



Wilmington Sail and Power Squadron  
DISTRICT 5  
A Unit of United States Power Squadrons®

# THE LUBBER'S LINE

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October-November-December 2015

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**3rd Annual**  
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## CHRISTMAS AT SEA

### Bridging the gap between Ship and Shore

Once again this year we will be supporting The Seamen's Center of Wilmington's Christmas at Sea" program.

The holiday season is a difficult time for the seafarers arriving in Delaware. They know that they will not see and most likely not even be able to talk with their families. They feel very isolated from their loved ones.

The "Christmas at Sea" program attempts to give a gift to every seafarer who arrives in Wilmington during the month of December. Last year over 1200 ditty boxes were distributed. The mariners appreciate that they have not been forgotten and that people they have never met would take the time to give them a gift. We will be distributing shoe boxes at our November Social on 13 November. Bring your box filled with items from the shopping list and wrapped with holiday paper (no bows or ribbons) to the Holiday Social at the home of Commander Michael King and Wendy Shipman on 6 December. You may include a card or note if you wish. Call Betty Ingram at 302-633-1733 with any questions, or if you are unable to attend either of these two functions but want to participate.



Thank you for your generosity.

*Assemblies Committee*

### DITTY BOX CONTENTS

Toothpaste	Playing Cards
Toothbrush	Chapstick
Comb	Knitted Hat/Scarf
Candy/Gum	Hand Lotion
Sewing Kit	Shampoo
Pens/Stationary	Razors
Soap	Cough Drops
Warm Gloves	

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## COMMANDER'S MESSAGE

Cdr W. Michael King,  
AP



Summer is winding down. The blue skies and fluffy white clouds are giving way to grayer skies streaked with gold. The long, lazy, hazy, days are replaced with shorter days and longer nights. The winds are often brisk. Lots of folks are energized this time of year and there are lots of things to do. I am looking forward to the raft up at Eagle Cove on 26 and 27 Sept. It is an ideal spot for a raft up, and as many times as we go there, it is always a good time. The next thing on my highlights list is the 3<sup>rd</sup> annual Oyster Dinner on October 25<sup>th</sup>. Oysters always make me nervous because I am always afraid I will eat too many!! Our first assembly is November 13<sup>th</sup> and it is always a great opportunity to catch up with folks you haven't seen on the water and get all their latest news.

For many Americans September is back to school time. This year we are encouraging all our members to take a look at member classes and at the seminars offered by United States Power Squadrons. If you see something you like, contact our SEO Jim Robinson. We are putting an emphasis on self study this fall. It removes scheduling conflicts and allows everyone to proceed at their own pace. Just because you are doing a course or seminar in self study mode it doesn't mean you are on your own. If you start a course and you do get stuck let any Executive Board member know, and we will set you up with a knowledgeable shipmate who can get you back going again. You are not alone. We all want to see our members become more knowledgeable.

For those of you who were wondering about the on water training program sometimes called the "Passport Program", we are wondering too. So far as we can tell the program has faded out, which does not mean that it might not come back with new enthusiastic national champion. The District 5 Educational Conference will be held Halloween weekend in Cherry Hill, New Jersey and several bridge members are already planning to attend. Finding out the current state of the on water program is one of items on our list. If you have a concern or question please let me know and I will track down the information.

Finally to the dozens and dozens of members who made this summer so much fun, thank you. Your hard work is what makes our squadron go.

Cdr Michael King, AP

## *Executive Department*

### Investing in Safety

At last count, I believe there have been 19 fatalities in the Chesapeake and its tributaries this year as well as more boat fires than I recall. Those are really somber reminders that something as enjoyable and relaxing as boating can be dangerous. On Facebook, I belong to a group named Upper Chesapeake Recreational Boaters, which has 3,367 members and, as you might imagine, its members post a lot of interesting information and its remarkable how its members are there for one another when someone has a question or needs a tow or something fixed. Nearly every weekend someone posts something about unsafe boating they've witnessed and even with an increased DNR presence, I too have seen what seems to be an increase in unsafe practices, like towing an inflatable with kids aboard in a channel or having passengers dangling their feet from the bow of a moving boat.

As boat operators our most important responsibility is to eliminate or minimize risk and as a member of Active Captain (a great boating resource available via [www.activecaptain.com](http://www.activecaptain.com)) I receive a weekly newsletter which details the latest developments in their boating resources as well as weekly specials with [www.defender.com](http://www.defender.com). Two of their newsletter specials with Defender caught my eye over the summer.

The first special, which I didn't take advantage of at the time but plan to do so the next time I see it, is the Sirius Signal SOS Distress Light with Distress Flag. It's a battery powered Visual Distress Signal featuring a high-performance programmable microprocessor controlling an SOS signal flashed through a powerful CREE LED bulb. Essentially, it's a USCG approved replacement for flares, which as you know are expensive, have a limited life and create a disposal problem. Normally, they retail for \$99 but that cost can be recouped fairly quickly since you'll never have to buy another flare. Its signal is visible for over 10 nautical miles and it lasts for hours compared to the minutes-long lifespan of traditional flares. It's great to see new technology re-thinking some of the decades old technology we find in our boats today.



The second safety related special, which I did take advantage of, is for the SmartPlug 30 Amp Shore Power Inlet and Connector Kit which is an improved shore power connection replacement for the standard twist on connectors we've had in use for what seems like forever. The SmartPlug clicks on an off with two side clips and a cover clip, offering a three point secure connection. It also provides much greater surface connectivity. As anyone knows, the older twist on style is tough to re-attach particularly in the dark and it's not unusual for them to detach themselves. The other problem with the twist style is that, with a limited contact patch, a loose connection or corrosion can create a weak electrical connection causing it to overheat possibly to the extent that the plug can melt and even catch fire. I installed a pair of the SmartPlugs on my boat and although the instructions claim you can change them over in minutes, I found that was an exaggeration (it took me about two hours to change out the two connections). I am, however, impressed how secure the connection is. Another great example of new and better technology. Hopefully this product will live up to its potential and enable me to eliminate one more boating risk. Currently, Defender has the 30 amp kits on sale at \$159.15 and the 50 amp kits for \$229.99. (Disclaimer: I have no financial interest in any of the entities referenced in this article.)





## Boating Safety News

### Boating Accidents

In 2014 the Coast Guard counted 4,064 accidents that involved 610 deaths, 2678 injuries and approximately \$39 million dollars of damage to property as a result of recreational boating accidents.

The fatality rate was 5.2 deaths per 100,000 registered recreational vessels. This rate represents a **10.6%** increase from 2013's fatality rate of 4.7 deaths per 100,000 registered recreational vessels.

Compared to 2013, the number of accidents increased 0.05%, the number of deaths increased **8.9%**, and the number of injuries increased 2.2%.

Where cause of death was known, 78% of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 84% were not wearing a life jacket.

Where Instruction was known, 23% of deaths occurred on boats where the operator had received boating safety instruction. Only 12% of deaths occurred on vessels where the operator had received a nationally-approved boating safety education certificate.

Eight out of ten boaters who drowned were using vessels less than 21 feet in length.

Operator inattention, improper lookout, operator inexperience, excessive speed, and alcohol use rank as the top five primary contributing factors in accidents.

Alcohol use is the leading known contributing factor in fatal boating accidents; where the primary cause was known, it was listed as the leading factor in 21% of deaths.

Twelve children under age thirteen lost their lives while boating in 2014. Seven children or approximately 58% died from drowning. Four children or 57% of those who drowned were wearing a life jacket; two were not required to by state law.

Where data was known, the most common types of vessels involved in reported accidents were open motorboats (47%), personal watercraft (17%), canoes (13%), and cabin motorboats (15%).

Where data was known, the vessel types with the highest percentage of deaths were open motorboats (47%), canoes (13%), and kayaks (10%).

The 11,804,002 recreational vessels registered by the states on 2014 represent a 1.7% decrease from last year when 12,013,496 recreational vessels were registered.

*Lt David L. Benfer, JN*



## WSPS NOVEMBER ASSEMBLY

### Friday, 13 November 2015



For our first Fall Assembly of the 2015-16 season, Jennifer Adkins, Executive Director with the Delaware Estuary, will be discussing the clean water issues regarding the Delaware Bay.

The evening begins at 1830 (6:30 p.m.) with appetizers and soft drinks and continues with dinner at 1900 (7:00 p.m.). Dinner will include chicken fettuccini, salad 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 Tuesday, 10 November 2015. Please let me know if you are unable to attend (302) 633-1733 or email - [bkooingram@verizon.net](mailto:bkooingram@verizon.net).

*WSPS Assemblies Committee - Betty & John Ingram, Geri Walker, Anne & Mike Minard, Donna Zimmerman, Sue Engler, Judy Stadler, Leslie Brower, Bruce Wyngaard and Bart & Bev Wilson.*



## WSPS December Holiday Social

### Sunday, 6 December 2015

### Home of Commander Michael King and Wendy Shipman

### 4:00 p.m. - 6:00 p.m.

Commander Michael King and Wendy Shipman have again graciously offered to host the WSPS Holiday Social from 4:00 p.m. to 6:00 p.m. Please contact Mike and Wendy at 302-636-0292, 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 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**.



### *Mark your calendars*

**Friday, 15 January 2016** – Kate Livie, Chesapeake Maritime Museum will do a presentation on Steamboats & Swimsuits

**Friday, 19 February 2016** - Founder's Day & Annual Meeting. – P/C Jay Greene, AP, will do a presentation on the restoration of his recently acquired boat, *Our Joy*.



**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.

*Assemblies Committee: Betty & John Ingram, Geri Walker, Zelma Robinson, Anne & Mike Minard, Donna Zimmerman, Sue Engler, Judy Stadler, and Bev & Bart Wilson*



### *Administrative Department*

**WHERE HAS THE SUMMER GONE?** It seems like only yesterday our committees were deeply involved in setting plans in place for upcoming WSPS summer activities. The late spring picnic unfortunately was cancelled for apparent lack of interest. The Commander's Kick-Off picnic, Annual Cruise/Suicide Bridge Dinner, Annual Crab Feast, Indian Acres Social, and Worton Creek Raft-up were all memorable events for each of the attendees (please see photos appearing elsewhere in this issue). The last on-water activity is the Raft-up on September 26 at Eagle Cove.

These gatherings hopefully help us as members to remain "in touch". Our goal is to offer activities that our boater and non-boater members can all participate in and enjoy. On October 25, we are going to reconvene for the Third Annual Oyster, Ham and Chicken Dinner at the Wellwood Restaurant in Charlestown, MD (additional info and pictures from last year are included elsewhere in this issue-for reservations contact Don Engler). This is a great activity offering a sampling of eastern shore food, fellowship and a memorable atmosphere.

We shall soon be saying a regrettable goodbye to warm weather and another memorable season afloat. The calendar finds many of us are busying ourselves finalizing our off season boat storage arrangements and winterization plans. While in the planning mode, don't forget to mark your calendars with upcoming shore side social dates. Betty Ingram and her Assemblies Committee have again put together another interesting series of presentations designed to help us cope with cold weather.

Many thanks to all for of you whose ongoing participation helps insure the viability of WSPS as we move into future!

*Lt/C John Koval, P*  
*Administrative Officer*





The Third Annual Oyster Dinner will be held again at the Wellwood Restaurant in Charlestown, MD. 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 was delicious, the service delightful, and the fried oysters plentiful. Members: \$28 - Guests: \$36

## Sunday, 25 October 2015 4-7 PM

Member sign up begins on 1 October and the cutoff for members is 19 October. Any member may sign up a guest after 19 October. Please call or email Don Engler at 302.426.9000 or [don@englers.com](mailto:don@englers.com) to reserve your seats for this occasion.



# Ladies of the Rattlesnake Saloon



The 22-23 August Raft-up could not have been better weather; however, Cdr King called to say he and Wendy would not be able to attend since the strong South winds of 13-18 knots were against *Sea Lion* all the way from the Bohemia River.

*Nauti-Gal*, sailed by Nancy & Jim Ennis, turned into the Worton Creek entrance at 1345 to commence the party. The following boats arrived in a timely fashion to raft-up to *Nauti-Gal*, or better known as the "Rattlesnake Saloon", for this afternoon: *Pleasure's Mine* with Bev & Bart Wilson, *Weatherly* with Carol Hanson & Dennis Wallace, *Star Reacher* with Kathy & Scott Mayhue, and lastly, arriving a few hours later, was *Knot Again* featuring Barbara and Dave Sharpless. *Jubilee*, sitting on a mooring further down the creek, was represented by Geri Walker and Sue & Don Engler who came in their dinghy. A welcome guest aboard *Nauti-Gal* was Nancy's sister Judy.

The western wear was indeed present and the typical cowboy questions surprised most by a difficulty factor of +10. Nancy had completed her research of the silver screen heroes with a few TV actors too. A good time with many attendees not sure of their answers. When Barbara and Dave arrived, Nancy asked them again and we all laughed along for the second time.

The sarsaparilla drink (mix) looked wonderful (see Bart in top photo) and I'm sure it was delicious, but the head bartender, Jim Ennis was offering his "Chivas" along with a lemonade cherry vodka that mostly all were trying. As nightfall approached a few boats moved to anchoring off the raft in case of storms or high winds at night.





# 18 July - WSPS - Party at Indian Acres



Our hosts and planning committee  
Maggie and John Koval



Much fun was had by all!



Our loyal grill chief



The music was GREAT!



# The Boat Names Have Been Changed to Protect....

## Two new members share their naming process!



As noted in a previous Lubber's Line my wife Leslie and I bought our first sailboat. Then we began the task of finding a new boat name. I always enjoy walking in a marina looking at boat names, wondering about the story behind the name. We find it interesting to know the boat name and the owner as the boat name seems to reflect something about the personality of the owners or it sometimes speaks to a boating aspiration - the stories are fun to listen to.

We found the task of naming our boat harder than we imagined. We decided against a friend's view that changing a boat name is "bad Ju Ju." We figured that anyone spending all this time and money on a boat should not be stuck with someone else's boat name. We also noted the caution to pick a name that would not be embarrassing or at least would be intelligible when hailing on the VHF radio. I was reminded of this rule last week when on the radio we heard "Passing Wind" looking for a marina slip. (I couldn't help think that the dock master might assign this boat slip as far away from others as possible.)

We had a few good laughs looking at the Boat US website and other websites that post literally thousands of boat names. But nothing seemed to resonate with us. In fact, I filled out the Squadron cruise planning documents using "No Name" as our boat name.

My father was born in Holland and introduced me to sailing. Leslie's family name, Brower, also has Dutch roots so we thought we could come up with a Dutch name. The few nominees were tough to pronounce in the Dutch language and they did not feel right. The answer came from another Dutch resource.

My brother-in-law, also of Dutch heritage (his last name is Van Antwerpen which, however, literally means "from Antwerp" - Belgium) helped us find a name. Over Easter dinner he told us he was reading a biography of Vincent Van Gogh. Van Gogh suffered from serious depression and interestingly did not enjoy painting success while he was living. Feeling particularly defeated, Van Gogh made a trip to the Rijksmuseum in Amsterdam to take some additional art instruction. After returning home, Van Gogh, feeling very good about the new direction of his art, declared in a letter to a friend that he is "painting with Brio in his brush." "Brio" is actually an Italian word that means vigor, vitality, zest - he wanted to give more color and life to his paintings.

The name describes how I feel when I sail. Leslie likes the idea that our new boat adventure is adding new zest and vigor to what we do - and enjoying it with others. That settled it - it just seemed to fit.

No "bad Ju Ju". In fact Leslie has named our dingy "Brio che" - an especially rich and delicious French bread - just a smaller part of a good thing.

*Lt Bruce A. Wyngaard, AP*  
*Leslie Brower, AP*



## The Boat Names Have Been Changed to Protect....



**Star Reacher**, our newly acquired 40 foot Caliber sailboat, is docked in her new slip at North Point Marina in Rock Hall, MD. She is a beauty. This is the story of our search and eventual purchase of our new boat.

**Star Reacher**, a one-owner boat, was not her christened name; WINDFREE was her previous name. If you pronounce this quickly as one word it reminds you of a television talk-show celebrity. I envisioned marina harbormasters telling (Oprah) to come on in. Star Reacher suited her for several other reasons. We had searched for our "star" for over three years (more on that later). **Star Reacher** was the name stenciled on one of our Pearson 36 sail bags by her previous owner. We loved that monster radial sail that would let us fly through the winds. The name had a nice ring to it. Researching the name Star Reacher, I uncovered the name represented an award presented to employees of an international advertising company that represented their never-ending pursuit of excellence. This embodied George McCreary's (the business head) and Michael McCreary's

(the naval architect) dream for Caliber yachts.

What made us decide to pursue a 3 year search for another vessel? We had a 36 foot Pearson centerboard which received 10 years of tender loving care, sweat, and hard work from us. She sailed wonderfully. Despite this, she began to show signs of her age (26 in boat years). We knew her deck integrity was in question, given more and more signs of crazing. Her bright work required never ending sanding and varnishing. The starboard rub rail needed replaced. We too were aging and knew as retirement approached our dream was to travel to bigger waters and the warm weather of the Caribbean to winter. Retirement also meant fixed income. Thus, should we spend our "boat bucks", time, and energy on continuing to maintain the Pearson or take the plunge to purchase a newer, more spacious, ocean worthy vessel to take us places we dreamed of?

We narrowed our choice of boats to two: a 40 foot Pacific Seacraft (37 foot being deemed to small) and either a 38 or 40 foot Caliber LRC (long range cruiser). Both of these boats are difficult to come by given the number manufactured. Approximately 70 Pacific Seacraft 40s were manufactured and 150 Caliber 40 LRCs were made (ours being hull number 118). We quickly realized the Pacific Seacraft was priced higher than what we wanted to spend, did not afford us the room in the salon and forward berth we were seeking, and some inherent flaws that concerned us. We then focused our attention to Caliber.

We intensified our search during the summer of 2013. We looked at Caliber's in Maryland, Delaware, and Virginia. Nothing came of it. We contacted a designated Caliber broker in Beaufort, North Carolina who arranged for us look at 5 Caliber's further south in Florida the week of our wedding anniversary in 2014. We typically always take a vacation that week. Why not spend it boat shopping!



Again, none of those he showed us were in good enough condition to risk spending the money we knew we needed to part with. One particular boat was located in a seedy harbor in South Miami where getting out of the car was even risky. The boat was obviously poorly cared for, a filthy hull, a cabin full of junk appearing as if a hoarder lived aboard, and the engine would not turn over. We were disappointed, and nearly abandoned the search, returning home frustrated.

After a short break (two weeks), Kathy decided once again to search Yacht World's website and discovered a new listing for a 1999 Caliber 40 foot LRC in Norwalk, Connecticut. The posting and pictures appeared too good to be true. We arranged to have the boat shown. This time, due to work schedule conflicts, I boarded my motorcycle and on a beautiful September Saturday rode to Saugatuck Harbor Yacht Club in Norwalk, Connecticut. Kathy didn't hear from me all day and anxiously awaited my return home. Upon a safe return that evening, she clearly recalls the look on my face when I walked in the house. No words necessary. We had found our boat!

*Scott and Kathy Mayhue*  
*Star Reacher*



**Visit us on the web at:**  
**[www.wspsoaters.com](http://www.wspsoaters.com)**

The Lubber's Line is a publication of the  
Wilmington Sail and Power Squadron  
published the first week of January,  
March, May, August, and October.



### WSPS Birthdays October-November-December

Marguerite R. Travis	Oct 08
Margaret B. Hall	Oct 10
Pamela M. Orris	Oct 10
Dennis M. Wallace	Oct 11
Herman Hopman	Oct 17
John J. Mc Evoy	Oct 24
Victoria J. Benson	Oct 27
Richard C. Ebersol	Oct 27
Walter R. Williamson	Oct 28
John C. Leshar	Oct 29
James A. Malin	Oct 30
Betty Parker	Nov 11

Edward H. Kris	Nov 16
Donald R. Engler	Nov 22
Conrad L. Hoover	Nov 26
W. Michael King	Nov 26
Anne M. Minard	Dec 03
Harry Sut Anderson	Dec 09
Robert J. Melcher	Dec 09
John E. Koval	Dec 13
Laurence R. McKay	Dec 14
Katherine L. Minshall	Dec 16
C. David Sharpless	Dec 16
Chris A. Atkinson	Dec 19
Betty K. Ingram	Dec 19

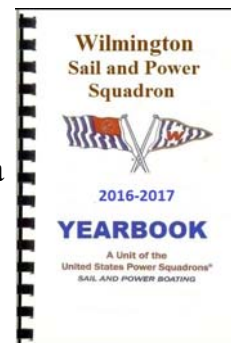


### Welcome New Member



We would like to welcome **Kevin Horne** as a new member. Kevin and his wife, Tricia, are close friends of John Ross and Pat Maher and live in north Wilmington. They are the proud owners of a 2000 Sea Ray 310 Sundancer that they keep at Skipjack Cove on the Sassafras River. Both are long-time boaters, recently retired from the 9-5 grind, and on the weekends can usually be found out with John and Pat splashing around the Sassafras.

It's getting close to the time for our 2016 - 2017 yearbook to be assembled and printed. If you have any changes to your listing in the members roster section of the 2015 - 2016 yearbook, please e-mail your changes to Barbara Sharpless at [bdsharpless@verizon.net](mailto:bdsharpless@verizon.net).



### Audit Report

The audit of the Squadron books for the year ending March 31, 2015 has been completed.

The Audit Committee reviewed the financial reports and bank statements, and found them to be satisfactory. The Treasurer, P/C Marty Wagner, AP, has done a fine job. The results have been reported to the Commander and the Executive Committee.

Respectfully submitted by the Audit Committee:  
 P/Lt/C John A. Bryson, AP, P/C John G. Ingram, AP

**Calendar of Events**

**www.wspsoaters.com**

Weekly Luncheons on Wednesday: 1130  
**Seasons Pizza, 3901 Concord Pike, Wilm., DE**



1-4 Oct.		D/5 Trawler Fest Harbor View Marina, Baltimore, MD
21 Oct.	1930	WSPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark, DE
25 Oct.	1600-1900	3rd Annual Oyster, Ham & Chicken Dinner Wellwood Restaurant
30 Oct.-1 Nov.		D/5 Fall Conference, Cherry Hill, NJ
13 Nov.	1830	WSPS Social, Brandywine Community Center
14 Nov.		D/5 20th Annual Land Navigation Contest Location to be announced
18 Nov.	1930	WSPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark, DE
01 Dec.		Deadline for January/February Lubber's Line Material
06 Dec.	1600	WSPS Holiday Social Home of Commander Michael King and Wendy Shipman 601 Old Wilmington Road, Hockessin, DE 19707

**JANUARY 2016**

15 Jan.	1830	WSPS Social, Brandywine Community Center
20 Jan.	1930	WSPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark, DE

