



Fun, Friends...and Better Boating!
America's Boating Club ~ Wilmington



THE LUBBER'S LINE

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Our 84th Year 1938-2022

May - June - July 2022



The Summer Cruise ~ 2022



We hope everyone is making great progress on getting their boats in the water as our annual summer cruise is right around the corner!



We're continuing with the more "relaxed" format of the past few years which has been very popular. We're also spending two nights in one land destination to allow a more complete visit. Our choice this year is St. Michaels where we have all been invited to stay at the Maritime Museum's docks whether we are members or not.

We have fifteen boats "signed up" though

there is no formal signup sheet or registration fee. Each participant is responsible for their own marina reservations (most marinas no longer accept group reservations) but we put together assigned groups for each of our raft-ups to ensure that everyone has a chance to visit with everyone else.



Participants were recently polled to obtain their preferences about activities in St. Michaels and a few other cruise related questions. Based on their responses there will be no formal sailboat racing this year. And the last night of the cruise will be at anchor in Rhode River – though this beat out Mill Creek and Cantler's by only one vote. A split final night remains a possibility since we have not yet returned to a final night group dinner and awards ceremony format.

Everyone is invited to the **Cruise Kickoff and Mardi Gras Party** which will be held in the pavilion at **North Point Marina in Rock Hall on Saturday, June 4 at 5 pm.**





America's Boating Club ~ Wilmington 2022 - 2023



Our Commander's Message

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Greetings to all. It's an honor and a privilege, once again, to be the principal leader of a great group of boaters who associate for comradeship, fun on the water and the opportunity to increase our skills and knowledge by leveraging the many skills and talents we each bring to the group. In the 20 years since I last served a similar position in WPS, many things and people have remained the same. Also, many things have changed. Our organization's name has changed twice, from WPS to WSPS to ABC-Wilmington. As part of an attempt to change with the times and become more relevant and attractive to new members, our national organization is in the process of implementing a number of changes. Some of these are superficial and inconsequential and some are good and meaningful. During the past 10 years Terry and I have been members of two other USPS groups. The Pensacola (FL) Sail & Power Squadron and the Coast Bend Power Squadron, centered in Corpus Christi, TX. Each of these groups maintained the same principles and objectives of WPS/WSPS/ABC-W, while also doing a number of things in different and unique ways. Hopefully, we can use some of those experiences to bring a different perspective to some of our Wilmington activities.

Cdr Carol Hanson and her group of capable associates have done an admirable job in moving us in the direction our national organization is reaching for. With her and their help I hope to continue that progress and build on it while working with our District leaders to help the larger organizational changes go in a way that benefits us and the rest of America's Boating Club. Through the efforts of Carol, the Marketing Committee she leads and others we have already added several new members; gone from a Summer Cruise of 6 boats to a current list of 15 for this June's cruise and seen renewed interest and participation from many of our members. With any luck this year will see a renewal in that interest and participation as we are able to hold activities that were canceled the past two years due to Covid. These include our annual Oyster Dinner at The Wellwood, our summer Crab Feast, and upgraded Fall/Winter Socials. In addition, the new, informal format for our Summer cruises would appear to be appreciated by many of our members. All of these events will be described in much more detail by other articles in this newsletter at the appropriate time.

I look forward to seeing many or all of you on the water or somewhere on shore in the near future. And please don't hesitate to give me your feedback on what you think we can do to improve your experience with our club or how you would like to help facilitate any of our activities.

Cdr Richard Butler, JN



The Summer Cruise ~ 2022

Continued from first page

There will be Commander's Margaritas or Lemonade and everyone who attends is asked to bring an appetizer to share. Mardi Gras attire will be provided and feel free to bring dinner along – there are grills available in the pavilion.

After the kickoff at North Point Saturday, we will enjoy a raftup and shared dinner on Sunday at Round Bay on the Severn River. Herrington Harbor South is Monday's destination followed by another raftup, this time on the Wye river. We'll spend Wednesday and Thursday at St. Michaels where we're planning a guided tour of the Maritime Museum, several dinners out and visits to a local winery, brewery and/or distillery. And maybe some shopping and of course, ice cream! There's still time to join us. My contact info is below, please call or write for further information.



Summer Cruise Chairperson aboard 'Mystic Star'
P/C Donna Zimmerman, JN
email me at: zimmdf@comcast.net
Or call: 610.458.3394





Education Department Report

During the past couple of weeks, we have kicked off both one advanced grade course (Marine Navigation aka Piloting) and one elective course (Engine Maintenance).

There was a great response and interest in both courses with 14 students for Marine Navigation and 12 students for Engine Maintenance. Eight of the Marine Navigation students are taking it for credit and the other six are auditing the course. Most of the auditors have already successfully passed Piloting or higher grades (or equivalent non-USPS courses) but simply wanted the opportunity to review the material again and work the charting problems for the practice (if you don't use it, you lose it!). Eleven of the Engine Maintenance students are taking the class for credit and one student is auditing the course to review the course material since it has been many years since she took it for credit.

Both courses are being run virtually, which has presented challenges, particularly for the Marine Navigation course. These challenges have not been insurmountable, and Randy Williamson has done a great job figuring out how to demonstrate chart and plotter manipulations using an overhead camera that he can switch to/from the course's PowerPoint slide deck. Many thanks to Randy Williamson (Marine Navigation) and Scott Mayhue (Engine Maintenance) for agreeing to teach these courses!



Lt/C William Barber, AP,
Chief Education Officer



Skylark



Boater Certification Underway



Our series of three basic education classes are underway in cooperation with the Delaware Safety Council. Classes were scheduled in three three-hour courses in March, April, and May at the classroom of the Delaware Safety Council on Penn's Way near the New Castle Airport.

The March class was held on Saturday mornings starting March 12 and was comprised of six students. All of them passed the class. Students in that class included a father recently retired from the Air National Guard and US Air Force who recently bought a 22-foot john boat for fishing on Lums Pond and other quiet ponds and his son. One couple has limited experience with a pontoon boat they use on the northern reaches of the Chesapeake Bay.

The April class was our third class organized by the Safety Officer of the Delaware Army National Guard for members of the guard. Seven students are enrolled in the class that started Tuesday evening April 5th. One couple is planning to sail on small boats in retirement as he retired from the guard just a few days before the start of the class. He was involved with boats growing up in Connecticut on Long Island Sound. Their boating plans are uncertain now but think they might rent boats or get involved with the New Castle Sailing Club. Others in the class want an introduction to boating and a certificate they can present as a credential for renting small boats.

The May class will also be on Saturday mornings starting on May 7 at 8:45 a.m. Classes are being advertised on the Delaware Natural Resources and Environmental Conservation calendar of boating classes, the Spin Sheet calendar of events as well as an article in the March issue of Spin Sheet, the websites and Facebook pages of the Delaware Safety Council and our squadron and posters at West Marine and Eastern Marine.

The classes offer an overview of all a person needs to get started boating with information about boat hull types and propulsion, handling to get away from the dock, dock lines, aids to navigation, charts, emergencies, skills for trailering and more. Throughout the course students are advised that continuing education would be invaluable to fully grasp the skills described in the course.

Students passing the course with at least an 80% grade on the exam are issued ID certificates of passing the nationally recognized course and meet the qualification for the many states requiring boater education.

Dominic and Kelsea Fontana sit at the table with instructor P/C Dave Sharpless, AP during one of the April classes. Squadron Education Officer William Barber observes the conduct of the class from the back row.

Although Dominic Fontana is a new boat owner with their recent purchase of a Yamaha jet boat, he is no stranger to boating and the Wilmington Power Squadron. His parents were active members of the squadron in the 1990s and he recalled watching his father studying courses. He took the boater certification class as a pre-teen and joined his parents on several summer cruises.

He remembered several of the other members participating in the cruises and the special events that took place with great fondness and some awe that parents could act that way.



P/C Mark C. Atkinson, AP
Educational Department Member



Willow



What's Happening?



As spring commissioning continues, we are looking forward to summer boating club activities! Vessel Safety Checks and an Education/Information event will once again be held at the start of Safe Boating Week! At North Point Marina and Bayside Landing in Rock Hall, Saturday, May 21, 2022, from 10:00 am to 3:00 pm, see page 07.

John Bailey and J.T. Walton, our Certified Vessel Safety Examiners will be available to review and approve the safety of your boat! America's Boating Club Wilmington (ABCW) volunteers will share boating regulations and educational opportunities. See page 18 for contact information. This is a great opportunity to set the foundation for your successful boating season! Consider an hour of volunteering with your mates... that is John and JT.



Join us for the Annual Summer Cruise Kick off at the pavilion at North Point Marina on Saturday June 4th, at around 5:00 pm. A BYO food and drink social, all boating club members are encouraged to attend! Currently 16 boats are signed up to cruise to Round Bay on the Severn River, Herrington Harbor, Wye River, two days in St Michaels, and Rhode River or Mill Creek the final evening. More info on the front page and page 03.

On July 16, members will be taking a two-hour sailing trip on the Sultana, a reproduction Schooner berthed in Chester, MD. All 25 available spots have been filled by ABC - Wilmington members.



As always, weekend summer raft-ups will be scheduled at our favorite anchorages. Looking forward to memorable times together! See the following page.

Joan Barber, P
Lubber's Line Contributor



Skylark

Sultana Sailing Trip

America's Boating Club - Wilmington (Wilmington Sail and Power Squadron) has an exciting field trip planned for this summer. On July 16, we will be taking a two hour sailing trip on the Sultana, a replica tall ship berthed in Chester, MD. According to the Sultana Education Foundation's website "A trip on the 1768 schooner SULTANA is a great way to experience the Chester River onboard a traditional schooner. Passengers are encouraged to help raise the sails, steer using SULTANA's seven-foot tiller, and explore the authentically reproduced crew's quarters below-decks. "

How did this all come about? At our January Zoom Social meeting, Chris Cerino gave a great talk about the varied educational programs offered by the Sultana Education Foundation.



Our members expressed an interest in going on a sail on the Sultana this summer and, after consultation with the Sultana staff, we decided that our best option was to have everyone book themselves on the same Public Sail. We picked Saturday July 16 at 2 PM and sent out an email announcement to WSPS members. The 25 available spots filled within days! It was great to see such enthusiasm for this trip. Our thanks to Liza Brocker, from the Sultana Education Foundation, for her help with registration.

If you could not join us on this trip but would like to join another public sail, you can find the schedule and registration at <https://sultanaeducation.org/public-programs/>

Joan Barber, P
Lubber's Line Contributor



Skylark

What is a Model Release and how does it affect me?

A model release, known in similar contexts as a liability waiver, is a legal release typically signed by the subject of a photograph granting permission to publish the photograph in one form or another. The legal rights of the signatories in reference to the material is thereafter subject to the allowances and restrictions stated in the release, and also possibly in exchange for compensation paid.

So we as professional photographers have asked our clients to sign a model release many times. In fact, if we know we are going to be using their images in a publication or even in our business newsletter, printed & circulated four times a year, we ask for their signature. Each image used may be different, but a signature is necessary for each.

Also, while flying a drone, if faces are easily viewed and recognized, we ask. Model releases are normal business practices for videographer/photographers of many newspapers, magazines, TV news, really anything that the public may view. But I don't believe many model releases are signed for social media, but I could be wrong.

How does this affect you, a member of the America's Boating Club ~ Wilmington?
While enjoying the outdoors, sailing or motor boating within the confines of the club's activities, why would a model release be needed?

It really isn't necessary because:

- 1/ The images aren't paid for by the organization.
- 2/ No one is receiving compensation for their efforts since it is a voluntary organization.
- 3/ We are all members of this club and need not fear of a court judgement.

Fun Shots of Worton Creek Marinas



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





Do you know your fire extinguishers?

Where can I find the recently published final rule on regulations for fire protection for recreational vessels? The rule may be found at <https://www.federalregister.gov/documents/2021/10/22/2021-22578/fire-protection-for-recreational-vessels#sectno-reference-175.320> . These regulations will be incorporated into 33 CFR Chapter 1, Sub-Chapter S in the near future.

What is the effective date of the fire protection for recreational vessels regulation? The rule takes effect on April 20, 2022. What is new in the fire protection for recreational vessels regulation? If your disposable (non-rechargeable) fire extinguisher has a date of manufacture stamped on the bottle (example: "05" means 2005), and it is older than 12 years, the extinguisher is considered expired and must be removed from service. Look for wording on the bottle stating, "This product must be removed from service within 12 years after date of manufacturing".

How can I tell if a fire extinguisher is approved for use on boats? The label on the bottle will state "Marine Type – USCG Approved". Underwriters Labs approves fire extinguishers on behalf of the USCG

Are there any changes for when marine fire extinguishers are required or the number of extinguishers required? No. If your boat was required to carry a fire extinguisher, it is still required to do so under this new regulation. There is also no change to the quantity required.

Which recreational boats are required to carry marine fire extinguishers?

All recreational boats with:

1. Permanently installed fuel tank(s), or
2. Spaces that are capable of trapping fumes, such as a closed compartment under thwarts and seats wherein portable fuel tanks may be stored. Double bottoms not sealed to the hull or that is not completely filled with flotation material. Closed living space and a closed stowage compartment in which combustible or flammable materials is stowed.

Are there any motorized recreational boats exempt from having to carry a fire extinguisher? Yes. If your boat is less than 26' feet in length, uses an outboard engine, fuel is in a portable fuel tank, and there are no areas within the boat where fuel vapors can be trapped, the boat is not required to have a fire extinguisher.

How many USCG approved marine fire extinguishers do I need to have readily accessible onboard my boat? You are required to carry a quantity of 5-B or 20-B UL-rated USCG approved extinguishers as required for recreational boats 65 feet in length and less. There are also 10-B rated extinguishers available. Although the math would tell you that one 10-B rated extinguisher equals two 5-B extinguishers, it does not. The 10-B extinguishers only count as one 5-B even though they do contain more extinguishing agent than a 5-B.

All recreational vessels of model year 2018 and newer must carry 5-B or 20-B rated fire extinguishers that are date stamped. Vessels older than model year 2018 may carry either 5-B or 20-B rated fire extinguishers that, if portable, are either not date stamped or not more than 12 years old or B-I or B-II rated fire extinguishers that are in good and serviceable condition.

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





Boating Safety News

Must you have AIS?

A stand-alone AIS transceiver is a must for both coastal and offshore sailing craft, especially around large harbors with lots of ship traffic and sometimes dense fog. AIS-equipped VHF radios are generally limited to receiving AIS transmissions and displaying them either on a small screen or a separate chartplotter.

To alert another vessel, the operator can either call by VHF radio or activate the DSC (digital select calling) function, which transmits the vessel's name and position with the vessel's Maritime Mobile Service Identities code.

The advantage of a self-contained AIS transceiver is obvious: Every AIS-equipped vessel in your area is constantly aware of your position, averting the need to make voice radio contact. If you are single-handed and sitting at the helm steering through dense fog, you need to know your AIS transceiver has your back.

The SI-TEX SAS-600 is a highly sophisticated, fully certified five-watt Class B AIS transceiver possessing the same network capabilities as Commercial Class A AIS units. Though this model, with its impressive, 5.7-inch full-color LCD display, is intended for commercial vessels, it is also a great choice for cruising vessels.

With input voltage of 12-24 volts DC and current draw of less than 12 watts, a mid-size yacht with an 8D house battery and a healthy charging system should have no trouble keeping up with the SI-TEX's amperage draw.

This sophisticated AIS system uses full-color C-Map Max cartography, which can serve as a back-up to your main chartplotter. A built-in GPS and GLONASS satellite navigation receiver helps to keep you on track while staying in touch with other vessels in your area.

The SI-TEX SAS-600 may be installed on a dedicated pedestal or flush-mounted to the nav pod in the cockpit. The unit is rated IPX6 and IPX7 waterproof. At roughly \$1,300, this device is at the top of its class and the choice of many commercial vessels as well as cruising craft.

A model that claims to be the world's best-selling commercial grade Class A AIS model is the Em-Trak A100, measuring 8.2 inches wide by 4.1 inches high by 5.4 inches deep, not exactly diminutive yet still of manageable dimensions for the medium-size to larger yacht.

The A100 transceiver features a grayscale display, NMEA 0183 communication, and a GPS antenna with 33 feet of cable. The A100's plug-and-play connectivity permits easy networking with other electronics in your nav station.





Boating Safety News

Em-Trak's rugged AIS transceiver is easy to install and easy to use and has demonstrated a record of proven reliability on both commercial and pleasure craft. With a rating of IP52, the A100 is best installed belowdecks, although it can stand up to a good dose of dust and ocean spray. With a price tag of roughly \$1,200, this model certainly offers a lot for the modest investment.

Another high-quality, yet more affordable AIS model is the ICOM MA510TR AIS transponder with GPS antenna shown on the first page. This Class B device is capable of receiving both A and B AIS signals, a feature allowing a broader range of detection and enhanced safety.

Featuring NMEA 2000, NMEA 0183 and USB connectivity, the ICOM MA510TR can talk to virtually any other electronic device on your vessel, such as a chartplotter, radar, VHF radio or external GPS.

With its IPX7 rating, this waterproof ICOM transponder can be installed in the cockpit with the GPS chartplotter and VHF radio for maximum safety while navigating through a crowded seaway. This unit also features a man-overboard (MOB) signal, a collision alarm and an anchor watch alarm, which is activated when the vessel is adrift at anchor. Available online for roughly \$900, the ICOM MA510TR AIS offers top quality from a name we trust.

While the preferred approach is to have a stand-alone AIS that both receives and transmits, for smaller vessels with a tighter budget and a general philosophy of "stay out of the way" it's better than nothing to have a receive-only AIS to keep track of the bigger guys. One cost effective way to do this is to go with a "black box" AIS receive-only unit like the Furuno FA-40. This AIS receiver has no display of its own but can be connected to a compatible chartplotter or a radar unit and will provide AIS data on that unit's screen. It can be interfaced using either its single NMEA 2000 port or two NMEA 0183 ports. The FA-40 is available for \$675.

A big part of safety in any seaway in today's cruising environment is not only knowing where we are, but also knowing where others are on the water. Installing a high-quality, stand-alone AIS transceiver is one big way of ensuring our safety in an ever-more-crowded cruising aquasphere.



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





FREE Vessel Safety Checks

Ahoy Boat Owners!

Join us at **North Point Marina**

**& Bayside Landing Park
May 21, 2022, 10:00 am to 3:00 pm**

**Learn if your boat is in compliance with State
and U.S. Coast Guard Regulations**

**FREE Vessel Safety Checks by a
Certified Vessel Examiner on-site**

Helpful information available for you to take home

**You can also sign up for a FREE Vessel Safety Check
we will come to your marina/launch ramp**

Or make an appointment by emailing us

wilmingtonpowersquadron@gmail.com

Hosted by: Wilmington Sail and Power Squadron



Brio's Big Adventure

I have just come off the bow of Brio where I watched in thrall as five young dolphins chased each other around the bow wake, darting back and forth, racing just in front of the bow, diving down and resurfacing nearby....this is the kind of moment that defines a great sailing experience!

Today marks our last day in the Bahamas, and the first day 'at sea' headed to home. We will anchor tonight in the lee of Great Sale (not a mis-spelling) Cay and depart at first light tomorrow, expecting to enter the Gulf Stream mid-day and ride it about 150 miles northbound. It should increase our average speed from 5 knots to 8 or more—virtually speeding for our sailing vessel. At a designated point we will exit the Stream and head due west, bound for the inlet that marks the coastal boundary between Florida and Georgia, approximately three nights and days from now. A new set of adventures awaits us...but, back to the Abacos first.



After leaving Little Harbor, the southernmost tip of Great Abaco Island, we sailed north to find a protected anchorage at Sandy Cay for exploring a reef with a reputation for good snorkeling. Despite very windy and bumpy conditions we lowered the dinghy, struggled into wet suit and rash guard, and bumped our way around to the windward side of the cay, into the waves and toward a dark spot promising coral reef. And indeed it was a remarkable ecosystem of coral, big schools of fish and other sea life. At first we thought the coral was actually the spines of a wrecked ship, the straight 'bars' and right angles poking upward looking entirely human-made. This was no place to spend the night so we pulled the anchor and continued a few miles beyond to the very shallow Tilloo Bay. To our surprise we spotted a mast tilted at a 40 degree angle to the water, just as we came around the bend. It turned out to be a boat we knew from Little Harbor. They had tried to skirt the shallows around Tilloo Cut and by sheer bad luck hit one of the isolated 4 foot sand piles... at near low tide. They had no choice but to wait several hours to be floated upright as the tide rose, providing the opportunity to shift a few meters away into deeper water. The saying when sailing these waters is "If you haven't gone aground you haven't been around!" Too true.

The next day they followed us north in safer waters as we headed to Hope Town on Elbow Cay and they stayed at Tahiti Beach, just 100 meters from where they went aground. This beach is a long sandbar extending into the bay which is underwater at high tide and is a long, pretty beach at low tide. It leads to water so shallow that people waded out up to their waists to enjoy snacks and drinks from the mobile beach bar anchored offshore. In short order we entered the narrow, shallow channel into Hope Town harbor where we tied up to a mooring ball for a few days while we awaited settled weather and the opportunity to cross to the U.S.

Continued to next page



Brio's Big Adventure (continued)

We had visited Hope Town on Carina two years ago, just five months after Hurricane Dorian had devastated the island and others nearby. As with most disasters we still find it hard to describe the damage Dorian had wrought, both in terms of physical damage and the psychological impact on the population. Few buildings were intact and many, especially along the inner harbor, were simply piles of rubble or broken concrete foundations. Dorian had howled over land for three interminable days, with 185 mph winds, constant rain and a flood surge that topped 30 feet in the inner harbor. Nearly all commercial activity was suspended and much of the population had fled, in advance of the storm. While we were visiting, the next disaster hit: Covid 19.

Any visitors still present after Dorian were either headed back to their homes or stranded elsewhere in the Bahamas, denied permission to even anchor in harbors. This would be a hallmark of how the Bahamians handled the pandemic, at least initially—extremely cautiously to protect this small, isolated population. Happily, the island is a different place today. The transformation of Elbow Cay is remarkable.



So much building and re-building has occurred in the past two years that the community now looks nearly new. The buildings downtown and across the island are restored to the colorful cottage-style buildings the town is known for and, indeed, it appears that many new buyers have purchased property here for winter vacations and/or to rent. Like Spanish Wells, the town stands out as dramatically racially divided—virtually all the laborers and construction crews were black, often Haitian immigrants, and virtually all the property owners/golf cart/renters white. It's a lovely playground for the latter and a lengthy employment opportunity for the former. We stumbled upon an active group of pickleball players and Leslie was a walk-on for a few sets—she's hooked!

We left Hope Town for a day trip, planning to snorkel at nearby Fowl Cay but once again found the wind and waves too rough for anchoring or launching the dink. So we headed due west to Marsh Harbor, a large town on the main Great Abaco Island that had been virtually flattened by Dorian. Again, it's impossible to capture the awful scene from 2020—any structure in sight of the harbor was in ruins, including all but one commercial enterprise—a liquor store! The tragedy in Marsh Harbor was highlighted by the reported loss of life, possibly in the thousands, especially in the low-lying sector called "Mud," the main community of Haitian immigrants. On our current visit we could see some new commercial structures but even those stood out against the backdrop of ruins and gaps where buildings once stood. The same is true of Man 'O War, an island just north of Elbow Cay that was hard hit by Dorian and whose harbor in 2020 was filled with sunken boats. Today it is obviously on the mend and the two anchorages are crowded with visiting boats.



Brio's Big Adventure (continued)

The time arrived for us to stage for our impending departure for the U.S. so we took a slip in Green Turtle Cay Marina for the last few nights in the islands. We again rented a golf cart and spent one day poking around both ends of the island. Many buildings here showed signs of damage or were ruined but clearly the island had not taken as much of a direct hit by Dorian. We used the time to fuel up, clear customs and immigration, complete our planning for the long haul back to the States, and prep the boat to be at sea for a few days. The mooring fields, slips and anchorages were filled with cruisers doing the same, although a minority were headed south. When asked the difference between the Exumas and the Abacos, one cruiser described the latter as 'training wheels for cruisers.'

The Exumas, Eleuthera, Long and Cat Islands are part of the 'out islands' and are much less developed. By contrast the islands of the southern and mid-Abacos sport homes and residential developments on both sides of most islands and offer convenience and comfort that is not available in the out islands. The out islands are sparsely populated if at all and have limited availability of commodities for sale so visitors must be pretty self-reliant and willing to 'rough it' a bit. The out islands we visited are also populated almost entirely by native black Bahamians, whether descended of slaves or later arrivals. This yields a rich local culture that contrasts strongly with Hope Town, for example, and even Green Turtle which are havens for American and Canadian expats and tourists. The Bermuda high sitting over the area for the past week has finally relented and the winds have swung today from northwest to north to east-southeast to east. We are sailing downwind in cool air—wearing several layers for the first time in months!— and seeking out sunny spots in the cockpit for warmth. We are reading about wet, cold and severe weather Stateside and hoping for spring like temperatures to prevail once we are moving north in the ICW.



*P/C Bruce Wyngaard, JN
Leslie Brower, AP*



Brio



Administrative Department

2022 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 next Photo Contest is slated for judging on Wednesday, 19 October, 2022, 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 2022 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 2021 and 20 October 2022**. 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. *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*





Vessel Safety Check for 2022



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



In Memoriam

P/C Reade Y. Tompson, SN, age 103 years, passed quietly on 4/3/22 at his residence at Cokesbury Village in Hockessin, Delaware.

Mr. Tompson was born and raised in Massachusetts. His love of the boating hobby led him to a long-term association with Wilmington Power Squadron that began over 77 years ago. Reade accumulated a well-deserved 63 Merit Marks for services rendered at the squadron, District and National levels. Locally he served as our Squadron Commander during Bridge Year 1957-1958, Squadron Education Officer (multiple stints), and countless committee appointments and assignments. Reade was appointed to the USPS National Governing Board (Board of Directors) decades ago only retiring from that appointment due to advancing age.



A superb teacher, he never strayed far from the Educational Department, teaching Advanced Grades, Electives, and Basic Boating, often being called into service on a short notice. His concerns over his driving skills, especially at night, compelled him to withdraw from teaching responsibilities. He not only was a class instructor to hundreds and hundreds of students, maybe more importantly he was regarded as a friend and respected by all fortunate enough to have known him.

In his younger years, the Tompson's, Reade and wife Sarah, enjoyed times afloat on the family sailboat, "Sarasan" often venturing South into warmer waters during the winter.

Reade, your friendship has been invaluable to those of us whose lives you have touched. Thank You!

Our sincerest of condolences to daughters Matilda, Nancy, Susan, four grandchildren, and four great-grandchildren. Reade was predeceased by wife Sarah in 2013 and Sister Frances in 2012.

Reade's obituary may be found at: <https://www.chandlerfuneralhome.com/obituaries/readytompson/>

C. David Sharpless, AP



WSPS Birthdays

May Birthdays

Hanson, Carol	05/03
Mahaffy, Lynn A.	05/07
Minshall, Thomas A.	05/12
Butler, Richard Alan	05/14
Wyngaard, Bruce A.	05/16
Bosco, Paul	05/18
Hackell, Laura	05/20
Clark, Susan L.	05/20
Brower, Leslie A.	05/22
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

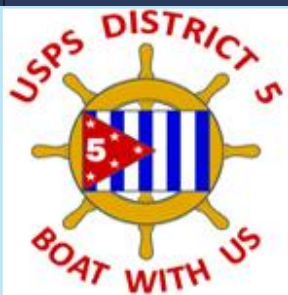
Hastings, Lynda L.	07/07
Shipman, Wendy	07/07
Leef, Kathleen H.	07/19
Walton, James T.	07/19
Ingram, John G.	07/24





Schedule of Up-Coming Events

29 Apr. – 1 May		Annapolis Spring Sailboat Show - City Dock
18 May	1900	ABC-Wilmington Executive Committee Meeting - Via ZOOM
21 May		Tabletop Display and Vessel Safety Checks in Rock Hall, MD See page 12 for Details
22-28 May		National Safe Boating Week
04 June	1700	Cruise Kickoff & Social - See page 1 for Details
05-10 June		ABC-Wilmington Annual Cruise - See pages 1 - 3 for Details
15 July		Deadline for August/September/October Lubber's Line Material
16 July	1400	Sail aboard Sultana, Chester, MD
20 July	1900	ABC-Wilmington Executive Committee Meeting - Via ZOOM
July		D/5 Summer Council and Rendezvous - Rock Hall, MD
July		ABC-Wilmington Crab Feast
TBD		Details will be emailed to the membership



Join us for weekly luncheons each
Wednesday @ 12:00
At Seasons Pizza 3901 Concord Pike
Wilmington, DE 19803



Visit us on the web at: www.wspsboaters.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.