



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



THE LUBBER'S LINE

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Our 83rd Year 1938-2021

November - December 2021



Raft up at Cornfield Creek



In September, members of the Wilmington Sail and Power Squadron, enjoyed a weekend raft-up in lovely Cornfield Creek, on the Magothy River.

Strong winds brought the sailboats across the bay from North Point Marina in Rock Hall at a rapid pace. Though the entrance to the creek can be challenging, no one ran aground!

Included were seven sailboats and a power boat, or two raft ups of four boats, approximately 20 boaters.

To accommodate the large group, kind captains aboard *Brio* and *Star Reacher* picked up those in their dinghies and carried those from one raft to the other.

We enjoyed heavy appetizers aboard two of the boats with large cockpits, *Mystic Star* and *Windward Passage*. Additionally, we celebrated two birthdays, Bev Wilson's, and Scott Mayhue's, with a delicious homemade chocolate cake topped with whipped cream, thoughtfully presented by Laura Hepting on *Lady L*. We were treated to a beautiful bay sunset that evening. Sunday also brought light winds and a lovely sail back across the bay. Thanks again to Scott Mayhue aboard *Star Reacher* for his planning and support of the weekend raft ups!





Wilmington Sail and Power Squadron 2020 - 2021



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Our Commander's Message



Hello WSPS Friends! The autumn equinox has passed, and cooler weather prevails. Most of us have completed the annual process of winterizing our boats.

Important: The WSPS November 5th Social will be held on Zoom at 6:30 p.m.!

As the Wellwood Oyster Feast feedback informed us, many members are not yet comfortable with large group gatherings indoor. Therefore, at the September Executive Committee meeting the group voted to continue with our Zoom Socials. This also allows members who are out of the area a chance to join in on the fun!

November Social Program: "The Underwater Café", Chef Greg Brown, Kalmar Nyckel. The author will talk about his book and two years of musings about life aboard the Kalmar Nyckel, including his years of feasts and foibles as the novice chef. Info on page 3.

Due to continuing concerns about large group gatherings, the **December Social will also be on Zoom**, The Program Committee is working on a fun Holiday social agenda and is already considering interesting speakers for January and February.

Education: The District 5 Instructors Development Course began in mid-October. Bill Barber, Lynn Mahaffy and myself will receive certification after learning the material, writing lesson plans, and presenting 5, 10 and 15-minute presentations. Randy Williamson is an aide to the instructor and will support presentations. Once certified, we can plan for additional WSPS courses to be available to our members and others!

On The Water Activities: With support from Scott Mayhue, successful summer raft ups were held in August at Reed Creek on the Chester River, and September at Cornfield Creek on the Magothy River. Laura and Wayne Hepting hosted a lovely event once again in October at **"The Shore House"** on the Magothy River. WSPS members arrived by boat and car, some for a two-night stay. The Heptings' planning and thoughtfulness was sincerely appreciated!

It's time for "doing business as" **America's Boating Club Wilmington**. The term squadron is confusing to many unfamiliar with our boating club. Times have changed. Though our Bylaws will always state we are Wilmington Power Squadron, the Executive Committee voted to adopt the above. The membership vote will be held at the November Social. See article on page 4.

Many thanks to all who supported Chris Atkinson in her compilation of Merit Marks. Additional thanks to all who sent in their amazing photos to Sue Engler and we look forward to seeing the results of the WSPS Photo Contest on pages 12-17.

Cdr Carol Hanson, P

November Fall Assembly



Friday, November 5, 2021 - 6:30 PM This is a virtual event!

Please join us on Friday, November 5, 2021 for our WSPS fall zoom assembly. The social will begin at 6:30 pm and our speaker will join us at 7 pm . Our guest speaker is Greg Brown, chef & author from the Kalmar Nyckel.

Greg will be sharing how he came to be on the ship and readings from his book "Underwater Cafe". "I became the chef kind of by default," said Chef Greg Brown. "There was one summer when the cook quit suddenly and the captain - with a degree of panic - surveyed the crew and said who would be willing to take on the chore. So I was onboard as a shipmate and I raised my hand timidly."

Brown's book, "The Underwater Cafe," details life aboard a 17th century ship in today's modern world. He says he kept logs, like a ship's captain does, and turned those into a fun read, sprinkling in those crew favorite recipes.

Please register to attend now to qualify for one of five copies of Greg's autographed books which will be awarded as door prizes. Additional copies will also be available for sale for \$20 per book for anyone interested who isn't among the five lucky winners.

WSPS Assemblies Committee - Betty & John Ingram, Terry Butler, Joan Barber, Geri Walker, Bev & Bart Wilson, Donna Zimmerman, and Kathy Leef.

Hosted by Betty Ingram (302) 633-1733



Greg Brown served for twenty-five years in the United Methodist Church as a pastor and ultimately a pastoral counselor. As he transitioned from the pastorate to counseling, he discovered the Kalmar Nyckel and initially volunteered as part of the crew. But his love of cooking earned him a new role as chef. Since 2015, he has served in this capacity. He currently lives with his wife, Anne, and dog, Boots, in Old New Castle, Delaware. He is the author of Island Year: Finding Nova Scotia (East Lawrencetown, Nova Scotia: Pottersfield Press),



*Lt Betty Ingram, P
Assemblies Chairperson*



Gypsy 11



Trademark Change



It's time for America's Boating Club Wilmington!

Recently I was talking to a young lady, a guest on a fellow squadron member's boat, and asked her if she knew what a squadron was. She said, "I have no clue! Maybe a group of airplanes?" That is a typical response from those who first hear about power squadrons. As reported in the Lubber's Line last year, a market study was completed by America's Boating Club, (ABC) formerly, United States Power Squadrons (USPS).

The results, not surprising, found that USPS, who has been doing business the same way for 100 years, was viewed as being stogy and out of touch. Times have changed. Today's boaters are more diverse, with different interests and less time devoted to boating activities. Families are busier. Technology has changed entertainment and learning, Traditional baby-boomer boaters are aging out. We are no longer affiliated with military. Many boaters have not heard of the United States Power Squadrons, or they get us mixed up with other organizations. The name, **America's Boating Club, is clear on who we are and what we enjoy doing.** After reviewing membership demographics and potential names, it seemed maintaining the Wilmington name makes the most sense for our squadron.

Though we will forever be named The Wilmington Power Squadron in our Bylaws, we have been "doing business as" Wilmington Sail and Power Squadron since 2013. In April, based on feedback from our Marketing Committee, the Executive Committee approved the recommendation to adopt Wilmington Sail and Power Squadron "doing business as" America's Boating Club Wilmington. We will then be consistent with our national organization and over approximately 78% of our District squadrons who have adopted America's Boating Club as part of their name.

The recommendation to adopt "doing business as" America's Boating Club Wilmington will be presented to the membership at the Friday, 5 November Social. Please join us as we move forward, looking to the future, to not only sustain but to grow our beloved organization.

It's time!

Cdr Carol Hanson, P



Weatherly

WSPS Christmas Party

The fun and games begin at 3 PM on December 5th via Zoom. The Zoom link will be emailed to you prior to the date.



January Assembly

January's Assembly will be held on the 7th of the month at 1830 (6:30) and will also be on Zoom. Our tentative speaker will be Ann Richards, the Chester RiverKeeper.

Annie joins the ShoreRivers team as the new Chester Riverkeeper in January. As Riverkeeper, Richards will be the primary voice for the Chester River and its tributaries, working through the core, science-based strategies of advocacy, enforcement, outreach, and water quality monitoring to achieve cleaner waterways. ShoreRivers Riverkeepers regularly patrol their rivers and tributaries, advocate for strong clean water laws, engage with our communities, and serve as guardians for these living resources. Richards comes to ShoreRivers with a lifetime of experience on the Chester and in local communities. For ten years, she served as an educator, captain, and fundraiser at Echo Hill Outdoor School. While there, she helped manage their fleet of historic Chesapeake Bay workboats and provided students of all ages with outdoor education centered on Chesapeake ecology and the unique resources found along the Chester. Richards also has proven skills in nonprofit development, campaign management, and grant writing.



"I am thrilled to be joining the ShoreRivers team, and to advocate for a river that I have called home for so much of my life," says Richards. "I am dedicated to protecting and restoring the Chester's natural resources and to cultivating a stronger, healthier, more accessible waterway for all."

Richards has a BA in English Literature with a minor in Anthropology from Roger Williams University in Bristol, Rhode Island. She lives just outside Chestertown with her husband and son.

*Lt Betty Ingram, P
Assemblies Chairperson*



Gypsy 11



Skylark's Trip to Maine

Skylark left Rock Hall, MD at sunrise on July 8th with the Salty Dawg Down East Rally. Captain Bill Barber led the fearless crew consisting of 1st mate Joan and new squadron members Gail and Peter Weintraub. We spent a day going through the C&D canal and down the Delaware Bay. At nightfall, we were passing Cape May and set a course (2 days and nights) past Block Island to Newport, RI. After a couple of days of R&R in Newport where, among other fun activities, we had a great guided tour of Fort Adams (very interesting!), we headed to Cuttyhunk, MA, which was a "sink or swim" lesson in navigation by RA-DAR due to fog. The next day saw a close parade of 32 boats motoring in dense fog (visibility less than 600') to Mattapoisett, MA. At least we thought it was dense fog. We learned how dense fog really gets when we got to Maine! After an overnight trip from Mattapoisett, through the Cape Cod Canal, and up the coast, we finally arrived in Rockland Maine.



After enjoying Rockland's restaurants, wonderful bakery and art museum, we continued with Salty Dawg on a "mini cruise" that took us to beautiful Pulpit Harbor and then to Buck's Harbor where we had the freshest, sweetest lobster off the dock we've ever eaten.

We continued on to Belfast where we toured the Front Street Shipyard and later grilled steaks onboard while listening to live music from the town's waterside park. A sudden storm passed quickly and gifted us with a rainbow. Next stop was Vinalhaven, where we were lucky to be led to an available mooring ball in Carver Harbor by local lobster men and had a quick tour of the island with a friend of Peter and Gail. Our departure the next day was made more exciting by having to share the narrow, rocky passage with the Vinalhaven-Rockland ferry.

We returned to Rockland so Peter and Gail could head for home. Good-bye fearless crew! Now it was just the two of us. We then began a "random walk" following the winds to many harbors and beautiful island anchorages throughout the Penobscott Bay and Mt. Desert Island areas. We anchored in many beautiful spots. One of our favorites was McGlathery Island, where we explored the pink granite beach and followed old lobster pot trail markers to the other side of the island.

Hiking was another favorite activity affording fabulous views: Butter Island had panoramic views of East and West Penobscott Bays and Flying Mountain on Somes Sound (an itty-bitty fjord) had views of the Cranberry Islands and Mt. Desert Island area. We visited several seaside towns. Castine, the home of Maine Maritime Academy, is a great walking town with historic houses, blooming gardens, shops and ice cream. Other favorite locations included Stonington, Northeast Harbor with its access to Acadia Park's carriage bike trails and Thuga Azalea Garden, and Southwest Harbor with great restaurants, shops and the Hinckley Boat Yard where we had our starter motor relay replaced (ask Bill about this story).



Continued to next page



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In mid-August, we were joined by Bill & Donna Zimmerman who offered to act as guides to Down East Maine. Sailing through the lobster pots was a challenge but Bill & Donna were up for it. We visited some of Bill & Donna's favorite spots including Trafton Island and Roque Island Harbor, a stunning anchorage that resembled a crater ring with a beautiful sand beach. Mistake Island had a snug anchorage that was pretty much just us and the seals. After the morning fog lifted, we took a field trip to the Mistake Island lighthouse perched on pink granite with vast ocean views.



We had a lovely sail past the Porcupine Islands in pretty Frenchman's Bay to our hidey hole near Sorrento to wait out Hurricane Henri. We passed through Bar Harbor on our return trip to Southwest Harbor. Back on land, we toured Acadia Park, including a trip to Cadillac Mountain, had a super lobster dinner and bid farewell to our Down East tour guides.

It was time to head back south but first we had to wait out Hurricane Ida. We were joined in The Basin, a well-known hurricane hole, by several sail boats. We spent our time exploring and visiting with other boaters. We even had a visit one afternoon from a kayaking cat.

Continuing south, we stopped in Frenchboro on Long Island where the docent at the island's small museum directed us to a walk that would take us through the woods. What we thought would be a short walk swatting mosquitos led to a fabulous beach covered with rounded granite boulders. We spent our last night in Maine at Piscataqua Marina on the Portsmouth River. The river has a swift current right through the marina but Bill nailed a perfect docking with *Skylark* gently snuggled up to the finger pier. We walked across the bridge into Portsmouth, NH and had a great dinner and delicious ice cream.

We spent about 2 months in Maine and thoroughly enjoyed it. The temperature was mostly in the low 70's during the day and 50's or 60's at night; good weather for sweaters and a warm quilt at night. Fog was frequent; sometimes just the morning and sometimes for a couple of days. We enjoyed many wildlife sightings. The most exciting were the minke whales; the cutest were the curious seals that would randomly pop up and give us the once over! We saw pods of dolphins, flocks of black guillemot birds and majestic bald eagles. With the mountains, pine trees, and pink granite, Maine is downright gorgeous – even with fog! We can't wait to go back.



*Bill & Joan Barber, S
Lubber's Line Contributors*



Skylark



Our Trip to Cape Charles and Back

Since our two-week trip to Portugal/Spain had been postponed once again, Donna and Bill Zimmerman aboard *Mystic Star*, Kathy and Scott Mayhue aboard *Star Reacher* and Carol Hanson and Dennis Wallace aboard *Weatherly* decided to take advantage of the already scheduled vacation time. A sail south to Cape Charles, the southernmost port of the Delmarva Peninsula, was the ideal alternative. We planned on two weeks. We provisioned for twelve dinners aboard, a few dinners out, and divided the responsibility between the three couples. Breakfast and lunch were on your own.



We left North Point Marina on Wednesday, September 15th, in high spirits and with good wind. We tacked to Annapolis, picked up a mooring, and enjoyed dinner at O'Leary's Seafood Restaurant. The next morning, heading out on the Severn River, Dennis detected a faint whiff of something akin to burning insulation. It turned out to be the water pump belt abrading on the pulley. We were able to secure a slip in Bert Jabin's Yard and within two hours, a slightly bent water pump pulley was replaced. However, the unexpected interruption shortened our day. Instead of our planned anchorage on Solomon's Island, we chose the less ambitious path and anchored in a peaceful northern branch of the

Rhode River.

Friday, with strong wind, we sailed to Mill Creek in the Solomons Island at the mouth of the Patuxent River. Finally, after 30 years of sailing, Dennis, at my insistence, agreed to put a reef in the main!

Another unexpected maintenance issue occurred. Saturday morning, *Star Reacher* lost steerage when departing the raft. Due to the high winds the day before, and constant steering correction required by autopilot, the turning sheave had become loose at the pedestal and the steering cable jumped the pulley. The anchor went down quickly as the boat approached a dock. Within two hours, the steering cable was replaced, and steerage was once again functional. The group decided to stay at the anchorage for the evening. We enjoyed lunch at the Kingfisher Seafood House, some exercise during a walking tour, and an exploration of Mill Creek via dinghy. A lovely day overall!



Sunday, we enjoyed a strong sail down the bay to Fishing Bay, on the Piankatank River, in Deltaville Va. Unfortunately, along the way, *Weatherly* kissed a buoy and sustained damage to the bow well above the water line. After applying marine underwater sealant to the area, and inspection by the captains, it was agreed we were good to continue even with strong head winds and waves.

Monday, we sailed to charming Mill Creek off Ingram Bay, VA, one of Bill and Donna's favorites, and for good reason! It is isolated and beautiful.

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Tuesday, we made it into Cape Charles and snuggled in to slips to avoid the bad weather on the bay. For three days we sampled everything Cape Charles has to offer. Breakfast out every morning, (chocolate croissants anyone?) the fishing pier, a fun golf cart tour capably driven by chauffeur Donna, frozen custard lunch daily at Cowlick's Creamery, (we were on vacation after all!) the Cape Charles Museum, and trail hikes on the Eastern Shore of Virginia National Wildlife Refuge. We did not miss out on the new Cape Charles Brewing Company. On day two we made it to Buskey Cider (yes, hard cider) and the third day we sampled specialties at the Cape Charles Distillery.



Finally, the winds abated, and we headed home. That evening we anchored in well protected Ashley Cove, off Dymer Creek, VA. Once again prudence dictated we sit out high winds on the bay, which we did for two relaxing days. To avoid further forecasted bad weather, we sailed home over two long days stopping again in Mill Creek on the Solomons for fuel and pump outs. We returned to Rock Hall on Tuesday afternoon, September 28th, grateful for the opportunity to enjoy two great weeks sailing on the bay. Dennis and I appreciated sailing with friends who could guide us to the must-see places in Cape Charles, and who were familiar with the most beautiful anchorages in the southern bay.

Mostly, we enjoyed spending time with good friends!

Cdr Carol Hanson





Raft up/Drive-in at the Heptings

Once again, Laura and Wayne Hepting generously invited us to join them at their family's Shore House on Black Hole Creek on the Magothy River.

Their five-bedroom bungalow with an enclosed front porch overlooking the water has been in the family since 1934. The large dock accommodated three sailboats that rafted together on Friday afternoon, the Schleicher's aboard *Scrimshaw*, the Zimmerman's aboard *Mystic Star* and the Barber's aboard *Skylark*.



Bev and Bart Wilson and Scott and Kathy Mayhue enjoyed spending Friday and Saturday night at the house. Also joining the group by car on Saturday were the Williamsons, the Ingrams and the Hanson/Wallace's.

Laura and Wayne prepared a wonderful breakfast on Saturday morning for the ten members that arrived on Friday. A delicious collaborative luncheon was shared by all on Saturday complete with a chocolate-on-chocolate cake in celebration of Dennis Wallace's 29th birthday! Horseshoes and Corn Hole games got the competitive juices flowing! The thoughtful hosts, lovely accommodations, endless camaraderie, great food, and entertaining games made for a truly special weekend!





Boating Safety News

Winterizing your Vessel

1. True or false? A boat's internal gas tank should be left nearly full of fuel over the winter.

Answer: **True**. Before there was ethanol in our nation's fuel supply, the best advice was to leave the tank as empty as possible, ensuring you could add plenty of fresh gas at the start of the next season. For built-in gas tanks today, however, the name of the winterization game is to prevent condensation from forming on the inside of the tank walls, typically a result of daily freeze/thaw cycles. Boat fuel systems are not closed and draw in humid air via the vent. Keeping the tank nearly full, with a little room for expansion, doesn't give water droplets the chance to form and mix with the fuel, which may contain up to 10% ethanol, potentially leading to phase separation. Phase separation is when water and ethanol separate out from the fuel and settle on the bottom of the tank. This phase-separated cocktail can stall out or even damage your engine. Also note, never plug a vent, as it can rupture the fuel system.

Portable gas tanks, on the other hand, are best removed and emptied, typically into a vehicle if the gas is unmixed or, if mixed, used in other two-stroke engines. One caveat for boats stored in racks – be sure to check your marina's fuel-storage policy. Also, understand that once fuel becomes phase separated, no amount of additives or fuel stabilizers can help. The contaminated fuel and water mixture must be safely removed by a professional.

2. True or false? Instead of winterizing a boat's engine and plumbing systems, it's acceptable to use a plug-in space heater to prevent freeze damage.

Answer: **False**. GEICO marine insurance claims files show that substituting proven winterization procedures with an electric heater can lead to claims for not only catastrophic engine damage, but fire as well. Claims files are littered with instances of heaters tipping over, shorting out, or igniting nearby combustibles.

Even if you live in a temperate state, you should properly winterize your boat even if you will only be off the water for a few weeks. Having an engine flush system makes replacing raw engine water with antifreeze fast and easy. The top 10 states for winterizing-related insurance claims include 1. Texas, 2. New York, 3. New Jersey and Maryland (tie), 5. Virginia, 6. Mississippi, 7. Georgia, 8. North Carolina, 9. Washington, and 10. South Carolina.

3. True or false? Most insurance policies cover ice and freeze damage as a result of cold winter temperatures.

Answer: **False**. Coverage for ice and freeze damage is often excluded from marine insurance unless the policyholder specifically requests it. Ice and freeze coverage may be added as a policy rider or endorsement. This coverage takes care of winterizing mistakes made by your marina, yard or other professional service provider that can leave your engine unprotected when temperatures tumble or when winter storms knock out the heat to indoor boat storage facilities.

This coverage has one caveat: Most insurers do not offer it once temperatures drop, usually the end of October, so check with your insurer now. BoatUS offers GEICO marine insurance policies that can add this coverage for as little as \$25. To get a free quote, go to BoatUS.com/Insurance.

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



Jubilee



Photography Contest Results

Thank you for entering your favorite images in the 2021 WSPS Photo Contest!

The judges this year spent nearly 2 1/2 hours deciding on the 1st, 2nd & 3rd place winners from over 72 entries emailed to me. Many were received during 2020 since we did not have a judging last year.

Congratulations to the winners and many thanks to our judges.

The entries came from 8 members who sent in from 6 to 17 images. There will be a slide show developed from all of the images received and shown at the January Zoom Meeting.

Our judges were very knowledgeable about the images shown on Zoom Software and viewed on their own computer screen. Each image was carefully considered in it's category and given a total of 1-4 votes to reach into the 1st to 3rd merit classification.

Our 2021 Judges: Cdr Carol Hanson, P, Lt Susan Engler, P,
Lt/C Barbara Sharpless, P, and Joan Barber, S.

*Lt Sue Engler, P
Photo Contest Coordinator*





Boats



First Place - Bev Wilson



Second Place - Susan Clark



Tie Third Place - Kathy Leaf



Tie Third Place - Leslie Brower



People



First Place - Chris Atkinson



Second Place - Bev Wilson



Third Place - Laura Hepting



Scenic/Illustrative



First Place - Bev Wilson



Second Place - Sandy Netting



Third Place - Susan Clark

Sunrises and Sunsets



First Place - Bev Wilson



Second Place - Sandy Netting



Third Place - Leslie Brower



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

WSPS Birthdays

November Birthdays

| | |
|----------------------|-------|
| Engler, Donald R. | 11/22 |
| King, Michael W. | 11/26 |
| Williamson, Susan S. | 11/30 |

December Birthdays

| | |
|---------------------|-------|
| Gorman, Donald G. | 12/02 |
| Koval, John E. | 12/13 |
| Minshall, Katherine | 12/16 |
| Sharpless, C. David | 12/16 |
| Atkinson, Chris A. | 12/19 |
| Ingram, Betty K. | 12/19 |

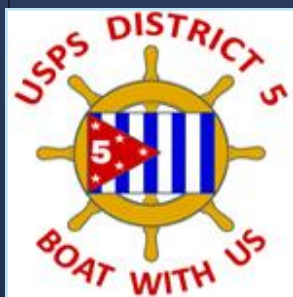


Mexican Train aboard Windward Passage



Schedule of Up-Coming Events

| | | |
|----------------|------|--|
| 05 November | 1830 | WSPS Social Via Zoom – Presentation by Chef Greg Brown of the Kalmar Nyckel |
| 10 November | 1900 | WSPS Executive Committee Meeting Via ZOOM |
| 11-14 November | | D/5 Fall Education Conference Hilton Doubletree, Lancaster, PA |
| 05 December | 1500 | WSPS Holiday Social Via Zoom – Event information to be forwarded via e-mail |
| 15 December | | Deadline for January/February Lubber's Line Material |



Join us for weekly luncheons each
Wednesday @ 12:00
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Visit us on the web at: www.wspsoaters.com

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