPS, they love learning at our assemblies and at our on-water events, but for others this means an opportunity to teach. Finding ways to make these would-be teachers more productive to larger audiences will be a significant challenge for the upcoming Bridge and the squadron leadership going forward. The benefits to the boating community of doing this successfully could be lifesaving.

This will be my last article as your Commander (for the second time). I shall be turning over the gavel to P/C John Ingram, AP at the Change of Watch on 13 March. I would like to thank the membership, Bridge members, and the Executive Committee for all of the dedicated WSPS support this past year.

It has once again been my pleasure.

Cdr W. Michael King, AP



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Dear John:

The Seamen's Center of Wilmington Christmas at Sea Program has a dedicated band of supporters – from church groups to school children, families to maritime businesses, we were able to collect items, pack and wrap a total of 1,111 ditty boxes. This season of giving becomes overwhelming as we escort groups to the Center, pick up items from schools, homes and churches and meet our packers and wrappers.

We had two new school groups participate this year – the International Baccalaureate Middle Years Programme at John Dickinson High School and the Newark Charter High School. We were also very fortunate to work in coordination with Mrs. Anita Young as she showcased her Black Santa Collection during two Open Houses for members of Saints Andrew and Matthew Episcopal Church and the Absalom Jones Senior Center. All of her guests donated an item for our ditty boxes as admission to the Open House!

The first ditty boxes were delivered to the m/v Union Groove on November 14. This ship arrives at the Port of Wilmington every three months, meaning the crew looks at this as their "home" port. Knowing that they would be at sea spurred us on to deliver gifts a bit early. One of our new volunteer drivers helped to deliver those boxes. I think he was more pleased than the seafarers simply because he could see firsthand the reaction, the gratitude and true joy at being remembered.

In all, 51 ships received gifts between November 14 and January 8. The many thank you notes received from the vessels only reinforces your good deeds. There are so many wonderful charities during the holiday season – all benefitting someone less fortunate. On behalf of our Board of Directors, Volunteers, and most especially the seafarers we serve, thank you for choosing to be a part of our Christmas at Sea program. You have not only helped to welcome a stranger to a strange land, but you have helped to make him feel "remembered" and allowed him to understand that though he is not with his family, someone cared enough to say "Merry Christmas".

Sincerely,

Joan Lyons
Executive Director

Editor's Note

Through the Years and Changes

As the late pop singer David Bowie said “cha cha cha changes” and once again it is time for changes with The Lubber's Line. This issue will be my last as editor. There have been many changes to putting The Lubber's Line together since I began as well as personal changes for myself.

Some years ago I took over the position from John Goon who graciously instructed me on what was needed to complete an issue. Back in those days we were still bringing the printer a paper copy as well as putting each issue on a CD. I drove the CDs into Wilmington to have them printed by DuPont Printing Services. They then delivered a couple of hundred printed issues to Lt/C Barbara L. Sharpless, P and P/C C. David Sharpless, AP where they were addressed and mailed out to squadron members. As we progressed into the age of electronics each issue is now sent to members via email and to the printer through a large file transfer system with only a few issues printed on paper for distribution. DuPont Printing Services is now closed.

I have also learned quite a lot over the past few years. Some members knew we used Microsoft Publisher for The Lubber's Line but little did they know that I only had a slight idea of how to use it! With Bill's encouragement and support I can now say I am quite proficient with the program and as I put each issue together every article taught me so much about boating. I have also received Distinctive Communicator awards from D/5 with the most memorable being the 1st and 3rd place P/C Harold S. Snyder, S awards in 2006 and 2014. As most of you know I have Parkinson's but what you don't know is the tremendous affect The Lubber's Line has had on me. I was restricted in what I was able to do but I could continue to sit at the desk and put each issue together. At times it was one of the areas in my life that pushed me along through the hard times with my disease.

During my tenure as editor I have had the pleasure of welcoming and working with nine commanders beginning in 2006 with P/C Martin G. Wagner, AP and presently with P/C W. Michael King, AP as well as numerous bridge officers and many committee members. I would like to thank everyone for all the great articles which helped make The Lubber's Line so professional in order for me to be recognized by D/5 and to Lt/C Barbara L. Sharpless, P and P/C C. David Sharpless, AP for their great contributions toward our publication. Special thanks to Barbara for gathering the information which helped me meet my deadline for each issue and for sharing a few laughs about our cats while getting the job done. P/C Donald R. Engler, AP will be the upcoming Lubber's Line Editor who I'm sure will do well with the publication.

See you on the water.

*Lt Pam Orris, P
The Lubber's Line Editor*



AN EDUCATIONAL CRUISE ON THE DELAWARE RIVER



Aboard the Benjamin Franklin Yacht

Start Safe Boating Week with a Buffet Dinner and Narrated Cruise

Wednesday, 25 May 2016

Boarding: 1800

Departure: 1830

Rain or Shine

During the south bound trip, you will enjoy a delightful, full course dinner on the lower dining deck of the Ben Franklin. The informative and exciting narration by Jim and Bill will focus on aids to navigation, piloting, and chart work using a hand held compass, GPS, and plotting our position on Delaware River Chart 12312. On the return trip you will see lighted aids, ranges and navigation lights on the big ships.

Bring your neighbors and friends

Make reservation by sending a check in the amount of \$35.00 for each adult payable to DRSPS to Doris Brecht, 401 Ryers Ave., Cheltenham, PA 19012 (267-738-7183). List name of each guest and e-mail address. (\$15.00 for children under 12)

Directions: The Ben Franklins departs from 401 N. Columbus Blvd. which is just north of the Ben Franklins Bridge. South on I-95: take the right hand lane at exit 22 for Callowhill St. At the bottom of the off ramp, turn left on Callowhill St. and go several blocks. Turn left on N. Columbus Blvd. You will almost immediately come upon the parking lot at #401 where yo will find ample parking. Coming north on I-95: use exit #20, turn left onto Columbus Blvd. Parking lot is just north of Dave & Buster's Restaurant.

Sponsored by Delaware River, Delhigh, Kingsway and Main Line Power Squadrons

Wilmington Sail and Power Squadron Friends reaching out to each other in Florida



Left to Right: Elaine and Larry Logan (Melbourne), Dave and Sandy Netting (Merritt, NC), Sue and Don Engler (Vero Beach)



Seated & kneeling Left to right: Carl Stacey, Jane Masterson, Sandy Netting, Don Brandt
Standing left to right: Dr. Arlo Courter, Dave Netting, Ed Smith, Mary Stacey, Alycia Courter, Pam Brandt

WSPS Birthdays March - April

William E. Barbe	Mar 05
Edward A. Kalinowski	Mar 06
Mary E. Stacey	Mar 07
Geraldine R. Walker	Mar 08
Wende Lee Green	Mar 10
Martin G. Wagner	Mar 19
Jean Marie Bailey	Mar 24
Kim Miller-Royal	Mar 24
John A. Bryson	Mar 25
David Wenhold	Mar 26
Dorothy Ann Brabson	Mar 26
Sarah Lind Cheyne	Mar 29
Walter L. Osgood	Mar 31

John S. Ross	Apr 01
Beverly J. Melcher	Apr 03
William A. Parsons III	Apr 03
Alan G. Cropper	Apr 04
Zelma C. Robinson	Apr 08
John H. Bailey	Apr 10
Donna J. Hilton	Apr 12
David L. Benfer	Apr 13
Janet E. Bryson	Apr 15
Charles R. Stadler	Apr 15
William Zimmerman	Apr 15
Aaron P. Wagner	Apr 19
Victoria Sherry	Apr 21

In Memoriam Nancy Jane Ennis

Nancy Jane Ennis passed quietly at home on January 15, 2016 surrounded by her loving family. WSPS has lost a good friend. During Nancy's working years, her passion was in the medical field having earned her PA-C from Hahnemann University. Upon retiring, she and husband Jim enjoyed boating on the Chesapeake Bay aboard their sailboat, *Nauti-Gal*. She could always be counted upon to come up with "zany" activity themes for weekend raft-ups and the annual summer cruises.

She was a loving wife of member Jim, proud Mom of four, grandmother of seven, and great-grandmother of one. Quiet weekends aboard the *Nauti-Gal* with a good book and good friends provided her with those "special time" experiences.

We miss you Nancy.

WELCOME BACK

A big WSPS welcome back after a few years' absence to **Teresa and Mayer Falk!** They were "re-introduced" to the membership at the Founders' Day Social on 19 February.



**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



13 Mar.	1200	WSPS Change of Watch Schaefer'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.		Cruise Registrations Due
31 Mar.-3 Apr.		D/5 Annual Meeting/Spring Conference Princess Royale Hotel Ocean City, MD
01 Apr.		Deadline for May/June/July Lubber's Line Material
20 Apr.	1930	WSPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark, DE
14-20 May		National Safe Boating Week
25 May	1730	Delaware River Educational Cruise Ben Franklin Yacht 401 N. Columbus Blvd., Pier 24 Phila., PA 19123
08 June	1800	WSPS Executive Committee Meeting Brandywine Hundred Library
08 June	1830	WSPS Cruise Skippers' Meeting Brandywine Hundred Library
18 June	1700	Commander's Kickoff & Spring Picnic Sailing Emporium Rock Hall, MD
19-24 June		WSPS Annual Cruise, including Sail Races See the Lubber's Line for details