



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



THE LUBBER'S LINE

VOLUME 81, ISSUE 3

Our 81st Year 1938-2019

May - June - July 2019



Change of Watch 2019



The 80th WSPS Annual Change of Watch was held at Schaefer's Canal House in the "southern window room" on 10 March 2019. The meal, consisting of Pork Tenderloin in a Honey Rosemary Sauce and C&D Stuffed Chicken Breast with Lump Crab Meat Imperial, was predictably well received. MC for the day, P/C C. David Sharpless, AP, called the ceremonies to order following the meal. Honored Guest, District 5 Assistant Secretary D/Lt/C Pennington Hess, AP and wife Linda were introduced. Ten Past Commanders, all in attendance, were next introduced. Special surprise attendees all the way from the wilds of North Carolina, life members of WSPS Dave and Sandy Netting, were recognized. To quote Sandy, "we just had to be here to honor Carol" who was being installed as Commander for the Bridge year 2019-2020.



The COW Ceremony was the 2019 edition of our traditional day of remembrance and appreciation for all members past and present. It is a time of quiet reflection recalling our personal memories of those who have "gone ahead". The acknowledgment of the commitment of those individuals is so important. We sadly lost P/C Edward D. Kee, P, P/R/C Stephen A. Leishman, SN, Eileen M. Malin, P, Anne M. Minard, and Certificate Holder Jeanne H. Minshall during the 2018 Bridge Year. A year ago almost to the day, outgoing District Commander C. M. Kohlenberg, S, ever enthusiastic about USPS, was the District Representative at our COW event. He has recently passed. A special man and valued friend of WSPS.

The Pledge of Allegiance was led by P/C W. Michael King, AP (our Flag Lt) followed by the invocation offered by our Squadron Chaplain, Lt/C Carol Hanson, P. Lt/C Hanson called for a moment of silence as the "bell tolled" in remembrance for members who we lost this past year. Next, P/C Sharpless spoke briefly summarizing "highlights" of squadron shore side/on water activities held throughout the closing Bridge year.



District Lt/C Hess was again introduced and assumed the podium. Following his remarks, Commander John E. Koval, Jr. was called to the podium and addressed the attendees for the final time as our Commander, summarizing his efforts and experiences during the last year. District Lt/C Hess once again assumed the podium, relieving Commander Koval of his responsibilities as Commander of the Wilmington Sail and Power Squadron. Commander Koval, in turn, dismissed his officers and committee heads. He presented each of the Executive Committee members with a neatly wrapped token of appreciation for their support over the 2018-2019 Bridge year. The ceremony continued with the administration of the Oath of Office to our incoming Commander, Carol Hanson, P for the 2019-2020 Bridge Year. Next, the Oath of Office was administered

to the 2019-2020 Bridge Officers and the Executive Committee members. Commander Hanson delivered her acceptance of Command, thanking membership for ongoing support in her closing statement.

A very special comment of appreciation from the podium reflecting the sentiments of membership directed to those elected and appointed members who this day will be accepting helm responsibilities for the 2019-2020 Bridge Year. Perpetuation of the legacy once again rests in committed hands.

P/C C. David Sharpless, AP



Wilmington Sail and Power Squadron 2019 - 2020

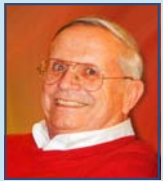
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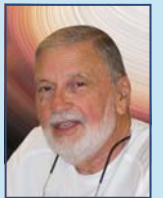


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Our Commander's Message



Finally! Warmer weather and the opportunity for all of us to enjoy the outdoors; for many of us this means to prepare our boats for launching!

Do you notice anything different with our Lubber's Line letterhead? As part of our Outreach Plan the Executive Committee has approved the above logo and tagline to use with all publications and letterhead. Let us know what you think! To increase WSPS visibility, an article and pictures of our Change of Watch has been submitted to boating publications, as well as information on our Basic Boating Class taught this month. Vessel Safety Checks are already being completed so schedule your boat, and please spread the word!

In March, five dedicated members and spouses of the Executive Committee participated in the America's Boating Club District 5 Spring Conference in Ocean City, MD. Members attended Officer Training, CPR, Instructor Recertification, and Marketing programs. WSPS received National USPS recognition for "Distinctive Performance" for our Lubber's Line Newsletter and our Website! Congratulations to P/C Don Engler, AP and Lt John Ross, AP (see page 12) and all the D05 squadron's who won.

Sixteen boats will be joining us for Annual June WSPS Cruise on the Chesapeake Bay. The committee has provided lots of opportunities for fun and camaraderie, while enjoying our beautiful bay. Of special note is the guided tour of the 17th century Rogers Ship Model Collection scheduled at the U.S. Naval Academy in Annapolis the final day of the Cruise. Please consider joining us for the Commander's Kick-off and dinner at North Point Marina, or for the tour and dinner the final day of the Cruise!

And, by the way, what is "your story?" Why do YOU continue to enjoy membership in WSPS? Whether it's the land social events, on the water activities, educational programs, or the opportunities for fun and camaraderie, be prepared, someone will want to know!!

Cdr. Carol Hanson, P

Executive Officer Report

Notes from D05 District Conference

For the past four or five years we have experimented with the idea of not filling the Executive Officer slot. What we learned was that this was not a good idea. The responsibilities of the office still had to be carried out and not having an Executive Officer just meant other people had even more work to do. One job of the Executive Officer is liaison with other boating groups both within and outside our national organization. With this in mind, I recently attended the District Five Conference in Ocean City. I have attended this meeting on and off for the past fifteen years and as a result have some context for the information that was passed along.

First and foremost, the national organization, the United States Power Squadron, is now doing business as America's Boating Club. This name change better reflects what the organization is trying to become. The idea of a national name change has been talked about for more than two decades and now it is here and it is sticking. Our District is now doing business as America's Boating Club—Mid Atlantic. Several squadrons have changed names. The Rockville Sail and Power Squadron is now doing business as America's Boating Club—Rockville.

There was greater recognition of problems at the national level than ever before. This included recognition that the national website is less than it should be. In a world where more and more organizations are finding their websites absolutely critical to both internal and external communications, most are finding that how information is organized is what matters most. The national website is now undergoing a major rebuild which should make it easier to find the information you are looking for from desktops, laptops, and cell phones.

The biggest take-away from the meeting may well be that the national organization, the district organizations, and many of the local squadrons are becoming far less formal. The organizations are more like burning your socks in March or a friendly raft up in July than a float in the Memorial Day parade. Our squadron's motto is "Fun friends and Better Boating" and it appears that the national organization is embracing our message. The next time that you are accused of having too much fun on your boat you can smile and report that you are following orders from your Chief Commander.

P/C W. Michael King, AP
Executive Officer



Administrative Department

Once again, P/C John Ingram, AP and yours truly will be sharing the responsibilities of the Administrative Officer for this Bridge Year. John and wife Betty will be handling the “on-water activities” and the shore side events shall remain with me with the exception being the Commander’s Kick-Off (CKO). Cdr. Carol Hanson, 2019 Cruise Chair, is at the helm of that great picnic.

May is just around the calendar corner. The Winter season seems to be creeping deeper into our memories and Spring is HERE. Our 2019-2020 Change of Watch (COW), held at Schaefer’s Canal House, was a resounding success. The **FOOD** is always excellent and the comradery memorable along the canal. Very well done thanks to COW Chairperson Lt/C Barbara Sharpless, P!

Speaking of and thinking of **FOOD**, please spend a little time with the calendar of events in the 2019-2020 issue of the WSPS Yearbook. Cdr. Carol Hanson, P will once again be Chairing the Annual Summer Cruise. Interested in possibly participating, give Carol a call. Her enthusiasm can be quite convincing. Can’t do the “Cruise”? The CKO is always open to all members. Non-cruisers and shore siders are invited, no, **encouraged** to become involved in this always memorable picnic. The **FOOD** offerings, well---plan on attending and draw your own conclusion. The 2019 edition of the Spring Picnic/Commander’s Kick-Off Party is being held at North Point Marina on Saturday, 15 June starting at 1700. The address is 5639 Walnut Street, Rock Hall, MD 21661. Need more info look at page nine (9) in this issue.

Has **FOOD** been mentioned yet? Well how about some indulgence with some world famous Chesapeake Bay fare -the Chesapeake Bay Blue Claw Crab. We shall again be presenting the annual WSPS Crab Feast, being held at the Sgt. Preston Ashley American Legion Post #228 located at 21423, Rock Hall, MD 21661, on Saturday, 27 July starting at 1500. Members fees are increased from \$10 to \$15/person, guests remain at \$35/per person. The minimal increase is necessary to help offset the upward spiraling cost of crab. This event is popular, well attended and still is an unbelievable value (read as cheap). Please mark your calendars accordingly. More on the Crab Feast can be found elsewhere in this issue of the Lubber’s Line. Contact Event Chair P/C C. David Sharpless, AP for additional details can be found on the following page.

Our Evite system will keep you updated and informed of each event well in advance. Your timely responses facilitate food planning and are greatly appreciated. Further, each Evite will contain any and all pertinent info to assist you with your personal planning.

Raft-ups – None planned until 17-18 August - Have a great and safe boating season.

P/C C. David Sharpless, AP
P/C John Ingram, AP
Co-Administrative Officers



Administrative Department

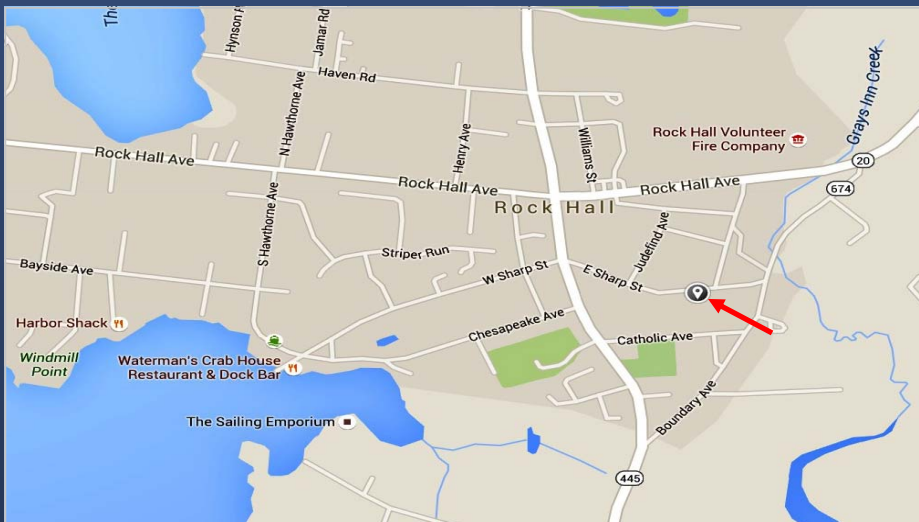
7th Annual WSPS Crab Feast

Join us for the WSPS 7th Annual Crab Feast to be held on 27 July, at the Sgt. Preston Ashley American Legion Post #228 located at 21423 Sharp Street in Rock Hall, MD 21661. This will be our fifth time at this facility, which is totally air conditioned.

All communication will be through Administrative Officer P/C C. David Sharpless, A P.

Please call Dave at **(302) 239-7995** or email him at: **bdsharpless12@gmail.com** and let him know that you will be coming and what appetizer you will be bringing. Yes, reservations are necessary for this date!

All members and guests are welcome to bring as much non-alcoholic beverages as you please, however, all wine, beer, and mixed drinks must be purchased from the American Legion's bar area.



DATE: SATURDAY, 27 JULY
 TIMING: ARRIVE 3 PM
 COST: \$15 PER MEMBER;
 GUESTS ARE \$35 EACH
 FOOD: MARYLAND BLUE CLAWS
 PLEASE BRING AN APPETIZER
 WINE, BEER, AND MIXED DRINKS
 WILL BE AVAILABLE FOR
 PURCHASE FROM THE BAR.
 PLEASE DON'T BRING YOUR
 OWN!



Educational Department

The Sign of the "Times"

The education role within the squadron continues to be both interesting and challenging. Conditions within the economy continue to dictate, at the very least, changes in the way we do the business of squadron education going forward.

Our boating hobby is but one of the casualties of the "times". A number of seasoned boaters seem to be doing a rethink about their hobby involvement; many potential new boaters have put off plans of boat ownership. The pipeline of would-be-basic students interested in boating education (a principle source of new members) has seen a steady decline in recent years.



We shall be testing our Spring Certification Class on 4/30/19 - 3 students! Demand for a four session class is just no longer there. One day classes of 8 hours seem to be what the new boating public wants. Our experience with this format has been the single day class can get a new boater certified (a license), but long-term course material understanding and student's retention are questionable at best. The Certification process can be done "on line" as well. Our participation in Basic Boating Education and our path going forward is in need of assessment.



Spring has arrived and the boating season is fast approaching. Feel a need to "brush-up" a little or do some nautical-related subject research? Please check out pages 30-31 in the 2019-2020 WSPS Yearbook for a comprehensive listing of topics available to you as a benefit of your squadron membership. Any interest in a 2 hour ± presentation of any of the seminars listed? The "what's and when's" - up to you!

Have great summer, boat safely, and hope to see you at one of the scheduled WSPS Summer Activity.

P/C C. David Sharpless, AP
SEO Coordinator



Knot Again

Boating Safety News

Ethanol used in Marine Applications



Dear Boat U.S. Member,

The Environmental Protection Agency (EPA) is asking for comments on a proposal to allow the sale of gasoline containing 15% ethanol (E15) year-round. It has been proven that E15 damages marine engines and this change could greatly increase the risk for mis-fueling. Tell the EPA to withdraw this rule and do more to protect your engine from inadvertently using this damaging product.

Take Action Now

BoatU.S. has long had concerns over potential consumer mis-fueling with E15. Most recreational boaters refuel their vessels at roadside gas stations where pump-labeling requirements are minimal. Just one small E15 orange warning label is the only protection currently in place for marine and other off-road engines. Without additional safeguards against putting E15 into your boat, BoatU.S. believes the risk of mis-fueling will increase and, with it, instances of expensive repairs to boat engines and fuel systems. Using E15, even inadvertently, may void many marine engine warranties.

The push for the summertime sale of E15 and adding more ethanol into the nation's fuel supply is a result of the Renewable Fuel Standard (RFS). The RFS is the 2005 law that requires the blending of biofuels such as corn-ethanol into our gasoline. To meet this government mandate, in 2010 the EPA permitted E15 into the marketplace, but only for automobiles made after 2000. It is specifically prohibited to use E15 in marine and many other engines such as snowmobiles, chainsaws and motorcycles. The expanded sale of E15 could make it more difficult to find the fuels that are safe for your boat's engine such as ethanol free and E10.

Please take a few moments to urge the EPA to withdraw this proposal, do more to protect your boat's engine and ensure that an adequate supply of fuel suitable for your boat is available. We have pre-filled a message but feel free to change this to reflect your own experiences and concerns.

Take Action Now! Thank you for being a BoatU.S. Member!

Vessel Safety Check Report



Fun, Friends...and Better Boating

Wilmington Sail and Power Squadron

Free Vessel Safety Check!

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

***Schedule your free vessel safety check
today with our vessel examiner is***

Lt John Bailey.

***His email address is:
mpnwhat@gmail.com***

Lt John Bailey, AP
Vessel Safety Check Examiner



WSPS Summer Cruise

Commander's Kick off and Spring Picnic at lovely North Point Marina

Please join us! For the Commander's Kick Off at lovely **North Point Marina**. Cdr. Carol Hanson, P has promised a most delicious surprise punch! Other refreshments, soda, water and beer will be available. The traditional ham and turkey dinner entre will provide the basis for a fabulous picnic. For only \$10/person, it's a great opportunity to mix and mingle with fellow WSPS members! Festivities begin at 5:00 p.m. Non cruisers; please let us know if you are coming by early May. Thank you!

June 15 – 21, 2019 Annual Summer Cruise

Many have completed the boat work for spring launching, and are already in the water! Sixteen boats and forty three individuals will be joining us for our annual WSPS June Cruise on the Chesapeake Bay.

As always, our goals are to provide time for fun and camaraderie, while enjoying our beautiful bay, and possibly even learning something about our fellow boaters, the Chesapeake Bay and our boats.

We are grateful to our 2019 Cruise Committee members: P/C Dennis Wallace, P, Lt Chris Atkinson, AP & P/C Mark Atkinson, AP, Joan & Bill Barber, Ann & Lt/C Dave Benfer, JN, Leslie Brower, AP & P/C Bruce Wyngaard, AP, Lt Betty Ingram, P, & P/C John Ingram, AP, Kathy Leef, AP, Susan & Lt Randy Williamson, JN, Bev and Bart Wilson, and P/C Donna Zimmerman, JN and Lt William Zimmerman, JN who have been working on everyone's behalf to ensure an enjoyable cruise. Lt/C Barbara Sharpless, P has almost completed the ever informative "Cruise Book."

The Skipper's Meeting prior to the Cruise is scheduled for Wednesday, 5 June, 2019, at the Brandywine Hundred Library, in Wilmington.

We have planned for the Commander's Kick off, sail rallies, blind dingy races, a Celebration of Island Life event, Men's Appetizer Contest at the lovely Herrington Harbour South Marina, and two evenings in Annapolis, which includes a guided tour of the Rogers Collection and the U.S. Naval Academy Museum, ending with the ever entertaining Closing Ceremony! Whew!

Members who are unable to join us for the cruise are encouraged to meet up with us on land for the Commander's Cocktail party and dinner, as well as in Annapolis for the U.S. Naval Academy Museum tour and dinner. Let us know if you have any questions.

Cdr. Carol Hanson, P
Cruise Chairperson



Weatherly

United States Power Squadrons

Governing Board Meeting

Louisville Beckons... Meetings Committee Announces Keynote Speaker:



Captain Alan Bernstein



Louisville Sluggers, horse racing at Churchill Downs, Kentucky bourbon, a great riverfront location, a gazillion things to do within walking distance of the Galt House Hotel — our National Meetings Committee is knocking it out of the park with plans for our 2019 Governing Board Meeting.

Our speaker for the keynote breakfast on Friday, Sept. 13, will be **Capt. Alan Bernstein**, who owns BB Riverboats. His company operates the *Belle of Cincinnati* and the *River Queen* excursion boats. He holds a 1,600-ton Coast Guard masters license, a 100-ton masters inland license and an unlimited master of towing on Western Rivers.

He is senior ranking member of the Passenger Vessel Association and U.S. Coast Guard Quality Partnership and past chair of the U.S. Coast Guard Maritime Security for Sector Ohio Valley.

Clear your calendar and make plans now to attend the 2019 Governing Board Meeting, Sept. 8–16. Business meetings start the afternoon of Sept. 11 and run through Sept. 14, so come early or stay late, bring the family, and enjoy all Louisville has to offer.

Look for hotel and event registration information coming soon to your inbox.

Our mailing address is:

United States Power Squadrons
P.O. Box 30423
Raleigh, NC 27622

News from the United States Power Squadron

Best Practices for being Green

Vessel maintenance

- Wash your boat regularly with fresh water to avoid frequent use of harsh detergents.
- Choose phosphate-free, biodegradable and nontoxic cleaners.
- Waxing and buffing allows you to use less cleaning solution, and your boat looks better!
- Try to do major cleaning and maintenance tasks when your boat is out of the water.
- Conserve water by using a spray nozzle on the hose. Use a drop cloth when sanding and scraping.
- Collect all paint chips, dust and other residue, and dispose of it properly.
- Share leftover paint and varnish.
- Dispose of solvents and waste gas at local hazardous waste collection sites.
- Use environmentally safe anti-fouling paints, and follow the manufacturer's instructions.
- Recycle used zincs.
- Keep engines tuned; this reduces carbon monoxide emissions when moored, reduces hydrocarbon and soot emissions, and saves fuel.
Dispose of drained oil and any spent or spilled coolant at appropriate recycling centers when performing maintenance yourself.

Environmental awareness

- When fishing, keep only those fish you intend to eat. Practice responsible catch and release techniques to ensure survival of those you throw back.
- Proceed slowly in shallow areas so you don't disturb wildlife.
- Avoid stirring up the bottom. Suspended sediment limits light penetration and depletes oxygen.
- Sea otters, sea lions, manatees, whales and other sea mammals can be injured by impact with boats at higher speeds; avoid areas of high animal population, or proceed slowly.
- Report any injured animal to local wildlife authorities. Many times the animal's life can be saved.
- Protect waters from invasive species. Remove any visible mud, plants, fish or animals before transporting your boat. Clean and dry anything that comes in contact with the water (boats, trailers, equipment, clothing, dogs, etc.).
- Never release plants, fish or animals into a body of water unless they came from that body of water. Bilge water can also transport invasive species.
- High wakes causes shoreline erosion and destruction of wildlife habitats.
- Disturbing sea grass beds increases erosion and disturbs the nursery habitats of many fish species. Avoid these areas while underway and when docking or beaching vessels.
- Noise and boat movement easily disturb migrating and nesting birds, which causes harmful expenditure of energy, abandonment of nests to predators, and harmful heat or cold exposure.

Harassment of wildlife is illegal and causes undue stress



District 05 News



United States Power Squadrons®

District 5 Distinctive Communicators



Newsletter Award Winners

- District 5 Mark 5
- Annapolis Anchor Watch
- Cambridge Choptank Currents
- Delhigh Delhighlights
- Dundalk On the Horizon
- Kent Narrows Tidelines
- Main Line The Pilot
- Nansemond River Nansemond Light
- Northern Neck The Lighthouse
- Richmond The Bullhorn
- Rockville The Skipjack
- Virginia Beach Cape Henry Flashes
- Wilmington The Lubber's Line



Website Awards

- District 5
- Delaware River Sail & Power Squadron
- Delhigh Power Squadron
- Kent Narrows Sail & Power Squadron
- Nansemond River Power Squadron
- Nanticoke River Sail & Power Squadron
- Northern Neck Sail & Power Squadron
- Northern Virginia Sail & Power Squadron
- Ocean City Power Squadron
- Patapsco River Power Squadron
- Richmond Sail & Power Squadron
- Rockville Sail & Power Squadron
- Smith Mountain Lake Sail & Power Squadron
- Susquehannock Sail & Power Squadron
- Virginia Beach Sail & Power Squadron
- Wilmington Sail & Power Squadron
- York Sail & Power Squadron

Congratulations!!

Squadron Member History

Our Squadron Historian, P/C Jay Minshall, AP, passed last year, so many of the facts represented in this article may not be substantiated, therefore the writer of this short diatribe is not responsible for the correct dates, names or circumstances in this article.

When Sue & I joined the Wilmington Power Squadron in 1982 we immediately signed up the "boating course" that was held at the St. Joseph's of the Brandywine building. It was a 4 week class, however this wasn't the first "boating class" that I attended. The first was in 1972 (yeah that old!) with the Kingsway Power Squadron in Cherry Hill, NJ., which closed its' doors in 2009.

We were lying in bed on a cold February Sunday morning in 1982 while staying at an obscure bed & breakfast in the sleepy town of Ludlow, VT. We skied all day Saturday at Okemo, enjoyed a wonderful dinner the night before and we were talking ideally about the springtime that was several months away. We both enjoyed camping with our pop-up trailer for a year or so, but I wanted to experience sailing, since I envisioned such a fun time learning and seeing more of the local waterways of the Chesapeake Bay. We both have heard many talk about the wonderful areas to view while at anchor. So we purchased our first sailboat "Final Focus" from Tidewater Marina in Havre de Grace, MD and began our endless (so far) sailing adventure. We visited lots of locations around the Chesapeake during our first year of sailing. We kept our 23' Kells sailboat at Longpoint Marina on the Bohemia River during the season and on-the-trailer when we needed to take it home or to go somewhere. Ah...somewhere! We trailered our 23 footer to the 1986 - 200th year Statue of Liberty Celebration on July 4th weekend in New York Harbor. Geri Walker watched our Cockapoo Muffy for the time we were gone, but we brought our daughter Karen who was 13 years old.



This event was a thriller from the time we saw our first Tall Ship in Horseshoe Cove at Sandy Hook, until we saw President Regan aboard the Battleship Iowa as we sailed out of NY Harbor back to Keyport, NJ where our car and trailer awaited. We received more sun than usual, we met lots of other boaters, (we could literally walk from our boat to the ones nearby), the Statue of Liberty was just 75 yards from us, yes - we were the closest to her and by the fourth day our porta potty was filled to the very top! Such an experience!

With this same sailboat we sailed to the Delaware beaches one summer week, spent time at the Rusty Rudder & Marina, dropped the mast to go through the bridge on Roosevelt Canal and sailed to Cape May to visit friends there. When we exited the inlet heading to Cape May, Sue said she was going to the potty below however as she sat on the potty the south-east air began to fill and we locked into a 15°-20° reach that I held until entering Cape May Canal... Sue could not get off the potty!

There are many stories like this that many of us can relate to and our Lubber's Line is a wonderful medium for it. Consider sending me your own wonderful stories!



Anchoring in Storms

What is the average range of yawing of your boat at anchor in storms?

How much does your boat yaw at anchor when it's really blowing, enough to get the chain just off the bottom? Have you looked at the compass to separate wind shifts? I've watched my compass and I have observed other, but I never really focused on what the other boats were doing.

I've seen light boats with dinghies on the bow sail through more than 120° and I've seen heavier boats sail over 90°. My PDQ (catamaran) with a long bridle is about 35°, but without it, she was more than 100°. My impression is that in strong conditions, 35kts or greater, 50° to 80° is common among monohulls, although I don't think they realize it. Many of the same boats may sit still when they have some chain on the bottom.



Answer #1

Here is some data that might help you that I collected as part of a design project for a riding sail on my 52' ketch. I use 3/8" chain, with a 40' 3/4" nylon snubber in 18' of water. I was trying to determine (before sewing) what the best riding sail set-up would be. Most of the ones I see are sheeting down the centerline of the boat, which is not the way I was taught they worked best. So here is the experiment I am beginning: Using the mizzen sail in lieu of a riding sail, suppose this isn't fair but what I have to work with. I found that if I move the mizzen traveler off to the starboard side, giving an angle to the centerline of about 35°, tacking stops and the pull on the anchor no longer surges as the boat tack, but is steady. My conclusion is that the riding sail needs to be sheeting off-center to hold the boat at a consistent angle to the wind. However, the one thing I wish I had was a strain gauge on the rode. I have always believed, based on experience and testing, that yawing is one of the greatest threats to anchoring. This is true to most "anchor types" including construction pilings and rock climbing anchors. If you want to pull them out, just wiggle them. I largely quit worrying about it when I started sailing multihulls with bridles that didn't yaw much, but now I find myself thinking the whole dynamic is underappreciated.

Answer #2

I would be willing to bet the tension on the rode nearly doubles when you are yawing 90°. Thus, reducing the yawing should be worth leaving some canvas up, even though that is against our first reflex. A corollary, to me, is that any valid riding sail must work at 60kts. Most of the free-flying designs can't do this so they fail when you need them the most. A good riding sail reduces rode tension and anchor wiggling and thus should be up in a storm.



Administrative Department

2019 WSPS Photo Contest



WSPS Members – The Photo Contest will resume in October, through the winter and into the spring & summer of 2019. The closing date will be Wednesday, 18 September, 2019. 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 will be the same:

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

First, second and third place winners will be announced in October-November-December 2019 Lubber Line. WSPS members can submit as many digital photos as they want in one category or in all of the categories, but can only win once in that category. The winning images will also appear on the squadron's website. These images must have been taken between **1 October, 2018 and 17 September, 2019**. These images should be of life on the Chesapeake Bay where we spend most of our time. Folks should take a look at their archived images, select the best ones, check the date, to see if it is in range of the above dates, and send them via e-mail to:

Lt Sue Engler, P - sue@englers.com or call me at (302) 893-4645 if you have any questions or comments.

Because these files can be as large as 4-7 megabytes, 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. By submitting images to this contest the photographer gives his/her permission to have the pictures published on the website and in our newsletter. The photographs will be judged, and then published in Lubber's Line.

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

Lt Sue Engler, P
Photo Contest Coordinator



Jubilee

Following Mystic Star in the Bahamas

Continuation from the March-April Lubber's Line article.

Thursday (Feb 28) we picked up anchor relatively early and headed out the southeast end of Georgetown Harbour then NE to Conception Island. It was a beautiful beam reach sail for the 44 nm to the small bay at the NE corner of Conception, a small low island without inhabitants. The place and surrounding reefs are another area protected by the Bahamas National Trust and has amazing clear waters and a pristine long beach at the anchorage. We made the trip so as to have favorable weather and tide for a long



View from Monument
on Stocking Island

dinghy expedition up the shallow winding inlet. We made the trip on a rising tide in the mid-afternoon and saw rays streaking along the bottom under us in a few feet of clear water, then turtles further up—many of them, and younger, smaller ones. They seem to enjoy the calmer and warmer waters that weave their way through mangroves and sand bars. On the return trip along the west coast we stopped for some snorkeling, probably the best we've encountered. I made note of the coordinates since it was such a nice spot with elkhorn coral formations and plentiful with fish: **23° 50.46' N, 075° 07.51' W** is the location.



Elkhorn Coral

Sunday (Mar 3) morning early we headed out to the west into Exuma Sound on a course for Lee Stocking Island. The wind was dead astern, but with enough speed to sail wing on wing with the jib pole deployed, making speeds of 6.5 to 8 kts. It was a great day of sailing, but no luck at fish-



Angelfish everywhere

ing once again. About three quarters of the way through the 45 nm trip we saw what I first thought was a large dolphin, but soon realized it was much bigger. A small whale (15 ft or so?), probably a Minke whale, swam just alongside of us for quite a few minutes, dropped astern then swam along on our port. It seemed like 15 minutes or so it kept pace with us then finally swam off.

We got underway and exited Adderly Cut on Tuesday (Mar 5) and motor sailed our way northwest along the Exuma chain to reenter the banks at Galliot Cut. From there we rounded the west side of Big and Little Farmers Cays and on along the western shore of Great Guana Cay to a favorite spot at Little Bay. A front was approaching from the north with strong northerly component winds for a day or two. This anchorage affords good protection from NNW to SE winds with a beautiful beach. The next day, during the high winds, we made our way to the beach and took the sandy roads north to the settlement at Black Point, about a 2 mile distance. Just last month (Feb 9) we were here in the same spot, for the same reasons while on our way south to Georgetown. The following day (Mar 7) we picked up and rounded the corner to head into the bay next to the settlement of Black Point—another opportunity for scenic laundry! The wind was still strong but was gradually veering more easterly, making dinghy trips to town more easily done without getting soaked in the process. From here we will continue our trip north along the Exumas to make our way to the Abacos within the next week or two.

March 23, 2019, Northern Exumas to Spanish Wells

We were up early and were underway before sunrise for a long sail north, leaving the Exumas via the vast area of banks between Nassau and Eleuthera. After speaking with our very experienced friends about crossing these banks along this route, we were emboldened to make the trip exiting the banks through the Fleeming Channel, then on to Spanish Wells.



Close-up of a Manatee

Following Mystic Star (continued)

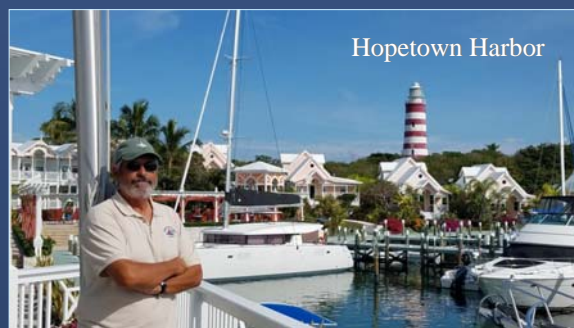
There were plenty of dark looking patches on light sandy bottom, but as we crossed them, the depths never varied more than a foot or two from the quite uniform 15 to 20 ft we typically saw. Once in the deep water west of Current Island we proceeded north to near Spanish Wells and anchored off 'Meeks Patch' for the evening and overnight, whereupon we had another good rinse off with a two hour downpour.

It was a fine trip with a nice close reach the 53 nm that took about eight and a half hours. The next day around noon we made our way into the marina at Spanish Wells, our second visit since last being here two months earlier. We again rented a golf cart and enjoyed 'bombing around' St George's Cay and Russell Island, and took the opportunity to hit the grocery store and restaurants that we like.



Anchor chain visible in 20' of water

Spanish Wells to Abacos - Our good friends on Fancy Free had been able to snag an available mooring inside Hopetown Harbor — an often challenging if not impossible feat—and reserved it for us for the week. We were so grateful since we had not been able to stay inside on previous visits, and plan to stay at least one maybe two additional weeks for an excellent weekly rate. From there we've enjoyed the many features of this cozy quaint harbor and kept it as a base while exploring this corner of the Sea of Abaco, doing stuff with friends while ashore, as well as riding out some stormy conditions on Tuesday (Mar 19). In this anticipated weather event, the winds stayed in the 28-32 kt range with gusts to 40 most of the afternoon and evening and the rain poured for hours. It was so great to be inside this all-around protected harbor for this weather episode. In subsequent days, the weather returned to its beautiful typical normal of sunny, breezy with temps in the 70's.



Hopetown Harbor



This catamaran has two equal height articulating masts that act as wind foils — not mainsail/head sail, just staysails

By April, however, it seems the seas were down and we sailed through the cut and around "the whale" with no issues to arrive at Green Turtle Cay's "White Sound". We arranged for a five day long mooring ball rental in this cozy harbor and enjoyed the time with our friends on "Fancy Free", visiting the community of New Plymouth to the south in Black Sound by dinghy and later on by golf cart. As we did from Hopetown, we left the mooring on an especially nice day to anchor off another cay for the night. By Thursday, April 11, it was time to make a move towards home. We had a nice motor-sail westward from Green Turtle Cay on the banks for 61 nm to Double Breasted Cay. We had hoped to spend the next day exploring this group of uninhabited islets and beaches, but our anchorage was too unprotected from the south and southeast winds we were experiencing.



Mermaid and the piano

Back to the USA - As a result of this and the decent forecast for a passage to Florida we hoisted anchor before sunrise and headed west to the fringes of the Little Bahama Banks on April 12, Friday. From there just south of Mantanilla Shoals we headed northwest for the Gulf Stream and on to northern Florida. We made our

Following Mystic Star (continued)

way to the forecasted middle of the Gulf Stream for a maximum speed boost which we rode for about six hours going at over ten knots over the ground. Fortunately we had winds behind the beam, but much of it was so far aft as to be problematic for sailing. Seas were heavier than we would have liked being in the 4 to 7 ft range and mostly on the beam, making for a rolly ride.

In any event we made great time, arriving at the St. Augustine inlet at about 2 in the afternoon to go in with the flood tide there. Some data for the trip follows: Distance 263 nm, time 32.4 hr, for an average speed of 8.1 knots--thanks to fair winds and the Gulf Stream and our trusty diesel engine! Check-in with US Customs and Border Protection was made easy with a new smart phone app that we had previously populated with our information. We then simply reported our arrival via the app and waited a few minutes for an officer to text us that our re-entry had been approved. Not bad at all. Once in St. Augustine at a mooring just off of the old "Castillo de San Marcos" fort, we rested up for the evening to be ready to enjoy several days here in this bustling tourist destination.



Wednesday, April 17, we picked up anchor just at daybreak and headed back out the inlet and on to the northeast, aiming for Georgetown SC by the following afternoon. This turned out to be quite different than our passage from the Abacos four days earlier in that the seas were nearly flat with light winds on the beam. It was time of the full moon, so we had a nicely lit up sea for the entire overnight run. We once again had to motor-sail for most of the trip, the winds providing only a boost of a knot or two, but not enough on its own to drive us for a daytime arrival at Winyah Bay. It was a pleasant overnight passage for the most part, with the only set-back coming at the end as we had to make our way up Winyah Bay against a strong ebb tide. With a full moon the tides were at maximum, and the current that day seemed well above its predictions as we saw 3 and some 4 knots against us at times. But we had plenty of daylight left and made it up the bay to Georgetown and the marina at Harborwalk where we planned to stay a few days. Forecasts are for strong storms Friday (Apr 19) with very strong winds for a few days, and we love the quaint town of Georgetown

which is right on the waterfront, so I'm sure we'll enjoy the weekend stay here. Our plan is to make our way further up the coast and home on the Chesapeake by early May, both via the ICW and hops out on the ocean as conditions make reasonable. We should be back in Wilmington as you read this.



Lt William Zimmerman, JN and
P/C Donna Zimmerman, JN

Schedule of Up-Coming Events

15 May	1930	WSPS Executive Committee Meeting DP&L, 500 N. Wakefield Dr., Newark, DE 19702
18-24 May		National Safe Boating Week
05 June	1830	WSPS Cruise Skippers' Meeting Brandywine Hundred Library
15 June	1700	Commander's Kickoff & Spring Picnic North Point Marina, Rock Hall, MD
16-21 June		WSPS Annual Cruise, including Sail Rallyes See the Lubber's Line for Specifics see Page (9)
15 July		Deadline for August/September Lubber's Line Material
26-28 July		D/5 Summer Council and Rendezvous Somers Cove Marina, Crisfield, MD
27 July	1500	WSPS Picnic—Crab Feast See Lubber's Line Page (5) for Specific Information



Past Commanders at the 2019 Change of Watch

WSPS Birthdays

Carol Hanson	May 03	Bill Moody	Jun 09
Lynn A. Mahaffy	May 07	Donna Zimmerman	Jun 12
Paul W. Esterle	May 08	Michael A. Royal	Jun 17
Thomas A. Minshall	May 12	Jane E. Drummond	Jun 21
Richard Alan Butler	May 14	William Orris	Jun 22
Bruce A. Wyngaard	May 16	C. Forrest Collier	Jun 28
Paul Bosco	May 18	Robert B. Hall	Jun 30
Reade Y. Tompson	May 18	Allene Hopman	Jul 05
Susan L. Clark	May 20	Lynda L. Hastings	Jul 07
Leslie A. Brower	May 22	Wendy Shipman	Jul 07
Kirk L. Bailey	May 25	Kathleen H. Leef	Jul 19
Harold C. Marden, Jr.	Jun 06	John G. Ingram	Jul 24
Bart Wilson	Jun 07		



Come join us for weekly luncheons each
Wednesday @ 1130
At Seasons Pizza 3901 Concord Pike
Wilmington, DE 19803



Visit us on the web at: www.wspsoaters.com

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