



Wilmington Sail and Power Squadron

DISTRICT 5



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THE LUBBER'S LINE

VOLUME 78, ISSUE 5

October - November - December 2017



The Fifth Annual Oyster Dinner will be held again at the Wellwood Restaurant in Charlestown, MD on 29 October. We expect this annual event to again reach expansion stages of 40+ folks.

Before we can open the registration to non-members we must give our membership time to decide if they want to attend. Of course the food is delicious, the service delightful, and the fried oysters plentiful.

Members: \$28 - Guests: \$36

Members sign-up begins on 1 October; member cutoff is 15 October. Any member may sign up a guest after 15 October.

Because of the overwhelming demand for this dinner we are asking members to reserve your seats by sending your checks to our 2nd Administrative Officer: P/C C. David Sharpless, AP, 2 Hailey's Trail, Newark, DE 19711 (302)-239-7995

Wilmington Sail and Power Squadron 2017-2018

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OUR COMMANDER'S MESSAGE



As I write this article, news of a fourth huge hurricane of the season (Maria) calls our attention to the importance of preparation and understanding what is coming. My sister was in Africa when hurricane Harvey released its 1000 year rain on their Houston community. She watched from another continent as the water monitored by home security cameras flooded their lawn and then their home. There was nothing they could do.

Squadron members with boats are always thinking of preparation. Some members are thinking about what they should do to prepare on the water or on the hard for more difficult weather. We want to make it to next year intact.

As we move to the Fall, we change gears and begin to think of Squadron social activities - enjoying friendship, sharing stories of the past and promoting our common boating interests.

It's also an opportunity to prepare for the future of our Squadron. We may not have the big storms but we have to face social media, the internet, generational norms and a shrinking middle class. These significant tides affect our growth and long term health.

Our squadron has a blue print we are using to move us forward. At the national level, USPS has announced a marketing rollout that is a strong step that addresses the tide affecting all squadrons. They will deliberately amplify the message that squadron members value friendships and value their lifetime memories. USPS will emphasize that squadrons create more confident and safer boaters - the very same elements we identified ourselves.

Go to beyondboating.org to see what and how they are sending these messages.

All squadrons face a common tide. We don't need surveillance cameras to see what is happening. Some of our preparation can be to examine what USPS is doing and to amplify what we believe works for us. In the end, it's not how we say it that's important - it's that we share it at all.

There is something we can do. We can invite friends to our social events - introduce them to some great people and ask them to join us as members.

I look forward to seeing you at the Oyster Dinner.

Cdr. Bruce Wyngaard, AP

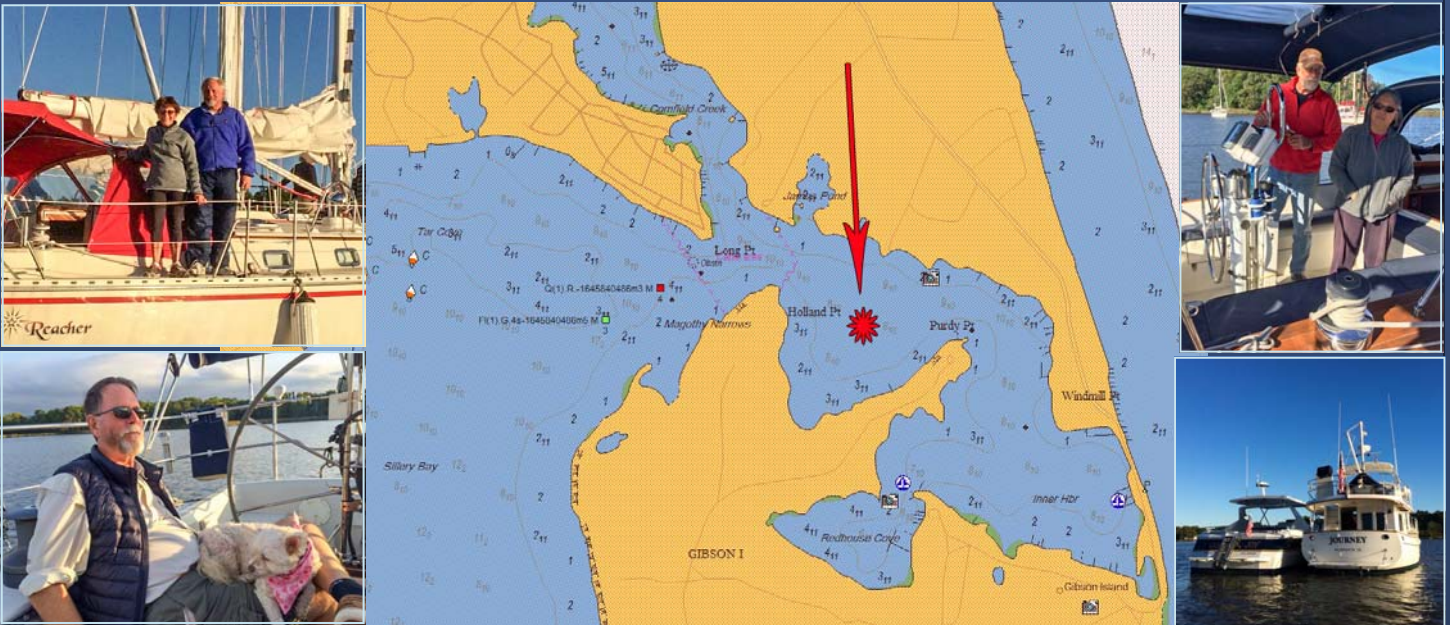


Administrative Department

September WSPS Raft-up in Eagle Cove

A Raft-up is planned at Eagle Cove off the Magothy River for 23-24 September.

Please call or email John Ingram (302) 633-1733 or cmdrjgi@verizon.net to let him know that you are coming.



Assemblies Committee

Mark your calendars!

The Assemblies committee has scheduled the following dates for this fall and winter. Please come join us at our upcoming events. Events start at 1830 (6:30 p.m.) at the Brandywine Town Center, except for the December Social.

Friday, November 10, 2017 - Details on the following page

John Murch from Garmin will be discussing the latest marine electronics updates. Garmin Ltd. is an American multinational technology company founded by Gary Burrell and Min Kao in 1989 in Lenexa, Kansas. Remember: At the November social we will distribute ditty boxes to be filled with goodies for the Wilmington Seamen Center. These boxes will be collected at the December social.

Sunday, December 10, 2017 - Holiday Social - Details on page 06.

Host: P/C Mike King and Wendy Shipman

Location: 601 Old Wilmington Road, Hockessin, DE

Phone: 302-636-0292

Time: 4:00 p.m. to 6:00 p.m.

Join us at Mike & Wendy's home for our holiday social. Bring your own wine and appetizer or dessert to share.

Friday, January 12, 2018 - Mr. Shows, one of the shipwrights from the Kalmar Nyckel will be our speaker for this evening. The Kalmar Nyckel was a Dutch-built armed merchant ship famed for carrying Swedish settlers to North America in 1638 to establish the colony of New Sweden. A replica of the ship was launched at Wilmington, Delaware, in 1997.

Friday, February 16, 2018 - Founder's Day & Annual Meeting. P/C Mark and Lt Chris Atkinson will enlighten us about their journey aboard their converted lobster boat, Willow. We look forward to their presentation on "New York's Canals Revisited".

Did you know 2017 is the 200th anniversary of starting the Erie Canal.

Assemblies Committee: Betty & John Ingram, Geri Walker, Anne & Mike Minard, Donna Zimmerman, Judy Stadler, Kathy Leef, Leslie Brower, Bart & Bev Wilson.

*Lt Betty Ingram, P
Assemblies Chairperson*



Gypsy 11

Assemblies Committee

Friday, 10 November 2017



For our first Fall Assembly of the 2017-18 season, John Murch with the Garmin Co. will be our guest speaker. John will be discussing the recent changes in marine electronics...."These are not your Father's Marine Electronics"



John will be covering the following topics:

- Changes in GPS technology and GPS charting
- Changes in SONAR technology including CHIRP, SideVu imaging and more
- Changes in marine RADAR including solid state radar
- New wireless and computer technologies for the water

Here's a list of John's experiences and interests:

- Marine Industry Veteran of 20+ years
- Marine Electronics Installer for 5 years
- Garmin Marine Trainer for 12 years
- Currently own 1 powerboat, 1 sailboat, 1 rowboat and 4 kayaks
- Enjoy time with the family on our Cape Horn center console exploring the Upper Chesapeake Bay including North East, Chesapeake City and Havre de Grace, race J-24's in Havre de Grace on Thursday nights.

The evening begins at 1830 (6:30 PM) with appetizers and soft drinks and continues with dinner at 1900. Dinner will include entree, salads and those famous fall pies! The cost this year is \$9.00 for adults and \$4.00 for children under 12.



All of our fall and winter meetings will be held at the Brandywine Community Center on Naamans Road, just off Concord Pike (Route 202). The Community Center is a free-standing building with a dome, and is by the fountain in front of the shopping center.

Reservations are due by Wednesday, November 8, 2017. For purposes of food planning, please let me know of any cancellations - (302) 633-1733 or email - bkooingram@verizon.net.

WSPS Assemblies Committee - Betty & John Ingram, Geri Walker, Anne & Mike Minard, Donna Zimmerman, Kathy Leef, Judy Stadler, Leslie Brower and Bart & Bev Wilson.

*Lt Betty Ingram, P
Assemblies Chairperson*



Gypsy 11

Assemblies Committee

WSPS December Holiday Social

Sunday, December 10, 2017
Home of Mike King and Wendy Shipman
4-6 PM

P/C Mike King and Wendy Shipman have graciously offered to host the WSPS holiday party from 4 to 6 p.m.

Please contact Mike and Wendy at 302-636-0292 or by email: kingship1@comcast.net, if you are planning to attend.

Please bring your favorite wine and an appetizer or other holiday goodie to share.

The assemblies committee will provide soft drinks and hot beverages. Also, don't forget to bring those gift boxes for the seaman's center!

Mike and Wendy's address is 601 Old Wilmington Road, but don't use your GPS to find their house, or you'll be hopelessly lost! The driveway entrance to their home is off of Hobson Drive. There is plenty of parking in the mulch to the side of the drive.



Detailed Directions:

From the Rt.141 North Exit off I 95 proceed five miles north along 141. You will pass through Newport and much road construction. At the Rt. 48 crossing (which has a traffic light) turn left. Proceed 3 miles. You will be near the crest of a large hill. After the crest turn right onto the first road, this is Old Wilmington Road. Follow the curve around and then turn right into West Riding. This is Hobson Drive. We are the third driveway on the left. We have a long driveway with a turn in it, but just follow it on back. If you are unsure, call Mike or Wendy at **302-636-0292**.

Lt Betty Ingram, P
Assemblies Chairperson



Gypsy 11

Educational Department

It's the beginning of September as I write this column. It is Labor Day, in fact, and the media keeps saying it is the end of summer. As hard as I try to deny it and convince myself there is still plenty of time for boating, the fact is the end is coming as much as we try to squeeze in those last trips.

We'll be leaving in a day or so for our last canal cruise of this year's expedition back to New York State for a couple of weeks. Then we'll be back in Delaware for a week to catch up with business and head north again for the big trip back to the Chesapeake Bay. With an eye on the end, we are working on the logistics for that final trip. It's complicated to get our gear to the boat, our dog to the sitter, and have a way home from Kent Island when we get there.

Once we are back on Kent Island it will be time to start the process of winterizing and securing the boat. This is a drawn out process that I have come to understand, however is more about making sure the boat is ready to go in the spring, than having it secured for the winter. Then what?

We have our social activities with the Wilmington Sail and Power Squadron like the Oyster Dinner at the Wellwood Inn at the end of October and our Holiday Social in early December and the monthly assemblies. I am sure there will be more information about these events elsewhere in this issue of the Lubber's Line. Chris and I will be offering pictures and talking about our return to the New York State Canal System and its history at the February assembly. We hope you will join us.

But still, there can be more. It would really be great to get some educational programs going. As the Education Officer for our squadron, I am ready and looking forward to have some work getting classes going. United States Power Squadrons has an outstanding array of regular advanced grade and elective classes, seminars and other information we can offer or adapt for your interests. Perhaps you thought at some point this season of some topics that you would like to know more about.



Writing this article has given me pause to think about the knowledge this year's adventure has required: Rules of the Road, tides and currents, piloting, marine radio and all the electronic navigation systems, cruise planning, mechanical systems and more. And as we watched the devastation of Hurricane Harvey and now look eastward to Irma's arrival in Florida, maybe we could use some information about weather.

Let me know of what you would like to know more about and we'll see what we can do. Call me on my cell phone (518) 441-9581; it's always with me, or shoot-me an e-mail at: 108atkin@gmail.com. It's always with me, too.

*P/C Mark Atkinson, AP
Squadron Education Officer*

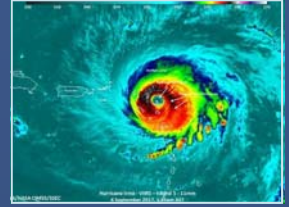


Willow

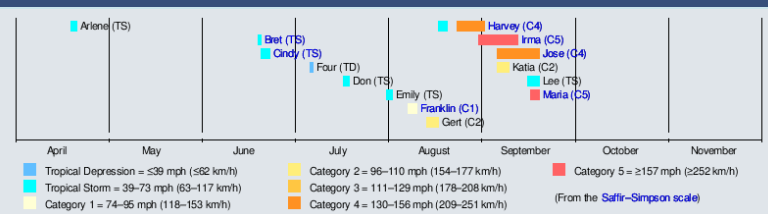
Boating Safety News

Every year hurricanes pose a threat to the Gulf and Atlantic coasts of the U.S., Mexico and the Caribbean. As a boater, you should know how to keep your boat safe when a hurricane approaches.

More powerful than tropical storms, hurricanes start when winds reach 74 mph. They form over ocean waters between 5 and 20 degrees north or south of the equator. Hurricanes average between 200 and 500 miles in diameter, making them the most destructive weather events on Earth.



On average, hurricanes cause about \$10 billion in damage per storm, making it vital for you to prepare for these treacherous storms and know how to keep yourself and your boat safe.



Never underestimate the destructive power of hurricanes. You must plan ahead. If your boat is moored or stored along the Gulf of Mexico or Atlantic Coast, it's imperative to know if and when a hurricane is coming. To protect your vessel from damage, you need a well-crafted hurricane plan. The plan

should detail what should be done to your boat and who should do the work, and it should contain a list of equipment needed to execute the plan.

When creating the plan, include anyone who is expected to take part in your boat's hurricane preparation, such as dock mates or the marina staff. Many decisions go into developing your plan, one of the most important being your choice of storage location.

With a plan to follow, you'll know what to do and when to do it. Having a plan will keep you, your boat and your family safe when a hurricane threatens.

If you live in a hurricane-prone area, you need to create a hurricane plan for your boat. Always ask your marina management what their hurricane plan is and what procedures are in place to handle major storms. Use this information as a guide when formulating your own plan. Knowing how long it takes to protect your boat from the storm will help you decide when to initiate your plan.

Take our online "Hurricane Preparation for Boaters" **course** to learn more. Go to:

<https://www.usps.org/index.php/seminars-featured/facing-the-environment/hurricane-prep>

Lt David Benfer, JN
Safety Officer



Journey



Rock Hall was once again the site for the Fifth Annual Crab Feast. Two years ago the Executive Committee wisely opted to move the event indoors eliminating the hot weather as a variable. The air conditioned American Legion Post in Rock Hall was again rented for the 2017 edition of this popular event. As in the first two years, the format of the "feast" was



picnic in nature (no formality here). Light snack/appetizer fare was supplied by the members, crabs (3 bushels) courtesy of the Chesapeake Bay. Turnout was good. We had the crabs, the corn, the appetizers, our beverage (s) of choice, door air conditioned weather - all were remarkable! Perhaps most importantly the "feast", like all of our shore-side activities, afforded the opportunity for our non-boating members to remain involved. The WSPS participation of ALL members in all facets of what we do has been and continues to be one of our most important organizational goals. Membership interest and support, as evidenced by the attendance, helps insure planning space on the 2018 Squadron Activity Calendar for WSPS Sixth Annual Crab Feast.

The old adage "a picture is worth a thousand words" is appropriate here.

Memorable food, memorable people, memorable day!!!!



*P/C John Ingram, AP
Administration Officer 1*



Gypsy 11

*P/C C. David Sharpless, AP
Administration Officer 2*



Knot Again

August Raft up 2017

Our August raft-up in Rock Creek off the Patapsco River on the western shore, attracted six boats. We had 5 sailboats and 1 power boat.

On board *Gypsy II* were John and Betty Ingram; on *Lady L* were Wayne and Laura Hepting; on *Novus* were John and Jean Marie Bailey; on *Pleasure's Mine* were Bart and Bev Wilson; on *Skylark* were Bill and Joni Barber; and on *Weatherly* were Dennis Wallace and Carol Hanson.

Heavy appetizers were shared and enjoyed by all on-board *Skylark*, our anchor-boat. We were treated to a great fireworks display that evening even though we hadn't planned on it. Light winds in the anchorage allowed us to stay rafted for the night.

We look forward to another raft-up on 23rd of September at Eagle Cove, off the Magothy River.

See you there!

*P/C John Ingram, AP
Administrative Officer #1*

All images courtesy of Joni Barber



Our First WPS Cruise

I often wonder what keeps bringing people back to the sea after some frightening experience on the water. We keep thinking all our adventures will be good ones but it never quite works out that way. We always seem to come back for more. When you are at the helm and the wind and rain are blinding you and the sea is washing over the bow, and you are having a hard time standing up, what makes you do it over and over again? Is it the awesome feeling of putting your skill on the line, or are you just in the wrong place at the wrong time?

This is the story of our first cruise with WPS in the 1960's. Our boat was an 18 foot wooden sailboat. To my knowledge, it is the smallest sailboat to ever go on a WPS cruise. She was pretty to look at, but sailed worse than a bathtub. The cruise starting place that year was Worton Creek and we had a hard time just getting that far (from the Bohemia River). We wondered if we would be able to keep up with the group from day to day. We hoped that if we left at dawn each day we might make it to where they were anchored for the night.

The least miles we did each day that year was 23 miles and usually a straight line and sailboats don't go in a straight line, ever. We found it hard going and were very discouraged even before the first day started! We finally got to Worton Creek by supertime.

The Sunday sail was to be 27 miles to the Corsica River and we would raft in the cove. We didn't know what a "raft" was but we found out that with WPS it means tie up together and then at 4AM when the wind comes up, and it is pitch dark, everyone has to break off the raft and anchor in the dark!!! It was a miserable day. Rain and fog all day, our engine was not running right and Dave spent half the day cranking it by hand to get it to work at all. There was barely any wind and that boat did not sail well. Our hands were raw from holding the tiller, and this was just the first day!!!!

We arrived in the dark, in a terrible thunderstorm long after everyone else had arrived. We were wet, tired and completely discouraged to find all our bedding soaked from leaks in the seam between the hull and the deck. I wondered what in the world I was doing out there getting soaked and shivering on my week's vacation? Betty and Mac McDonald called to us to come and raft with them and we huddled to the side of "Merrimac" like a baby to its mother ship.

It was pouring and while Dave was tying up the boat I went below to see if I could make us something hot to drink as we were both shivering. Everything was wet and I just wanted to give up, but I hadn't reckoned with Betty experienced eye that told her we were at the end of our rope. A light went on in Merrimac's spacious wheelhouse and a voice called to us to come over and have popcorn and cocoa and that it was all ready. I couldn't believe my ears and we both scrambled aboard their boat with a huge lump of gratitude in our throats. I found things don't look quite as bad after a hot cup of cocoa.



Our First WPS Cruise

Continued from Page 10

Mac assured us that we could stay rafted for the night, which was a huge relief in the dark and the rain. They actually offered to let us sleep aboard their boat, but like nutty boaters we felt we had to stick with the wet little boat next door. The wind was howling by now and that pit in my stomach was already forming about the next day's 23 mile run.

Back on our boat things were a wet disaster. We didn't have a lot of room below, but we took everything that was wet and put it forward in the peak and prayed that there was a dryer at the marina in St. Michael's. We got this bright idea to hang sandwich bags over the leak spots which were at the junction of the deck and the cabin top. This is also right over the only two bunks on the boat. We taped the bags up there with duct tape, hoping they would not fall on us during the night.

As I lay there listening to the wind and rain I vowed I'd never sail without coco and popcorn and I have never sailed without all these years. Our boat was so small land the wild Bay seemed so big to us. We slept from sheer exhaustion.

I awakened to the slight sway of the boat and I opened my eyes I could see the sandwich bags full of water, just waiting to fall on us! It was only 5AM but we carefully got up to survey our mess in the daylight. We had a good laugh at all the baggies full of water!!!! We could hear the wind slapping against the halyards and knew it was not going to be an easy ride to St. Michaels. It was a sobering thought to get ready to leave but we knew that if we didn't leave early we would be getting there in the dark again. It was so comforting to know there were fellow WPS boats behind us if we needed help.

We cast off from Merrimac and they said they would see us a little later. The engine worked so we decided to motor, the memory of arriving in the dark yesterday was still fresh in our minds. As we headed out in to the Chester River the waves were about 2-3 feet. This is a lot of wind for an 18 foot sailboat that can only go about 4 knots under power. It was going to be a very long day and took us 3 hours to get to Kent Narrows. The channel back then was long and very shallow with lots of current. I remember we stopped for gas and it cost \$1.34 to fill the tank!

We came through the Kent Narrows Bridge and Eastern Bay was very rough. We could barely make headway and the water was coming down the deck and through our leaky deck seams. We hobby-horsed each wave and certainly questioned our sanity as to why we were out there at all. The cruise boats passed us and how we wished we were aboard one of them! Off in the distance we saw Merrimac (about a 40 foot cruiser) and we guessed soon we would be out there alone. However, Merrimac never passed us and never hailed us, they just stayed behind us like a mother duck to make sure the duckling got to port okay.

This is not to say that you must stay with the slow boats, but it certainly had a profound effect on us and our feelings towards fellow boaters for the rest of our lives. They never discussed staying out there for us but we know they did because they could have easily hurried up and got to port hours ahead of us. That is what the WPS Cruises are about: meeting friends, helping each other and making great memories!!! I will note that we bought a bigger boat that winter. Why do we keep coming back? The friendships are the special part of WSPS.

Sandy Netting, S

WPS Past Cruise Memories

In looking back over the many cruises we have taken with WSPS the things that come to mind span a lot of years of boating.

In the 1960's, most of the boaters brought young children with them. The average length of the boats was 30 feet. There was no GPS, no Loran, just paper charts and a compass.

WPS cruises were organized to help new boaters to be comfortable on the water. Kids grew up together and looked forward to their week together on the water. There were bonfires on shore at night (now there are many homes on those beaches). There were nightly sing-a-longs with Frank Clendening and the kids were always sailing dinghies in the anchorages.

In 1969 one of our sailboats lost a mast and we took the spreader off that mast and it became the Broken Spreader Award. The kids competed for it on cruise week.

I did Children's Activities for many years. Each day the kids had a task such as, learn the rules of the road; i.e. GREEN TO GREEN, RED TO RED, PERFECT SAFETY, GO AHEAD. They looked at charts, looked at sea life, had to find out the meaning of nautical terms, just to mention a few things they had to do. On Friday night they turned in all their weekly tasks and that is how the Friday night Awards started. It was much later that I started to include the adults. I did the Award night until 2000 when we moved to North Carolina and Dennis took over Awards night.



The cruise has always been about socializing and not about mileage. It was a time to spend with sailing friends that became life long friendships. Over the years we have seen the group change. The boats got bigger and the sailors "matured". Young folks are not into weekend boating. They have many areas to choose from for activities and maintaining a boat is not on their "to do" list.

The cost in the 1960 for the week's cruise was about \$150 total. It was .50 cents a foot at a marina (electric included). We went to a marina every other night. The boats were much smaller and it took all day to get from place to place, however, we did have sail races each week. In all the years of cruises I only remember not going someplace because of weather about 10 times. We did change the destination to accommodate the smaller boats in bad weather. They have all been great fun with great friends!!!

Thank you for that!

Sandy Netting, S

WSPS Cruise Attendee for 50 years



Second Wind

2017 WSPS Photo Contest

Thanks for entering your favorite images for this 2016-2017 WSPS Photo Contest.

Since we had four categories, the following pages will show all of the entries.

Congratulations to the winners and thanks to the three committee members/judges who have defined the winners.



Kathy Leef Carol Hanson Sue Engler

WSPS Members – The Photo Contest will resume next month, through the winter and into the spring & summer of 2018. The closing date will be 19 September 2018. Good Luck and when you go to the Chesapeake Bay, whether in your car or boat, don't forget to capture images with your camera or cell phone.

The categories will be the same:

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

First, second and third place winners will be announced in October's 2018 Lubber Line. WSPS members can submit as many digital photos as they want in one category or all of them, but can only win once. The winning images will appear on the squadron's website. These images must have been taken between **October 1, 2017 and September 17, 2018**. 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 Carol Hanson at: jchanson@comcast.net.

Because these files can be as large as 4-7 mb, just send (medium size) files or whatever your provider will permit. If you are using a software program to reduce the image's size, please make the longest side 2000 pixels. It's OK to send multiple emails.

The submission deadline is **September 17th**. By submitting images to this contest the photographer gives his/her permission to have the pictures published on the website.

The photographs will be judged, and then published in October's Lubber Line.

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

Sunrise & Sunsets



Bev Wilson - "Pleasure's Mine"



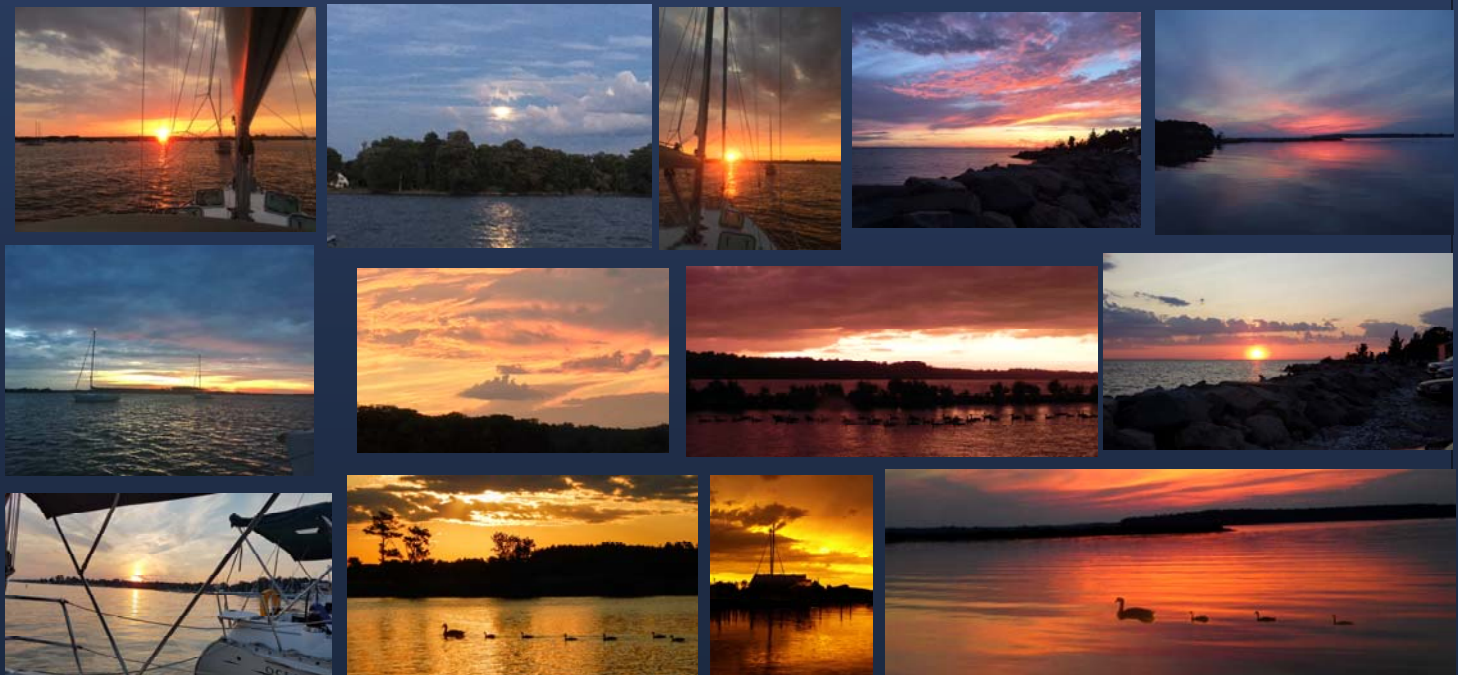
Sandy Netting - "Second Wind"



Terry Butler - "Eau de Vie"



Leslie Brower - "Brio"



Scenic and Wildlife



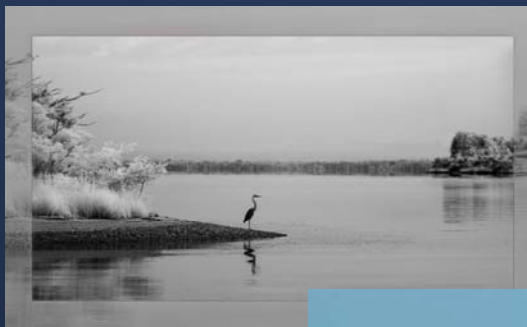
Leslie Brower - "Brio"



Sandy Netting - "Second Wind"



Sandy Netting - "Second Wind"



Boats - Sail or Power



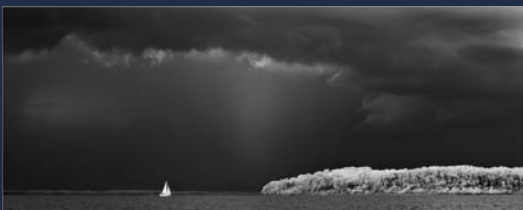
Leslie Brower - "Brio"



Bev Wilson - "Pleasure's Mine"



Sandy Netting - "Second Wind"



People



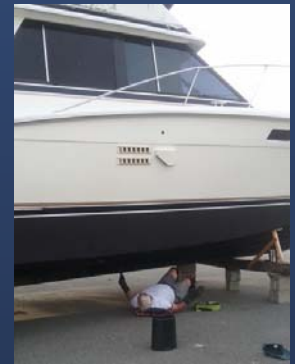
Sandy Netting - "Second Wind"



Leslie Brower - "Brio"



Sandy Netting - "Second Wind"



In Memorium

P/C Hugh M. Mahaffy, N (1922-2017)

P/C Hugh M. Mahaffy, N succumbed Friday, July 21, 2017 of injuries resulting from a recent fall. Hugh served as Commander of the Wilmington Power Squadron for Bridge Year 1959-1960. Interesting to note, our "updated" Articles of Incorporation circa 1960 bear his signature. Hugh, throughout his life, remained a very respected contributor earning 26 Merit Marks over his 71 year association with WPS (WSPS). During his later years he and member/daughter Lynn were frequent attendees of our Fall/Winter Assembly functions.

The Mahaffy's were active. Hugh, wife Ruth, and their two children Lynn and William enjoyed boating. A cottage on the Chesapeake Bay served as base for many water related activities. Involvement with other sailing/boating associations kept the family busy in the warm months. Away from the water hobby, numerous shore side organizations have also been long-term beneficiaries of Mahaffy time and energy.

He is survived by daughter Lynn, son William, and grandchildren Arin and Brody.

Services commemorating the amazing life and times of this remarkable man were held on August 19, 2017 at the Silverside Church.

Hugh, once again, it has been our pleasure!

Condolences to daughter Lynn, son William, and grandchildren Arin and Brody



WSPS Birthdays

Marguerite R. Travis	Oct 08	Donald R. Engler	Nov 22
Margaret B. Hall	Oct 10	Conrad L. Hoover	Nov 26
Pamela M. Orris	Oct 10	W. Michael King	Nov 26
Dennis M. Wallace	Oct 11	Anne M. Minard	Dec 03
Herman Hopman	Oct 17	Harry Sut Anderson	Dec 09
John J. Mc Evoy	Oct 24	Robert J. Melcher	Dec 09
Victoria J. Benson	Oct 27	John E. Koval	Dec 13
Richard C. Ebersol	Oct 27	Laurence R. McKay	Dec 14
Walter R. Williamson	Oct 28	Katherine L. Minshall	Dec 16
John C. Leshner	Oct 29	C. David Sharpless	Dec 16
James A. Malin	Oct 30	Chris A. Atkinson	Dec 19
Edward H. Kris	Nov 16	Betty K. Ingram	Dec 19

In Memorium

Sadly, Vanessa Louise Blankenship, aged 54, succumbed on Friday, September 1, 2017 after a lengthy bout with Down Syndrome related health issues.

Vanessa, daughter of Margaret (Maggie) and John Koval, attended many of our social functions over the years, health permitting.

She is survived by sisters Tamara Wilson, Paula Blankenship and Elizabeth Blankenship, and step-sisters, Robin Lano, Catherine Purdy and Tracey Skahen.

A prayer service was held at 11:00 a.m. on Thursday, September 7, 2017 at Hicks Home for Funerals, 103 W. Stockton Street, Elkton, MD 21921.

Fellow WSPS members may wish to extend heartfelt condolences to her family.

Schedule of Up Coming Events

- 5-9 Oct. Annapolis Sailboat Show
- 12-15 Oct. Annapolis Powerboat Show
- 18 Oct. 1930 WSPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark, DE
- 29 Oct. 1600 5th Annual Oyster, Ham & Chicken Dinner
Wellwood Restaurant
- 10 Nov. 1830 WSPS Social
Brandywine Community Center
- 15 Nov. 1930 WSPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark, DE
- TBD D/5 Fall Education Conference
- 10 Dec. 1600 WSPS Holiday Social
Home of P/C Michael King and Wendy Shipman
601 Old Wilmington Road
Hockessin, DE 19707-9390
- 12 Jan 1830 WSPS Social
Brandywine Community Center
- 17 Jan. 1930 WSPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark, DE

Weekly Luncheons on each Wednesday @ 1130 AM
At Seasons Pizza 3901 Concord Pike
Wilmington, DE 19803

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

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