



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



THE LUBBER'S LINE

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Our 83rd Year 1938-2021

May-June-July 2021



WSPS Summer Cruise 2021



Spring blossoms are renewing our spirits by blooming as beautiful as ever!

Many industrious WSPS boating members have completed spring commissioning and have traveled to their summer home marinas. And yes, we are looking forward to our annual cruise!



Last year, thoughtfully planned by Co-Cruise Committee Chair Donna Zimmerman, we enjoyed a modified cruise in the anchorages of the Choptank River. This year, for the first time in the 30 years that I have been on the cruise, we will be traveling north to Havre de Grace, Maryland, situated at the mouth of the Susquehanna River and at the head of the Chesapeake Bay. It boasts some interesting opportunities including the

Decoy and Maritime Museums, and delightful dining venues. A link provided by Joan Barber: <https://chesapeakebaymagazine.com/wow/havre-de-grace/> Tidewater Marina will be accommodating the group for a day or two.

Like our 2020 Cruise, given the challenges we continue to experience due to Covid 19, we plan a more relaxed week, while acknowledging the rules of social distancing and small group gatherings. Though many of us have been vaccinated, no group social activities are planned, and small raft ups at anchorages will be the program. To date approximately 13 boats have expressed an interest to join the weeklong cruise, scheduled to begin Saturday June 5th.

As always, our goal is to provide opportunities for fun and camaraderie, while enjoying our beautiful bay and possibly even learning something about our fellow boaters, the Chesapeake Bay and/or our boats. The annual WSPS Cruise continues to be a highlight

of the summer boating season!!





Wilmington Sail and Power Squadron 2020 - 2021



Our Commander's Message



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Congratulations and thank you to everyone involved in the successful virtual Change of Watch! This includes Barbara Sharpless – planning, Betty Ingram – invitations, Lynn Mahaffy - IT support, Dennis Wallace - Master of Ceremonies, Bruce Wyngaard – Flag Lieutenant, Jeffrey Short JN, America's Boating Club Mid-Atlantic District Commander, Don Engler – for the fabulous slide presentation, "WSPS Reflections on the Past 40 years", Sandy Netting and Lynn Mahaffy who shared slides, and squadron members who participated in the storytelling! I deeply appreciate the members of the Executive Committee who continue to provide their time and talent to ensure value to our membership!

Moving forward: This year there has been a lot of interest in boating education from WSPS members. Consequently, an **Education Survey** was developed to better understand your educational interests. Thank you to those of you who have completed it! If you haven't yet, **please complete and send to me!** See pages 18 & 19; they are easily printed in black & white.

The **Marketing Committee** has been meeting monthly on Zoom. Their recommendations to the Executive Committee were approved at the March meeting. This included: **Socials** will be open to non-members to encourage WSPS interest and recruitment. **Doing Business As** – The Executive Committee approved that we adopt "doing business as" America's Boating Club Wilmington. This will be presented for membership approval at a future assembly. 76% of district squadrons have adopted doing business as America's Boating Club to promote understanding of and recruitment to our organization.

Tabletop Presentation/Vessel Safety Checks sign up at West Marine in Rock Hall for May 22nd is progressing.

The **annual summer Cruise** is on! Approximately 13 boat owners have indicated an interest to travel north, spending a day or two at Tidewater Marina in Havre de Grace! As last year, it will be a modified cruise respecting the COVID recovery recommendations.

The **Yearbook** is complete, thanks to the good work of Barbara Sharpless. You have already received a PDF copy. Hard copies will be sent out early May.

A big **Congratulations to Randy Williamson** who, after having successfully completed all advanced and elective courses offered by USPS received the Education Achievement Award or Senior Navigator (SN) designation! Additional congrats to those who completed the Weather Course, Joan and Bill Barber, Kathleen Leef, and Eva Papiez, and those who are currently taking Piloting, Joan and Bill Barber and John Schleicher!!

Cdr Carol Hanson, P



Recognizing Member Service to our Club



As I write this article on Easter Day, I am reminded that it is a day of services, and also of service to others. Our boating club provides services to the general public to foster safety on the water, and also serves as a caring link between all of our members.

It is amazing to me that despite the challenges COVID has presented our club, we have been able to grow MEMBER INVOLVEMENT in making our club a success. The Program Committee found exciting speakers for our social events and offered entertaining activities for our Christmas Social. Members are more involved in writing articles for the Lubber's Line and SpinSheet. While our traditional social events were sorely missed last year, in the background members are working on plans to have these events in 2021, as restrictions are lifted. The annual cruise continues to be planned, in a socially distanced way, and promises to be a safe, fun filled week. Educational courses are being held virtually, in cooperation with other boating clubs. The Marketing Committee is looking for more effective ways to make the public appreciate what we offer. The Executive Committee continues to meet to address the needs of the club and the Vessel Safety Check inspectors are gearing up for a banner year at marinas.

All of this activity deserves to be recognized and while pats on the back are certainly appreciated, our national club offers a more visible recognition plan: MERIT MARKS. How can you get one?

Keep a record of your activities. When, What, How, Time Spent. It is that simple. Accumulate that information from January 2021 to October 2021. And when the October 8th call for Merit Mark submissions is made by email, respond to me with a list of all the wonderful services you provided to our club. It is that simple. Just make sure it is at least 16 hours total of work. For Vessel Safety Check inspectors, the minimum number of boats inspected is 10.

Still wondering what a submission might look like? Here is my running tab. "Jan, Feb, March, April-analyzed club membership statistics and reported results at ExComm mtgs (5 hrs); wrote 2 articles for LL on Merit Marks (3 hrs); active member of ExComm (8 hrs)." Not exciting. But it says When, What, How, Time Spent. Simple as that.

I want to thank each and every one of you for your service to our Club. And I hope that you may earn our national club's recognition later this year by earning a Merit Mark for your hard work in 2021.

Lt Chris Atkinson, AP
Merit Mark Chairperson



Willow



Administrative Department



Dues Relief for Fiscal 2021-2022

The Covid-19 Virus has had a devastating and enduring effect on the world population over the past year. Is it waning? Is a return to normalcy, whatever that is, just over the horizon? **Hopefully!!!**

WSPS management has opted to curtail, reschedule, scale back, and even cancel many of our planned events over the last year. We, the members of WSPS, have been limited in both the numbers and nature of the various usual activity offerings available to our group due to virus considerations.

The “*Net-Net*” given the above. Our event subsidy expenses for the previous 14 months were understandably over-budgeted and under-spent due to the virus. We have a cash surplus compliments of a cancelled/fractured WSPS activity calendar. An acknowledgment of thanks to our group for “hanging in there” is in order.

The Executive Committee has unanimously approved a dues moratorium on all WSPS membership dues assessments for fiscal year 2021-2022 (June 2021-May 2022). District 5 has moved to waive its dues assessments as well.

Translated, **NO DISTRICT or WILMINGTON SAIL AND POWER SQUADRON DUES WILL BE LEVIED TO MEMBERSHIP THIS NEXT YEAR - PERIOD.** The USPS assessment continues as per the approved National billing schedule.

This upcoming window in time affords us as members an opportunity to promote WSPS membership to any folks we know who may have an interest. The dues savings are **significant** (approximately \$30±/per single membership).

Note: This fee reduction is in effect for 2021-2022 Fiscal Year only.

P/C C. David Sharpless, AP
Co-Administrative Officer



Knot Again

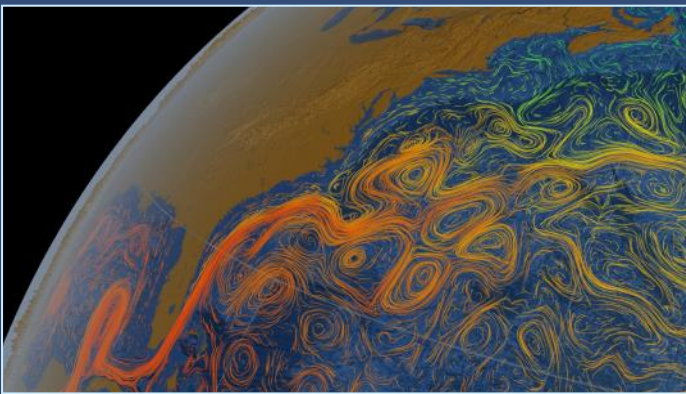


The Ocean Currents

We don't usually think about global ocean currents when we boat on Chesapeake Bay, but ocean currents have a bigger effect on the Bay's weather than just spawning the occasional hurricane. The warm Gulf Stream current, the major current off the East coast, moderates the climate of the Atlantic coastal states.



The Gulf Stream indirectly affects New England through its interaction with the cold, northern Labrador current. The sea level in New England is already rising due to changes in ocean currents. See the photo's at <https://www.wunderground.com/cat6/weaker-gulf-stream-means-trouble-coastal-new-england>



The moderating effect of the Gulf Stream even extends across the ocean to warm Ireland and England. Take a look at a globe. The Emerald Isle is at the same latitude as snowy Canada! To learn more about ocean currents including a cool short video (wait for the best part after about 1 minute) visit <https://oceanservice.noaa.gov/podcast/apr14/mw123-currents.html>

Not only are ocean currents important for weather, they are also mesmerizing in the beauty of their patterns. Watch this 3 minute video *Perpetual ocean*: <https://www.nasa.gov/topics/earth/features/perpetual-ocean.html>

A recent study published in *Nature Geosciences* has found that the ocean currents are slowing down due to climate change. This could have a profound effect on climate worldwide. Read more about this study at <https://www.the-scientist.com/news-opinion/atlantic-circulation-weakest-in-more-than-a-millennium-study-68497>

Joan Barber, S
Lubber's Line Contributor



Skylark



Boating Safety News

7 Trends to Watch for in the Boating Industry

Needless to say, technology has influenced every facet of life and business in this 21st century. Institutions and industries alike are buying into the enormous potentials and prospects that are embedded in technological advancements. The boating industry is not left out of this.

Manufacturers have employed available technology over the years to design boats with functionalities that will blow your mind away; that's if you are a Skipper of course. This is imperative as it has given room for more recreational boats to hit the docks. These technological advancements have gone a long way in improving the boating experience both at the docks and out there in the waters. Whether you are a manufacturer or a consumer, you need to look out for these tech trends in 2021.

1. Boats with tracking devices. Almost anything can be tracked now: a mobile phone, a vehicle, an airplane, a boat etc. The advent of the internet has made tracking easier than before. As a boat owner, you can be alerted when your boat is unmoored from the marina. This protects your boat from theft and other mischievous activities.

2. Digital handling. The days of manual dials all over the boat control system is far behind us. Everything has gone digital. Digital dashboards with digital touchscreen displays connect to all systems in the boat - engine, GPS program, stereo etc - so you can control them with just a touch. The screens are also designed so that you can have any viewing angle of your choice.

3. Mobile Adaptations. Join the rest of the tech world in screaming "everything is going mobile". There is no exception, regardless of institution or industry. The addiction to mobile now is such that people wake up and the first thing they greet is their mobile devices.

4. Self-Sailing Boats will hit the waters. Ever thought of a self-sailing boat? Wonderful! Imagine sitting down with a couple of your friends and having your boat sail on its own while you have a nice hang out with the boys. As risky as this may seem, it is going to be a mainstay in a few years from now, as few manufacturers are integrating this technology. As we think of the Auto Pilot that enables airplanes to navigate the skies with little or no input from the pilots, we think of upcoming marine technology that will help boats navigate the waters with little or no input from skippers.

(Continued to next page)



Boating Safety News

Currently, self-sailing boats have been developed with a combination diverse technological ingredients. One of such is the Roboat, a prototype developed by MIT and the Amsterdam Institute for Advanced Metropolitan Solutions. Another is the Sairdrone, developed with strong sponsorship from Google.

5. The rise of Beacons. Just like Augmented Reality, Beacons are redefining customer experience. Beacons are small tech devices that can send messages to smartphones that are within its connectivity range. Though most customers prefer the online buying experience as it saves them time and is a lot less stressful, some others still go to boat shows or dealerships before making a buying decision. With beacon installed in a boat, a customer can receive detailed information about a boat on their smartphones as they walk around the boat. The most perspective beacon for personal usage and charter fleet is the BoatGod from Boatpilot. It receives the data from all the vessel's onboard devices and, if necessary, allows to manage them literally turning the yacht to the "smart home". Also it supports AR-devices for so-called synthetic vision which allows yachtsmen to navigate in low visible or bad weather conditions. The Auto industry has really gone far with this technology as most cars manufactured by Ford, for example, come with beacons installed to help customers when they visit their dealerships.

6. Rise of Wearable Tech. Wearable technology has advanced from fitness trackers and smart watches to smart clothing. All of this play vital roles in the boating experience, especially if you are in boat racing. These wearables provide Afterguard Heads Up Display, Smart GPS tracking, Auto Boat Pilot, and downloadable routes. These and many more enhances boating experience.

7. Social Media will improve boating experience. Okay, social media is making everything and everyone popular. Some people's interest in particular products are sparked by what they see on social media. In could be a picture on Instagram, a live video on Facebook, or even a banner on Pinterest. Social media is affecting everything, with the world of boating not an exception. Even boating competitions are now live on Facebook and a lot of people enjoy them in the comfort of their homes or offices watching from either a PC or most preferably, a mobile device. This is a whole new dimension in the boating experience.

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



Jubilee



VSC in 2021



Free Vessel Safety Check!

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

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

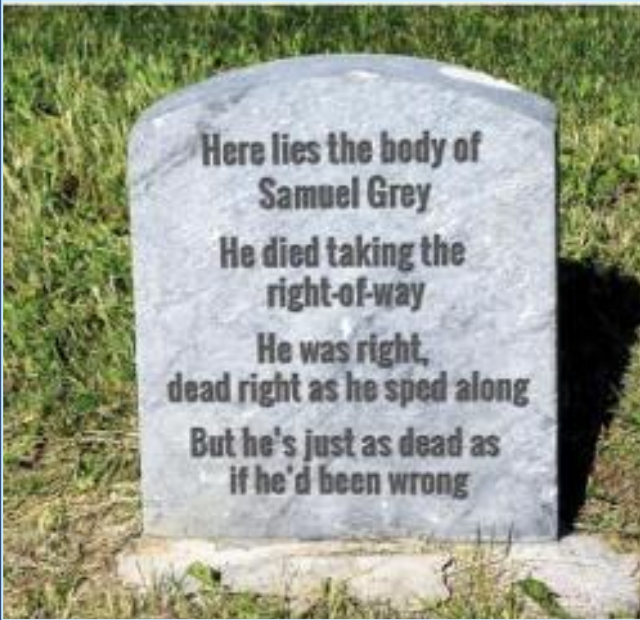
*Lt John Bailey, AP
Vessel Safety Check Examiner*



Novus



Who has the Right-of-Way?



This is a question one hears frequently when boating in crowded conditions.

The answer is: No One Has the Right of Way!

The Navigation Rules – International and Inland are published by The Department of Homeland Security and are enforced in US Waters by the Coast Guard and local marine police. They were produced in 1972 by a Convention on International Regulations for Preventing Collisions at Sea, 1972 (COLREGS). Nowhere in the rules will you find the term “right-of-way vessel”. Instead, whenever the rules are addressing a specific situation involving two vessels where collision is possible the vessels are described as “the vessel required to keep out of the way of the other vessel” and “the other vessel”.

The complete COLREGS Navigation Rules is available online: www.navcen.uscg.gov/pdf/navrules/navrules.pdf

These terms are then defined in Rule 16 and 17 as the “Give Way Vessel” and the “Stand On Vessel” respectively. To emphasize that even the Stand On Vessel is sometimes required to take action to do everything they can to avoid a collision, Rule 17b states “When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision” (emphasis added). A lawyer will tell you that when you see “shall”, it’s mandatory.

OK, so how do the rules define who is the Stand On vessel and who is the Give Way vessel? Twenty years ago when I was taking a course to prepare me to take the Masters Exam the instructor introduced a memory aid that helped me remember the rules in the eight most frequently encountered situations – “**Only New Reels Catch Fish So Purchase Some.**”

I’ll give a short version of the meaning of the rules but there are more elaborate definitions of the terms in the COLREGS Navigation Rules that you should be familiar with. View the listing below as any vessel down the list is a Give Way Vessel to any vessel above on the list.

(Continued to following page)



Who has the Right-of-Way? (continued)

- O – Overtaking:** A vessel overtaking another vessel is always the Give Way vessel. Thus, if a sailboat is overtaking a power boat the sailboat is the Give Way Vessel.
- N – Not Under Command:** A vessel that, due to some exceptional circumstance is not able to maneuver according to these rules (example: lost their ability to steer)
- R – Restricted Ability to Maneuver:** A vessel that because of the work it is engaged in is restricted in its ability to Maneuver (example: laying cable or tending to buoys)
- C – Constrained by Draft:** This rule only applies in international waters (Rule 18d) and requires special signals (Rule 28)
- F – Fishing:** The definition here is important: The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls, or other fishing apparatus which restricts maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability.
- S – Sailing Vessel:** Again the definition is important: The term “sailing vessel” means any vessel under sail provided that propelling machinery, if fitted, is not being used.
- P – Power vessel:** The term “power-driven vessel” means any vessel propelled by machinery.
- S – Seaplane:** We don't run into this situation often but a seaplane on the water is the Give Way Vessel to everything above.

Using this memory aid I was able to answer about 85% of the questions regarding who must give way when two vessels meet. There are some additional rules that are important when two sailing vessels meet and they are given in Rule 12

RULE 12 Sailing Vessels

(a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

- (i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other
- (ii) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward
- (iii) if a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

(b) For the purpose of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore and-aft sail is carried.

Remember, the rules are written to prevent collisions at sea. Knowing them is the first step in making boating safer for all of us.

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



Windward Passage



Off-Shore Navigation

Returning Home

Mystic Star has enjoyed staying in Fort Pierce, Florida during the winter and is now sailing north to her home port in Rock Hall, MD. The following shows progress leaving Florida and entering Georgia.



We left the marina in Fort Pierce Thursday morning, April 1, at slack water (low tide) and promptly ran aground in the marina fairway. This was the first incidence of low tide grounding in that spot in a few years according to the marina staff, but they recalled from the last time that there was deeper water near the north side and we squeaked by in short order. Apparently the strong currents had deposited a sand bar there in the few weeks since we'd been out last. We made decent progress northward in the ICW against building north winds which were up to 20-25 kts by the time we anchored south of the causeway between Melbourne and Indialantic.

This was a good spot to stay protected from the north winds which only increased overnight and remained in the 20-30 kt range for much of Friday. On Saturday, we got underway early and continued north inside of Cape Canaveral, past Titusville, and New Smyrna to anchor in Daytona Beach, with occa-

sional sail assist along the way while the winds were NE 10-15 kts. By Monday, winds had calmed and we continued motoring northwards to reach St. Augustine by 14:30, where we had reserved a mooring for two nights. We once again enjoyed this town, where we took long walks and ate at a few favorite places.

Early Tuesday (Apr 6) morning we passed through the Bridge of Lions drawbridge before 07:00 and headed out the inlet for a day run up the coast. By this point the weather was in a very stable pattern of morning land breeze and afternoon sea breeze so we were able to sail much of the way about 5 miles off the coast. The inlet currents were with us as well and got a good push as we headed into St Mary's inlet at the FL - GA border, then proceeded north to anchor off the national park docks at Cumberland Island, GA. We first visited here on our return trip north in 2017 and really love the place. The next morning we spent hiking the trails through the massive oaks with hanging moss and palmetto understory. We saw the wild horses near the ruins of the old mansion at Dungeness, and walked on the boardwalk over dunes to the vast beach and were the only ones there at the time. It was again a highlight of our travels along the East Coast.

That afternoon, we departed for a short trip up to Jekyll Island where we anchored for the night to be able to navigate Jekyll Creek at high tide the next day. So Thursday we headed north with plenty of water under us. Tidal range here is approaching 9 feet, so it pays to get the timing right for our six foot draft and not try to get through shallow bits at low tide. After exiting Jekyll Creek into the Brunswick River and then into St Simons sound we passed the great wreck of the "Golden Ray". This ship is a huge car carrier that suddenly capsized in the ship channel approach to Brunswick, GA, in September 2019.





Returning Home

There is a massive salvage effort that is now ongoing and the lift cranes can be seen across the marshes from miles away, and is quite a sight. See https://gcaptain.com/golden-ray-wreck-removal-returns-to-stubborn-section-seven-as-operation-drags-on/?subscriber=true&goal=0_f50174ef03-c5ce681b24-139833921&mc_cid=c5ce681b24&mc_eid=d3189fcd4c



North from St Simons Sound we wound our way through the natural waterways to anchor at midday in Buttermilk Sound to wait for a tide change. The next section involved the Little Mud River which reportedly has only 3.6 ft at low tide, so we were sure to be passing through that on a rising tide. By 16:00 we had +3.0 ft so started our way north with a following tidal current. During the trip we saw nothing less than 8.7 ft following the latest Bob423 long track and it was mostly greater than 10 ft. This took us across Dobby Sound and up Old Teakettle Creek to an anchoring spot on the Crescent River. One notable feature of this trip so far was the lack of boat traffic of all kinds, no overtaking power boats, very few fishermen. We did encounter one sailboat that actually seemed to have sailed the whole way from St Simons Sound through the same Little Mud River to anchor in the same area with us that night.

Friday (Apr 9) was calm and peaceful while we hoisted anchor and proceeded northwards. This took us down the Sapelo River, across Sapelo Sound and up west of St Catherine's Island. From there it was across St Catherine's Sound, up the Bear River then off the ICW for a mile up Kilkenny Creek. This was again all natural waterways through marshlands dotted with hammocks (clumps of land with trees and scrub). We found our intended anchorage at midday on Kilkenny Creek where we stayed the night after a dinghy ride ashore to find a good restaurant there. The small settlement along the creek there was the only real development we encountered since starting out in the morning. Saturday morning (Apr 10) we made a short day of it (29 nm) to get to the marina at Thunderbolt on the outskirts of Savannah. This took us down the Ogeechee River, through Hell Gate (a non-issue especially at mid tide), and up the Vernon River, Burnside River, Skidaway River and upper reaches of the Wilmington River. We stayed at the long face dock at the Hinckley Yacht Service yard there which was nice, for two nights in order to do some exploring in Savannah on Sunday (Apr 11). A frontal passage came through Saturday evening with some winds and T-storms, so it was good to be secure at the dock for a time. We enjoyed the day in Savannah, taking the tourist trolley and walking between the many squares with massive oaks and lunch at a pub in an old stone structure near the waterfront. Monday AM we were off early and across the Savannah River into South Carolina. Crossing this deep narrow river was interesting with the oncoming container ship and dredging operation at the entrance to the waterway on the north side.



Thunder Bolt Marina

P/C Donna Zimmerman, JN
Lt Bill Zimmerman, N



Mystic Star



Administrative Department

Copyright and Trademark

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There are three categories or types of Trademarks and Statements:

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The symbol is used to protect a the name of a service company / organization name or the specific service they perform. Company names should be those which provide a service. An example might be: ABC - Mid Atlantic Port Captains



Copyright and Trademark (continued)

If a company or organization doesn't use a registered trademark, a trademark, or service mark symbol properly, another business or organization can use your idea. Without protection, you may not be able to do anything about it or worse, lose the right to continue to use it yourself, or it becomes a generic use altogether.

Hundreds of Registered Trademarked Brand Names have become generic or lost due to improper use, a few of the better known are: Band-Aid, Bubble Wrap, Chapstick, Cigarette Boat, Dacron, Donut, Freon, Javex, Jet Ski, Nylon, Pampers, Post-it, Thermos, and Taser.

This is why it is vitally important that all units of the Americas Boating Club® use the trademark symbols properly, particularly when used in conjunction with their local "Club" name, which they can also protect with the ™ symbol if they wish to keep others from using it.

The proper use of all Trademarks must include the use of a trademark protection statement. **Americas Boating Club®; Americas Boating Club logo®; For Boaters By Boaters®; USPS®; and United States Power Squadrons®; are registered trademarks of United States Power Squadrons, Raleigh, NC.**

Note: only the trademarks used in a publication need be included, but it is often easier to include all of them, so none are missed inadvertently.



P/C Donald Engler
Lubber's Line Editor



Jubilee



Administrative Department

2021 WSPS Photo Contest



WSPS Members – When you go to the Chesapeake Bay, whether in the car or boat, don't forget to capture images with your camera or cell phone. The Photo Contest slated for judging last year was postponed until October 2021 so you have a full year to gather more of those images!

The categories will remain the same:

PEOPLE - BOATS - SCENIC/WILDLIFE - AND SUNRISE/SUNSETS

First, second and third place winners will be announced in November-December 2021 Lubber's Line. WSPS members can submit as many digital photos as they want in one category or in all of the categories. The winning images will also appear on the squadron's website. These images must have been taken between **1 October 2020 and 20 October 2021**. These images should be of life on the Chesapeake Bay where we spend most of our time. Folks should take a look at their archived images, select the best ones, check the date, to see if it is in range of the above dates, and send them via e-mail to:

Lt Sue Engler, P at: sue@englers.com

To guarantee the safe passage via the internet, please send (medium size) files from your phone or whatever your capture may be. If you are using a software program to extend/reduce the image's size, please make the longest side 2000 pixels and it's Ok to send multiple emails. Since we didn't have a 2020 Photo Contest, all images received in 2020 will be judged with the 2021 submissions. *By submitting images to this contest the photographer gives his/her permission to have the pictures published in the Lubber's Line and on: <http://www.wilmingtonpowersquadron.org/>*

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

Lt Sue Engler, P
Photo Contest Coordinator



Jubilee



In Memoriam

Edward H. Ten Eyck, Jr., SN, age 97 years passed on December 6, 2020.

His 28 Merit Marks earned over his 63 years of association with WSPS (WPS), in addition to his SN rank, are at best only partial acknowledgments reflecting not only his commitment but his importance as well to our organization. Ed was one of the “good guys”.



His frequent unannounced visits to late fall and mid-winter WPS education classes



were always well received and regarded as special by both instructors and class members.

Ed's love of the water followed him throughout most of his life.

For decades competitive sailors on the Chesapeake and east (Bermuda) were always very much aware of the capabilities of the beautiful yellow hulled MK II C & C. The sailboat, (appropriately named Stinger), her owner C. Harwin Smith, and her crew were beyond being competitive legends. Ed was one of the long-term crew members that made her “buzz”.

For decades competitive sailors on the Chesapeake and east



Many thanks for the years, Ed.



In Memoriam

P/Lt/C John A. Bryson (Jack), AP, age 81, a Life Member of USPS, passed unexpectedly on 3/15/2021 in his Newtown Square, PA residence. During his 35-year affiliation with WSPS (WPS), he accumulated 32 well-deserved Merit Marks. Jack was well versed in every facet of our operating structure.



The squadron was a long-term beneficiary of his commitment to our organization. His in-depth knowledge of all things WSPS was invaluable and his inputs have helped the Executive Committee at various junctures time and time again.

“P/Lt/C” stands for Past Lieutenant Commander. As of this writing Jack was the only member to hold that rank. When approached about assuming the role of the squadron Commander, his response was always “I’d rather not just now”, but he never said no. Translated, he was always responsive to our organizational needs, whatever they may have been. He was one of us!

Jack and wife Janet (also a USPS AP) were sailors, typical boaters who appreciated quiet times afloat. Sailing competitions were not included on the duo’s To Do List. The couple quite simply set time and urgencies aside once aboard the family sailboat, a 32’ sloop named *Chantey*. The family craft logged miles and miles on the waters of the Chesapeake Bay over the many years. The Bryson’s were always busy with a long list of varied activities, but seldom missed squadron functions.

Jack, on behalf of all of your past and present WSPS friends, it has truly been our pleasure to have called you our friend. We shall miss you, but never forget you!

THANKS!

Sincerest condolences to wife Janet and the Bryson family.





*Wilmington Sail and Power Squadron
Education Survey - Spring 2021*

The Mission of America's Boating Club is to promote watercraft skills on and off the water through member social interaction, education, and civic service. WSPS is interested in knowing what your interests are in boating educational opportunities to plan for our education program. Are you interested in taking any of the following courses/seminars? (Please see the WSPS Yearbook for detailed descriptions) Prices vary depending on the course.

Advanced Courses (or, not at this time _____)
 Boat Handling (formerly Seamanship) _____
 Marine Navigation ((formerly piloting) _____
 Advanced Marine Navigation (formerly Advanced Piloting) _____
 Offshore Navigation (formerly Junior navigation) _____
 Celestial Navigation (formerly Navigation) _____

Elective Courses (or, not at this time _____)
 Cruise Planning _____
 Engine Maintenance _____
 Marine Electronics _____
 Marine Communications Systems _____
 Electronic Navigation Systems _____
 Radar for Boaters _____
 Sail _____
 Weather _____
 Instructor Development _____
 OpenCPN, Free Navigation software _____ (often used in USPS Nav courses)

Seminars – usually 2 hours long (or, not at this time _____)

- Boat Handling
- Anchoring With Assurance _____
- Boating on Rivers, Locks, and Lakes _____
- Boating with Confidence _____
- Confidence in Docking and Undocking _____
- Emergencies on Board _____

Knots and Line Handling _____

Rules of the Road _____

- **Electronics**
- Using GPS _____
- Marine Radar _____
- AIS Electronics for Boaters _____



*Wilmington Sail and Power Squadron
Education Survey - Spring 2021*

- **Navigation**

Introduction to Navigation _____

How to Use a Chart _____

Basic Coastal Navigation _____

Mariner's Compass _____

Rules of the Road _____

- **Facing the Environment**

Basic Weather and Forecasting _____

Hurricane Preparation for Boaters _____

Tides and Currents _____

- **Safety**

Fuel and Boating _____

Partner in Command _____

Man Overboard _____

Using VHF/DSC Marine Radio _____

- **Techniques**

Knots and Line Handling _____

Paddle Smart _____

Trailing Your Boat _____

- **Cruising**

Crossing Borders _____

Would you be interested in a workshop? (knot tying, menu planning for a cruise, etc.)?

other topics you would be interested in learning about? _____

Are you interested in being an Instructor? _____ If so – all or specific course?

Do you prefer virtual _____ in person _____ either _____ courses?

Thanks so much for your help in planning our WSPS Educational Program!

Name: _____

Please print out, complete, and return to Carol Hanson at 588 Winfield Way, Chester Springs, PA

19425, or scan and email to jchanson@comcast.net. THANK YOU!



WSPS Birthdays

May Birthdays

Hanson, Carol	05/03
Mahaffy, Lynn A.	05/07
Esterle, Paul W.	05/08
Minshall, Thomas A.	05/12
Butler, Richard Alan	05/14
Wyngaard, Bruce A.	05/16
Bosco, Paul	05/18
Tompson, Reade Y.	05/18
Clark, Susan L.	05/20
Bailey, Kirk L.	05/25

June Birthdays

Gangone, John James	06/01
Marden Jr., Harold C.	06/06
Wilson, Bart	06/07
Moody, Bill	06/09
Zimmerman, Donna	06/12
Drummond, Jane E.	06/21
Orris, William	06/22
Hall, Robert B.	06/30

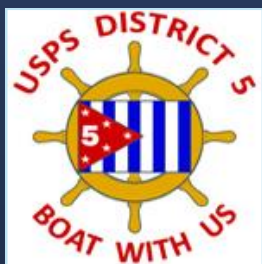
July Birthdays

Hastings, Lynda L.	07/07
Shipman, Wendy	07/07
Leef, Kathleen H.	07/19
Walton, James T.	07/19
Ingram, John G.	07/24



Schedule of Up-Coming Events

19 May	1900	WSPS Executive Committee Meeting Via ZOOM
22-28 May		National Safe Boating Week
22 May		Tentative WSPS Display VSC in Rock Hall, MD
26 May TBD	1830	WSPS Cruise Skippers' Meeting
05 June TBD	1700	Commander's Kickoff & Spring Picnic
06-11 June		WSPS Annual Cruise - See Page One for specifics
15 July		Deadline for August/September Lubber's Line Material
21 July	1900	WSPS Executive Committee Meeting Via ZOOM
July		WPS Crab Feast (Date and Timing to be sent via email)



— Coming soon —
 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

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.