



WILMINGTON POWER SQUADRON

DISTRICT 5

A Unit of United States Power Squadrons®
SAIL AND POWER BOATING

THE LUBBER'S LINE

VOLUME 73, ISSUE 2

August-September 2011

INSIDE THIS ISSUE:

<i>Commander's Message</i>	2
<i>Who's Who</i>	2
<i>Education Dept.</i>	3
<i>Administrative Dept.</i>	4
<i>Boating Safety</i>	5
<i>WPS Assemblies</i>	6
<i>WPS Birthdays</i>	15
<i>In Memoriam</i>	15
<i>Calendar</i>	16

**2011 Cruise
Photos
Pages 12-14**



**Bay Jam
Weekend
Turner's Creek
Page 5**

2011 WPS Summer Cruise Just Cruisin'



The annual summer cruise, after months of planning, kicked off once again at the beautiful Lankford Bay Marina facility. The "committee" had scripted a week long itinerary of places and activities that would hopefully appeal to all boating and non-boating membership. Weather predictions for the week were favorable, clear and not too hot! Our days were each to

be filled with activities designed to appeal to everyone. The area of concentration for most of our week afloat was to be the Choptank River and surroundings. Our cruisers, both land and sea, were anxiously looking forward to enjoying some WPS Cruise firsts – the Poplar Island excursion, an evening dinner cruise aboard a paddleboat, and last but certainly not least our closing ceremonies to be held at the incredible Tred Avon Yacht Club



Our week long adventure began with the Commander's Reception at Lankford Bay Marina. The pavilion and the manicured facility overlooking the beautiful Chester River once again provided the ideal spot for our 2011-2012 Cruise Kick-Off Picnic hosted by Cdr. Jim Robinson. This day was all about food, food, food. Excellent food - in volume and variety! We can all thank Zelma Robinson for putting this outstanding day together.

Three boats with crew came by water to Lankford Bay for slippage at the kickoff site - *Estelle* with Tom and Kay Webster and accompanying family, Mike King and Wendy Shipman on *Sea Lion*, and *Gail Force*, a 38' Sabre chartered by Jack and Janet Bryson, their grandson Josh Wychok, and Dave and Sandy Netting.

(Continued on page 7)

Wilmington Power Squadron**Commander**

Cdr. James Robinson, AP
122 Fairthorne Street
Kennett Square, PA 19348-2847
610-444-5155
jimrobinson37@aol.com

Education Officer

P/C C. David Sharpless, AP
2 Hailey's Trail
Newark, DE 19711-3006
bdsharpless@verizon.net

Administrative Officer

Lt/C Judith C. Stadler, AP
2123 Anson Rd.
Wilmington, DE 19810-2346
302-475-2531
stadler.chuck.judy@verizon.net

Secretary

Lt/C Barbara L. Sharpless, P
2 Hailey's Trail
Newark, DE 19711-3006
302-239-7995
bdsharpless@verizon.net

Treasurer

P/C Martin G. Wagner, AP
Westover Hills
1013 Overbrook Rd.
Wilmington, DE 19807-2235
mgw1013@comcast.net

Lubber's Line Editor

Lt/Pamela M. Orris, P
11 Neponset Rd.
Wilmington, DE 19810
302-351-8395
pamorris1@verizon.net

Visit us on the web at:

www.wilmingtonpowersquadron.org

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

**COMMANDER'S
MESSAGE**

By Cdr. James Robinson, AP

Some of our members have experienced some problems with the dues renewal process. Need some help? Please contact Barbara Sharpless (302-239-7995).

This article is a mission statement of sorts. The thrust, the message hasn't really changed since our charter date of 1938. We are an active group that offers varied activities to membership. In not only this but many aspects, WPS is still evolving.

So how are we doing in this evolving process? We remain on firm financial ground moving into the future. The annual audit has just been completed and approved. Our imaginative Assemblies Group continues to present interesting and informative programs designed to appeal to all members. These guys are good, really good! Organizationally we had a good spring from the standpoint of Education class enrollments. All of our students who tested (Certification Courses, Electives, and Advanced Grades) all finished with strong favorable results.

Once again WPS participated in the Rt. 20 road clean-up in Rock Hall on 21 May. The format of this event was modified slightly this year to include a picnic in Rock Hall at the Civic Center Park following the clean-up. On 25 May several of our members traveled to Penns Landing to participate in the D/5 sponsored Delaware River Educational Dinner Cruise.

In observance of Safe Boating Week (21-27 May), we taught our first series of Boating Certification classes at the West Marine Store in New Castle, DE. Next on our calendar, moving into June came the organizational flagship event of the year, the WPS Annual Cruise (18-24 June).

The point of all of this is simply, WPS has always been and continues committed to the offering of a variety of activities that are interesting and informative designed to appeal to our membership. The success of our sponsored functions, such as those

(continued page 6)

Education Department

Results from our classes that concluded in late Spring have been received. Piloting was capably team taught by Lt/C Judy Stadler and husband Chuck. Jeff Arizza, Betty Ingram, Nancy Peffer, Kim Miller-Royal, and Michael Royal have all successfully earned the Advanced Grade of "P".

Our most recent graduates of the lengthy Marine Electronics (ME) class, all three modules, were Jeff Arizza, Betty Ingram, Ed Kalinowski, Jim Malin, Kevin Mullery, John Ross, Rita Shade, and Tom Stoner. This class began back in September 2011. Congrats and thanks to all who "hung in there", especially to instructor Lt Randy Williamson, JN.

John Ross- upon successful completion of ME becomes our most recent Education Proficiency Award recipient. WAY TO GO JOHN!

Each of the students that tested this spring did exceptionally well. Please note that Jeff Arizza and Betty Ingram took both "P" and "ME".

Attendance in our series of Basic Certification Courses was significantly higher than it has been in recent years. The increase in enrollment numbers was largely attributable to, believe it or not, a concentrated News Journal ad campaign waged by DNREC. We taught the usual classes in Kennett Square, A. I. Dupont H.S., McKean H.S., and concluded with four 2 hour sessions at the West Marine store in New Castle (a first for WPS). Interesting to note, the economy being what it is, our classes were largely comprised of young students seeking compliance with state licensing requirements followed by a strong representation of trailer boaters/jet skiers, and finally a small contingency of both new larger boat owners and seasoned boaters seeking to update knowledge. Instructors for these classes were Lt John Koval, P, P/C David Sharpless, AP, and P/C Donna Zimmerman, JN. WPS Cdr. Jim Robinson, AP, ably proctored each class session.

We have a very capable corps of instructors across the board for our wide variety of educational offerings. The grades of our students attest to this year after year. On behalf of the entire organization, THANKS TO ALL-INSTRUCTORS, STUDENTS, AND GRADERS FOR YOUR PARTICIPATION.

13 September 2011 marks the Fall start of Advanced Grade and Elective Courses kick-off at A.I. Dupont. Currently we plan to offer Advanced Piloting (AP). The WPS Yearbook, page 28, lists a full page of Seminar subjects. Any of these topics (usually only 2 hours in duration, one night-no test) are available to you. Within our organization we have the depth and expertise to customize and present, in a seminar format, most any boating related subject which could be of interest. One topic being discussed is a seminar on Sail Racing structured to appeal to the novice sailor. Any interest in this subject or any other for that matter? We need some direction from membership to make it happen.

Please contact David Sharpless, with your valued input at (302)-239-7995 or email-bdsharpless@verizon.net.

*P/C C. David Sharpless AP
Education Officer*

Administrative Department

Our May Picnic in Rock Hall and the WPS Annual Cruise in June are the start of great events planned this year for squadron members. In this issue of the Lubber's Line is an article with photos of our cruise and a report below on our May Picnic in Rock Hall. I'd like to thank Lt/C Rita Shade, P and Bart and Bev Wilson for their efforts in organizing the picnic at the Rock Hall Community Park, and thanks also go to P/C John Ingram, AP for organizing our road clean-up that same day. The cruise this year was another wonderful success thanks to the capable leadership of co-chairs P/C C. David Sharpless, AP and P/C Dennis M. Wallace, P. In addition to Dave and Dennis we extend our thanks to many, many other squadron members who helped bring it all together for another great cruise. Unique cruise events this year were a paddleboat cruise and dinner out of Cambridge and a trip to Poplar Island for the lucky drawing winners. I think all of us who were able to make the trip to Poplar Island found it fascinating and would encourage any of you to go, if you get the chance. Tickets are free, but you must reserve ahead of time. Access to the island involves a boat ride from Knapps Narrows and bus tour of the island. Check out the Poplar Island web site for more details.

Some of you will also recall one of our winter programs a few years ago when we had a presentation on the Sultana Project. This boat was built to celebrate the early explorations on the Chesapeake, but has become a backdrop for ongoing educational programs. A large racing and entertainment event called Bay Jam is planned for 10 September 2011, to raise money for the Sultana Project. We're hoping many of you will plan to attend, and that we can plan some specific WPS events during the weekend. Tom Stoner is heading up this effort, and if you're willing to help, please let him know. An article is in this newsletter, and we'll be sending out more information by email as the time draws near.

Our assemblies committee has already gotten plans underway for this winter's meetings. Lt Betty Ingram, P has put together a list of events for this fall and winter, so that you can mark your calendars now.

Last, but not least, in my new role as administrative officer, I attended the Spring D/5 meeting. The biggest surprise and awakening for me was that membership is considered part of the duties of the Administrative Department! Realizing that we (WPS) don't really have a group responsible for recruitment and retention of new members, I'm asking for your help. If you would be interested in helping on a membership committee, or just getting together to brainstorm some new recruitment ideas, please let me know! It would be great to see some new faces when we next get together!

*Lt/C Judith C. Stadler, AP
Administrative Officer*

WPS Picnic

Remember the long stretch of rainy days in May that we thought would never end? The rain stopped just in time for a great sunny day for the Wilmington Power Squadron Spring Picnic, held this year for the first time at the Civic Center Park in Rock Hall. The central location – with its large pavilion, picnic tables and outdoor grills – proved to be a convenient setting, especially for members already in town working on their boats. Nearly two dozen WPS members brought something to throw on the grill, trusting Commander Jim Robinson to cook it perfectly – and he did! A special thanks to Bart and Bev Wilson, who double-teamed to set up for the picnic and to also help with the litter pick-up on Route 20 earlier in the day.

Lt/C Rita Shade, P

ROCK HALL Rt 20 Clean-Up

In 2010, WPS adopted a 1-mile section of Rt 20 in Rock Hall. Twice a year, a WPS team does a clean-up of the assigned roadway. This Spring (May 21st), P/C John and Betty Ingram, P/C Richard and Terri Butler, P/C Donna and Bill Zimmerman, Bart Wilson, Mary Jane Wenhold, and Bill Theis joined forces to complete the job in less than 40 minutes. This gave us plenty of time to get ourselves cleaned-up for the Picnic. Thanks to all, we'll do it again in the Fall.

P/C John Ingram, AP

Bay Jam Weekend at Turner's Creek/ 9-11 September 2011

I am looking forward to setting up a great rendezvous weekend for the WPS in September. For those not on the cruise this year – you missed a great one! Here is another opportunity to enjoy fun and fellowship with fellow members of our Wilmington Power Squadron.

The Georgetown Racing Fleet (GRF) sponsors The Sultana's Environmental Education Program through our regatta in September. For now, the plan for the WPS is to consider Friday as the travel day with rafting in Worton Creek or at Turners Creek for the night. Then racing (there is a cruising division that many of you will find a good opportunity to win a trophy!) or just cruising to Turners Creek as the final destination for Saturday night with the awards dinner (\$20.00/person) and live music (really good guitar, mandolin and other instrument group we have had for several years now). Sunday would be returning to your own marina, although I was thinking it might be nice to have a catered breakfast at Turners Creek Sunday morning for WPS members, if there is interest. If anyone is interested in joining the planning committee for this WPS event, let me know. Sponsorship can be done directly to The Sultana (mention GRF so we get credit) or through me. The sooner you register for sponsorship the sooner you get sailing opportunities on the Sultana. And remember to mark your calendar for Down-rigging weekend the last weekend in October! It is a great time to see and feel the time of sail in tall ships. Check out the Sultana website for details. See you in September!

Tom Stoner, AP

Boating Safety News IS THE SUN MY FRIEND?

The last issue dealt with dangers associated with exposure to the sun's rays and preventive measures we should follow.

Very recently Federal regulators adopted new regulations for sunscreen products to be effective next summer. Here are some of the required changes:

Those products which don't protect against both ultraviolet A and B rays (the A rays being associated with causing cancer) and having a sun protection factor (SPF) below 15 must have a label stating the product has only been shown to help prevent sunburn.

Testing for UVA rays will be required in the future. Currently testing is done only for UVB. Those products that do protect for both will be labeled "broad spectrum". (Some manufacturers already meet this requirement and are so labeled.)

"Waterproof" and "sweat proof" claims will not be allowed.

*Lt/C David L. Benfer, JN
Safety Officer*



(Continued from page 1)

The balance of the 60+ WPS cruisers, shore travelers, and guests made their way to the festivities by land. P/C Richard Butler and wife Terry aboard the *Eau de Vie* were once again welcomed back to WPS after a nine year absence. Bert Willett, on *Royal Tern* with guests Heloise and John Osborn aboard, was recognized and welcomed back after a several year cruise respite. Camaraderie, food, and great weather were the highlights of this festive day. Special thanks to the *Portabella* crew, the Robinson family, Commander Jim, wife Zelma, sons Charles and Jimmy, for coordinating all aspects of the Lankford Bay fete.

Sunday, the first day afloat for many of us, essentially marked the official start of the cruise with a voyage to our first anchorage, the Rhode River. Carol Hanson on *Weatherly* and Barbara Sharpless on *Knot Again* were our KIAs for the perennial favorite, the Pot Luck Raft-Up. Eighteen boats on pre-assigned rafts relaxed throughout the remainder of the afternoon and into the evening enjoying the company of friends and more good food. Entrees of choice for the different groups were predictably varied; personal tastes ran the gamut ranging from a Greek Pasta on the *Journey* raft to Beef Burgundy as supplied by the crew of *Jubilee*.

Monday morning dawned with favorable winds. On deck for the day, our first sail race (sail activity summary following later in this article thanks to Tom Stoner, Dennis Wallace, and Tom Webster) as the fleet headed to our first port of the cruise, Knapp's Narrows Marina. KIAs for the day were John and Betty Ingram on *Gypsy II*. The Ingram's opted to repeat the popular poolside pre-dinner Wine and Appetizer Get-together format originated by KIAs Chuck and Judy Stadler on *Wind Venture* from the 2010 "Cruise".

Dining options on Tilghman Island abound. Dinner was "on your own". Eastern Shore cuisine has long been a major attraction for visitors to the Knapp's Narrows area. The local restaurants have carefully selected their respective menu offerings to accommodate a wide variety of individual tastes with emphasis clearly on seafood, of course. The Ingrams, through their Cruise Book write-up, provided each boat with not only dining locations but a summary of respective culinary specialties as well. Some of our group, upon departing poolside, sought dining facilities offering non-sea food specialties of the house. Seafood clearly was the favored choice of most of the group.



24 lottery winners on bus to Poplar Island



The following morning, a gorgeous Tuesday, 24 of our cruisers (lottery selected-only 24 seats were available) were taken by a Maryland Environmental Services boat to visit Poplar Island. You may recall the subject of the presentation at our January Social was the ongoing Poplar Island Restoration. A brief assessment of the situation regarding the slowly disappearing island in 1993 was simply this, without some intervention and soon, the fate of the then small remaining land mass would be the same as that of an estimated 10,500 Chesapeake chain island acres that had already been lost to erosion and sedimentation. From 1747 to 1993 Poplar Island acreage was reduced from an estimated 1800 acres to only 5 acres. Wind and water had and were continuing to take a toll (P/C John

(Continued on page 8)

(Continued from page 7)

Ingram covered Poplar Island in a well written article in the March - April, 2011 edition of the Lubber's Line). Observing the interest in the subject that was shown by membership at the January presentation, our then small group of cruise planners were "hooked!" Is a visit to the site during the cruise doable? Absolutely -- transportation and tour reservations with Maryland Environment Services were made as well as arrangements with the marina for a late departure time on Tuesday afternoon. Everything was a go, we were ready -- DONE. The three hour island bus tour, complete with guide, offered our cruisers some first hand incite into not only the scale of the project, but also an opportunity to view progress to date in the reestablishment of animal and bird habitat. Fascinating - time well spent! Interested? See more on the subject in the Administrative Officer's Report this issue.

Late mid-day Tuesday, following the Poplar Island excursion, the fleet headed to anchorage on Trippe Creek off the Tred Avon River. A quiet day was scheduled, other than for the planned event of the day, a Blind Rower Dinghy Race. KIAs for the day, Mike and Anne Minard on *Northern Express*, assigned crew (2) for each competitive boat. No team consisted of spouses. This event, great in concept especially on a hot summer day, evolved into more of a "get someone else drenched" contest! More specifically, drench your fellow dingy contestants. Squirt guns and buckets of all descriptions and styles suddenly appeared in the dinks. Sportsmanship, or the lack of, will not be mentioned in this article--well, maybe a little. Some of our more devious competitors showed up at the starting line fully prepared to influence the outcome of the contest (read as cheat). These "athletes" (loose terminology) donned inappropriate equipment and employed tactics structured to intimidate, not to mention soak fellow dingy crews. A question has been raised as to whether all of the blind-folded contestants have been accounted for, even at this late date. A couple of our navigators were last seen hastily rowing off toward the horizon. Congrats to Tommy Webster and Carol Hanson as the eventual declared winners of the contest. A great event-it was hilarious!

Wednesday found the cruise heading to the Cambridge Municipal Yacht Basin and most probably the highlight event of the week; scheduled, a three hour dinner cruise aboard the paddleboat Dorothy Megan (out of the Suicide Bridge Restaurant-Secretary, MD). KIA assignments for this day were Bart and Bev Wilson on *Pleasure's Mine* who handled the slippage arrangements while Dave and Ann Benfer on *Journey* managed the dinner cruise. The fleet cruisers were joined by twenty additional members and guests (including D/5 Commander Bernie Karpers and wife Cathy) who all opted to drive and join up with the cruise in Cambridge for this event - the mood was festive! Shore travelers, upon arrival, were anxious to learn about happenings thus far in the week from their cruising friends. The week afloat had progressed fabulously. The Dorothy Megan and crew upon having graciously received and boarded our dinner cruisers in Cambridge at the Municipal Dock at 1800 cast off and leisurely headed north.



Dorothy Megan in Cambridge

The shoreline areas north of the Rt. 50 Bridge of the Choptank River are spectacular. While the Dorothy Megan glided slowly and quietly toward the sunset hour, our members were treated to ever changing panoramic views of this pristine part of the Eastern Shore. The lower deck was awash with light chatter as each of

(Continued on page 9)

(Continued from page 8)

us enjoyed the waterfront surroundings and an excellent surf and turf meal. Following dinner many diners opted for an enjoyable visit to the observation deck (open air) on the second level. Sunset approaching, views, sights and meals being widely discussed, the Dorothy Megan had reversed course and was headed back toward the Yacht Basin - another great day enjoyed by all of us capped off by an equally unforgettable evening. Our cruisers arose to a warm humid Thursday with at best an “iffy” forecast for Thursday night. Choosing to err on the side of caution, several of our boats decided to go directly into Oxford, several remained behind in Cambridge, and several others split off and went into anchor in La Trappe Creek. The bulk of the fleet went on to anchorage at Baby Owl Cove. Baby Owl Cove, however, being a very popular spot, was pretty well filled with non-WPS anchored boats by mid-afternoon Thursday. Cruise Co-Chair Dennis Wallace on *Weatherly*, limited by remaining available anchorage space in Baby Owl Cove, wisely moved the anchorage location to Leadenham Creek. The weather, the principle concern for this day, was a non-event. The tranquil evening provided a well deserved and appreciated “kick-back” time for all.



Dinner at Cambridge

By Friday afternoon all our boats had found their way to Oxford and were securely berthed at Mears Yacht Haven. This was the last racing day, the last day of the 2011 Cruise. KIAs for the day, David and Barbara Sharpless on *Knot Again*, had successfully reserved the beautiful Tred Avon Yacht Club (an elusive site to WPS cruises for many years). The “club” with an attentive staff provided an appropriate end to a memorable cruise week. Light banter continued to fill the large room throughout cocktails and well into the dinner hour. During the excellent “picnic fare” meal, the attention of many of those present was focused on the weekly Friday night sailboat races being contested just off the bulkhead at the Yacht Club. Following dinner, Master of Ceremonies Dennis Wallace went to work. This is now the point in time we all hoped that any of our miscues and indiscretions, from wherever whenever, had gone unnoticed by our MC. Not likely! Dennis, having called the ceremony to order, benefitting from a week (or a lifetime) of general observation, eavesdropping, resourceful fabrication, tidbits volunteered by tattle tailing friends, and some just plain simple situation embellishment, set about accomplishing the business at hand - that of creative boat by boat humiliation and embarrassment. Side comment - Many of his friends have learned first hand that being nice to him, that week especially, assures them of absolutely nothing. (Earlier in the article, poor sportsmanship during the dingy race was mentioned. This was not even brought up during the closing ceremony – why so easy on Tom Stoner – think in terms of conspiracy?) The awards ceremony is always entertaining and well received; this night was no exception. Dennis was on!



Ann and Dave Benfer

Finally, last but by no means least, the bestowing of the prestigious Chance for Romance Award. The crew of *Equinox*, Mary and John Polk, was barely nosed out by Ann and Dave Benfer on *Journey* for this prestigious award. Ann, surprisingly, seemed a bit underwhelmed, almost embarrassed. Dave on the other hand, speechless, was obviously beside himself - proud. Hopefully, the magnificent trophy, in all its grandeur, is being conspicuously displayed in the family home.

(Continued on page 10)

(Continued from page 9)

Sail Race Activities

Article I - Tom Webster: The following is a racing recap from *Watermark* and *Estelle*, as viewed from the Race Committee Boat about the Tuesday "starting episode". The Predicted Log Contest scheduled for Tuesday was canceled because the winds forecast for Tuesday were 8 to 12 kts with higher gusts, ideal for sailboat racing but not for a Predicted Log Contest. Accordingly, the day's activity was changed to a sailboat race. The second race (out of Knapp's Narrows to Trippe Creek) was to be a "Reverse Start Race" at 1300 after the sailors had returned from the Popular Island trip. All boats were unavoidably late for their starting times and due to the delay the racers were all circling and hailing "Estelle" at the starting line shortly after 1300, requesting new starting times. However, there was no one on "Estelle" who could recalculate all the starting times out on the water without a computer. The Race Committee then decided to have a regular race with all boats starting exactly at 1330. This new start time was communicated to the racers on the Radio on Channel 78. At about one minute before the new start (1330), two boats sailed across the starting line. One turned back and was able to restart properly at 1330 at the gun and flag. The other early starter, *Gypsy II*, was given the recall flag and hailed on the radio but to no avail and, therefore, was declared "disqualified." There were still several more boats to start. Next year, maybe we should call the "Reverse Start Race" a "Free for all Race" and just take each boat's actual starting time (after the Red Starting Flag); then take each boat's ending time and determine the time differences, subtract the handicaps and determine the winner. This seems the way to go because the WPS racers are almost all late for their starting times and have therefore lost all benefit of their handicaps. No one will know who sailed the race in the shortest time and won, until after the race. Could it be *Mr. Milk* who always likes to start late? Actually this is the "Rallye Start" mentioned by Tom Stoner that is used in England where the starting window of 10 minutes allows the boats to come to the line free of a lot of congestion and their start time begins when they cross the start line as noted above within the ten minute window. Of course *Mr. Milk* will need to be closer to the line for that to help, although they have a year to practice. It was also evident that navigation with bottom contours is a factor in racing as well – the start being very near shallow water.



Jubilee

Article II - Tom Stoner: The racing scene this year was reasonably attended, however, we look forward to getting more boats out for racing next year! The Race Committee is open to suggestions on how to bring that about. There are some good boats in WPS that can do well racing, so take the opportunity to crew up and come out for the Bay Jam and sail the cruising class for a great opportunity to win a trophy. Two regular starts and two reverse starts were part of this year's racing and provided good competition for all. We may have to schedule the starting plans a bit differently next time to ensure competing boats get to the line in time – I'm thinking of the schedule starting with when to have breakfast finished and cleaned up, coffee in-hand, and the anchor weighed and a defined time interval to the start line from the anchorage to encourage everyone to be at the line for the gun. That is another matter. We'll have to schedule some shop time for the cannon over the winter. The timing schedule of course applies to the race

(Continued on page 11)

(Continued from page 10)

chair as well as others as we missed the first start by much more than I am used to! The week of racing was defined by the last race – as noted in the photo finish just off Tred Avon Yacht Club. Had Jubilee passed Weatherly for the finish that day there would have been a three way tie with Gail Force for 2nd! The tie-break routine is not impossible, however, it was less work for the Race Committee to have Weatherly provide Don, Sue and Geri with a good reason not to tow a dinghy next year! We had some great sailing with the light winds a reminder of what could have been if the summer season came in too soon. I think we timed the cruise just right, “chance of thunder storms” each day and all.

First place for the sail races this year went to *Watermark* (Stoner) followed by *Weatherly* (Hanson/Wallace) in second with third place going to *Gail Force* (Bryson/Netting). Tom Stoner, Race Committee Chairman, Dennis Wallace and Tom Webster would welcome comments for improvement of our WPS Racing Activities.

In conclusion, this was one of the most memorable cruises ever. The weather even cooperated with comfortable nights for good sleeping and days with enough winds to race. The entire format of the week afloat just worked - superb “T” shirt design, well conceived and published Cruise Book, short travel days, excellent food, events and activities designed to appeal to all of our members (both land and sea cruisers).

A special Thanks to each and everyone involved – your efforts and participation made this an incredibly enjoyable squadron activity. Please pardon the baseball parlance, but – The 2011 WPS Cruise, Just Cruisin’, was the baseball equivalent of a 550 ft. homerun.

EXTREMELY WELL DONE!!

The committee is interested in having more and more people participate, especially land cruisers. Interested in possibly participating next year, we would like to hear from you. Please forward any cruise feedback or suggestions (be it from land or sea cruiser) to either of the Co-Chairs.

Believe it or not ideas for next year have already started to flow in. Can this cruise be topped? The Ennis’s, Nancy and Jim, on *Nauti-Gal* may have a plan.

Cruise Acknowledgements: Jack Bryson – excellent Directed Net; Don Engler – for his usual superior job on the printing of this cruise book; Carol Hanson – food and gift management; Barbara Sharpless – for assembling a great cruise book; Carl Stacey – T-shirt coordination; Tom Stoner, Dennis Wallace, and Tom Webster – stewardship of sail races coordination; Geri Walker – Captains’ Meeting site procurement; Tom Webster – Predicted Log, race courses and Race Committee Boat; KIAs and Committee Members – an incredibly fine job coordinating all aspects of this cruise by everyone involved.

WPS 2011 Cruise Committee

Ann & Dave Benfer – *Journey*
Nancy & Jim Ennis – *Nauti-Gal*
Carol Hanson – *Weatherly*
Betty & John Ingram – *Gypsy II*

Anne & Mike Minard – *Northern Express*
Zelma & Jim Robinson – *Portabella*
Barbara Sharpless – *Knot Again*
Bev & Bart Wilson – *Pleasure’s Mine*

2011 Cruise Co-Chairs

P/C C. David Sharpless, AP

P/C Dennis M. Wallace, P

Photo Memories 2011 Cruise



*Photos credits: John Goon,P
Don Engler
P/C Dennis Wallace, P*

Photo Memories 2011 Cruise



Photo Memories 2011 Cruise





WPS Birthday List - August/September

<i>August-September</i>	<i>Date</i>	<i>August-September</i>	<i>Date</i>
John P. Goon	Aug 01	Carl L. Stacey	Sept 02
Mayer Falk	Aug 03	Thomas S. Webster III	Sept 05
Chester M. Gibson	Aug 05	Edward H. TenEyck Jr	Sept 06
James A. Ennis	Aug 07	Jeffrey J. Bottari	Sept 11
Wayne T. Stanford	Aug 07	William L. Theis	Sept 12
Barbara L. Sharpless	Aug 09	Carol Jo Heald	Sept 15
Roger L. Cason	Aug 13	Joseph D. Irr	Sept 19
Richard Van C. Parker	Aug 18	Anthony L. Eros	Sept 20
Jeffrey L. Arriza	Aug 19	Gail Russell	Sept 20
Edward D. Kee	Aug 19	Rita A. Shade	Sept 20
Ronald D. Crooks	Aug 20	Teresa Ann Butler	Sept 21
Terri L. Eros	Aug 22	Joseph Donia	Sept 22
Susan K. Leshar	Aug 23	Eugene Richard Janik	Sept 22
Joseph Eros	Aug 30	Carol Parton	Sept 27
Charles P. Schutt Jr	Aug 30		

In Memoriam

On July 29, 2011, P/C H. Philip (Phil) Goettel, AP, succumbed to a lengthy illness. Phil's affiliation with Wilmington Power Squadron, an enduring one, goes back to the late 60's. Active boaters for many years aboard their well traveled *Baby Grand*, the popular duo, Phil and his wife Nancy, were also perennial volunteers for not only our organization but remained actively involved in several outreach programs sponsored by their church. Phil served on various operating committees throughout the years, not the least of which being our Executive Committee, Nominating Committee, and as our Commander from 2000-2001. During and after his administrative years he and Nancy remained involved by assuming various teaching and Membership/Member Involvement roles.

Very well done! Thank you both for the years!

Calendar of Events

www.wilmingtonpowersquadron.org



			Weekly Luncheons on Wednesday: Lucky’s Coffee House, Concord Pike, Talleyville DE
01-06	Aug.		D/5 Cruise to Washington, DC
24	Aug.	1930	WPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark DE
27	Aug.	1500	Dundalk Power Squadron Crab Feast, Haven Harbour –specifics TBD
07	Sept.		Deadline for October/November/December Lubber's Line Material
09-11	Sept.		Bay Jam, Turner’s Creek
12-17	Sept.		USPS Fall Governing Board Meeting Sheraton Four Seasons, Greensboro, NC
13	Sept.	1900	WPS Fall Educational Courses Begin, Advanced Grades and Elective Courses A.I duPont High School, 50 Hillside Rd., Wilmington, DE
21	Sept.	1930	WPS Executive Committee Meeting Conectiv Energy & Technology Center, Newark DE
30 Sept.–	02 Oct.		D/5 Sail Regatta and Fall Festival, Herrington Harbour South

Current Resident
Or

Dated Material—Please Open Immediately

The Lubber’s Line
Wilmington Power Squadron
2 Halley’s Trail
Newark, DE 19711-3006

Nonprofit Org.
U.S. Postage
PAID
Permit No. 334
Wilmington, DE