



# WILMINGTON POWER SQUADRON

DISTRICT 5

A Unit of United States Power Squadrons®

SAIL AND POWER BOATING

## THE LUBBER'S LINE

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July - August 2007

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### *Something for Everyone at the 2007 WPS Annual Cruise*

#### *This Year's Cruise Had It All!*

Picnics, raft-ups, appetizers, races, movies, swimming, crab-eating, and just plain having fun on and around the water. Wind, sun, rain, old friends, new friends and lots of pirates were on the schedule for the week. Yes, this year's cruise was packed from start to finish.



*Terra Nova, Pleasure's Mine, Northern Express and NautiGal Raft-up at Baby Owl Cove*

We began Saturday afternoon with the Commander's Kickoff and WPS Spring Picnic at the Sailing Emporium in Rock Hall. We were delighted by the excellent weather, great turnout and surprisingly good effort from our novice punch-maker, Cdr Jay Greene, AP.

Sunday marked the official start of the cruise with a trip down to Rhode River for raft-ups and pot-luck dinners. We were joined this year by five first time cruisers: James & Nancy Ennis on Nauti-Gal, Mike & Ann Minard on Northern Express, Stephen W. AP and Andy DeVeber on Resolute, P/R/C Stephen A.

*(Continued on page 11)*

**Photos 2007  
WPS Annual  
Cruise  
Pages 13 - 15**



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## **COMMANDER'S MESSAGE**

*By Cdr Jay Greene, AP*



One of the great privileges of being commander is flying the commander's flag when the fleet is assembled. We have a fleet of over 26 boats traveling throughout the middle Chesapeake Bay for a week starting on Fathers Day every year. You are fortunate to be a member of a power squadron that probably does the best cruise on the Bay. Our annual cruise is the single largest event we do and it only works because of the dedication and hard work of a lot of members. I'll let you in on a secret: They do it because they LOVE the cruise! If you have not been part of this event, then you must give it a try next year. It is where your boating education is applied and where you can enjoy camaraderie with other enthusiastic boaters.

We tried something new prior to this year's cruise kick-off picnic in Rock Hall. For those of you who could not attend, we were a sight to behold. At least 21 WPS members assembled aboard Sea Lion, Escapade, Nina B, Jeanne Marie and Big Joy bedecked with flags. We circled Rock Hall harbor and passed by honored life members Lt Conrad L. Hoover, JN, P/C Jay R. Minshall, AP, P/C C. Harwin Smith, SN, and Lt Thomas S. Webster, Jr., SN, who were attending the picnic. While the logistics need some polishing, our Pass and Review was a reasonable success. Judging by the big smiles on our honorees and the fun had by everyone aboard Big Joy, we might try it again and do it even better next year.

Look at the photos of the cruise in this issue or on our website and you can see what a great time we had. It is my only week-long vacation of the year and I always have the time of my life. My many thanks to Cruise Co-Chairs Lt/C Barbara Sharpless, P and Lt/C Donna Zimmerman, AP and everyone on the cruise committee who made this years cruise a smashing success.

Our next event is the August raft-up rendezvous planned by Lt/C Harry S. Anderson, II, P. *See his article on Page 8.* I'll see you there! Donna Zimmerman is working with P/R/C Stephen A.

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## *Executive Department*

Bill and I have had a new companion out on the water this spring – a hand held VHF we can hear in the cockpit. The recently revised CG requirements to monitor Ch. 16 reviewed in the last Lubber's Line provided our motivation for taking on additional crew. I hadn't listened to Ch. 16 that much before and it was a bit eye-opening, especially after just completing Lt W. Randy Williamson's, JN, Marine Communications class. I heard a Mayday from a boater out of gas and scores of people chatting away on the hailing frequency or asking randomly for radio checks. I was surprised by the number of truckers ("come back, good buddy") and cops ("10-4") out on the water. While I don't favor heavy-handed government licensing for recreational boaters and their VHF's, the limited knowledge and lack of professionalism among the typical user of this shared resource underscores the importance of the education provided by the WPS and other boating groups.

The marine VHF channels are provided primarily for safety purposes – not chatting with friends. This was driven home to me when we listened to the recovery of a body on the Chesapeake just north of the Bay Bridge. Sobering, indeed – especially when I consider that we're out on the water to have fun. We'd heard a report from the Coast Guard of a "Mayday" from a small boat in that vicinity the previous day. Radio misuse didn't appear to be an issue. Was complacency a factor? Could more education on safe boating have averted a tragedy? Even experienced boaters benefit from ongoing education and review. I'm starting to think about my next class. Are you?

*Lt/C Donna Zimmerman, AP  
Executive Officer*



## *Administrative Department*

I became involved in the Wilmington Power Squadron almost 40 years ago as my dad, P/C Harry S. Anderson, SN, and I learned to sail together. It was a time, less often seen today, when a teen and his father bonded over a common interest. I was so engrossed in sailing through my college days, that I spent three days a week training or racing while working to pay for school. Sailing kept me motivated through life's challenges. My biggest reward wasn't the race wins, but meeting my wife of over 30 years, Lyn, sailing at UD.

My passion for boating and racing has not diminished (just ask my sometimes lonely wife!). Together Lyn and I taught our children to swim, sail, and canoe. Although their interest in boating hasn't continued, these skills have shaped their lives by developing values and given them confidence. Promoting boating to our youth will assure that they are grounded, stable and balanced.

So, it should be no surprise to anyone that one of my goals as AO this year is to reach out to all boaters in the squadron to maximize their participation. Boating is a state of mind that stays with us all our life as evidenced by the fact that 26% of our members don't own boats anymore. We learn from each other through the exchange of information we've acquired from our boating experiences. Please join me in embracing all boaters and include them in our activities. Our 26<sup>th</sup> May 07 Land & Sea Rendezvous was a perfect event to start my campaign. I urge everyone to join in the fun by boat or land at the BAY JAM on Saturday, 18<sup>th</sup> August 07 (*details Page 8*). Remember the outstanding presentation on the Sultana Projects at our last February social? This BAY JAM race/party is a charity event to raise funds for the educational program of the Sultana. The event will be at the coast guard station in Still Pond and includes great food along with a live band! Please give a donation for this great event and join us by land or sea. In addition to the BAY JAM event we have many

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# Education Department

## The 2006-2007 Year in Review

On 12 September 06 our fall class schedule started with Lt W. Randy Williamson, JN teaching Marine Electronics (ME101, ME102, ME103). All nine students successfully completed the series of ME classes. The students are: *Lt/C Harry S. Anderson, II, P, Lt Charles R. Stadler, P, John G. Ingram, P, Lt Judith C. Stadler, P, Glenn T. Halsey, P, John T. Reager, AP, E. Anne Pounds, P, Robert Pounds, Lt/C Donna Zimmerman, AP*

Piloting was taught by Harold C. Marden, Jr., SN. Ten students completed the class: *Michael Alpaugh, Paul Basco, Dorothy Ann Brabson, P, John G. Ingram, P, Arthur J. Jankowski, P, Lauren A. Millio, P, Lt Rita A. Shade, P, Lt Charles R. Stadler, P, Lt Judith C. Stadler, P and Thomas S. Webster, III, P.*

On 19 September 06 Boat Smart<sup>®</sup> started with thirteen students being taught by instructor F/Lt Carl L. Stacey, AP.

The spring class semester started on 16 January 07 with Advanced Piloting and Lt Dennis D. Knowles, AP teaching six students: *Michael Alpaugh, Dorothy Ann Brabson, P, John G. Ingram, P, Lt/C Harry S. Anderson, II, P, Paul Basco and Thomas S. Webster, III, P.* In Kennett Square on 7 February 07, nineteen students attended Boat Smart<sup>®</sup> class taught by an instructor team of: Stephen W. De Verber, AP, Cdr Jay Greene, AP, P/C Lynda L. Hastings, AP, Lt John E. Koval, Jr., P, and P/C C David Sharpless, AP.

We are pleased to announce that all students passed with very high marks.

Our Safe Boating Certification Class began on 13 March 07 at AI duPont High School. Thirty-one students were taught by an instructor team that included Stephen W. De Verber, AP, Cdr Jay Greene, AP, Lt John E. Koval, Jr., P, and P/C C. David Sharpless, AP. Safe Boating Certification Class

started on 22 March 07 at Mc Kean High School with 48 students. This class was split into two classrooms with instructor P/C Reade Y. Thompson, SN in one class and the other class taught by instructor team Stephen W. De Verber, AP, Cdr Jay Greene, AP, and P/C C David Sharpless, AP.

There were 117 students taught in 2006-2007 year. Thank you to all the instructors and students for making this a very good year.

The fall 2007-2008 Seamanship course will be taught in August. The course is new this year; it covers Boat Handling, Seamanship, Rules of the Road and Marlinspike. In the Junior Navigation 07 course, the GPS is considered the primary positioning system. Celestial positioning methods are used to check that the GPS is working correctly, and as backup if the GPS fails or is temporarily not available.

*Lt/C James Robinson, AP  
Educational Officer*

## Safe Siphoning of Fuel

Any boater who has gotten a mouth full of diesel or, worse yet, a mouth full of gasoline when trying to get a siphon started will appreciate a device that I discovered several years ago. The "Shaker Siphon", manufactured by Hopkins Manufacturing Corporation, moves fuel from a jerry can to the fuel tank. ([www.hopkinsmfg.com](http://www.hopkinsmfg.com)) The device consists of a ball check valve with 6 ft. of plastic tubing attached to the downstream end of the valve as shown in the picture.



(Continued on page 5)

(Education Department, Continued from page 4)

To use it to siphon one inserts the ball check valve into the jerry can and simply shake the valve up and down four or five times. The fuel that you are siphoning enters the tube on the down stroke and is prevented from leaving on the up stroke by the ball check. After a few shakes the fluid fills the tubing until the siphon starts then you stop shaking the tubing and watch the fluid flow. I have used this device on several trips to or from the Caribbean and now take one with me when I am doing offshore passages on boats other than my own. Here is a picture of me using the device to siphon diesel from one of my jerry cans on a trip south from Maine this past August.



I purchased mine at a local Pep Boys auto supply store and expect that one could find them in most auto supply stores. Sure beats a mouthful of diesel!

Lt/W. Randy Williamson, JN

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### **Faria Digital Fuel Flow Monitor**

Used one month - Displays gas remaining, monitors fuel flow from .5 to 34 gallons per hour. Trip fuel log and total fuel log displayed in gallons. Includes a selectable low fuel alarm. Comes with in-line sensor, gauge housing. \$99 Email Bill Orris – wvorris@comcast.net

## **Our Environment Protection and Preservation**

Boating education is a constantly changing activity. Occasionally new courses are developed, but it has been a while since the Wilmington Power Squadron led the way with the development of the Cruise Planning course, USPS's last new course. Like all good courses, it was experiences on the water that led to its development. Good courses are not developed in an ivory tower. Good courses come from a desire to know more about an aspect of boating where the questions have grown in importance and in number to the point where it is worthwhile organizing the data and answering those many question. It is also driven by changing expectations. In 1900 captains were expected to know about sailing, even steamboat captains. In today's world, captains are expected to know about the aquatic environment, even recreational captains.

USPS has an environmental committee and there have been discussions about producing an environmental course, but there hasn't been any solicitation of member questions on this topic. The logical first step just hasn't happened. It seems unlikely we will see a course any time soon. Meanwhile you go boating and you have environmental questions. Not just you, but guests who come aboard your boat have questions about the waters you are traveling over, about the critters that live there and what people are doing to protect this part of the natural world.

Until there is a response to boaters' environmental questions from either the district or national level, Cdr Jay Greene, AP and P/C W. Michael King, AP will attempt to answer your environmental concerns. Questions and answers will be included in the Education Department beginning with this issue of *The Lubbers Line*. Ask us your question and we will do our best to find the answer.

Our first question is on page 10.

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## Traveler Loads

Have you ever struggled to adjust the traveler on your boat in a modest to strong wind? On Windward Passage (a Beneteau 445) we are frequently sailing in winds in excess of 20 knots and some of my crew have had difficulty adjusting the traveler even when the main is double reefed. Recently I found on the Harken web site an article that was written by Brion Toss (a master rigger) regarding loads on travelers. It has helped me to understand the forces on the traveler and I am now looking at the possibility of changing the purchase on my traveler from 4:1 to 6:1. To read the article, go to [www.Harken.com](http://www.Harken.com) and search for Traveler Tuning then select the second option.

Harken gives a formula for calculating the vertical mainsheet load on the traveler as a function of mainsail dimensions and wind speed. They state that the lateral load is typically 20% of the vertical load. I have used their formula in a spreadsheet to calculate the loads on Windward Passage with full main and with one and two reefs. The results are given in the table below:

| Wind Speed kts | Lateral Force on Traveler |          |           | Pull Required at 4:1 Purchase |          |           |
|----------------|---------------------------|----------|-----------|-------------------------------|----------|-----------|
|                | Full Main                 | One Reef | Two Reefs | Full Main                     | One Reef | Two Reefs |
| 10             | 84                        | 59       | 39        | 21                            | 15       | 10        |
| 20             | 336                       | 234      | 155       | 84                            | 59       | 39        |
| 30             | 775                       | 527      | 348       | 189                           | 132      | 87        |
| 40             | 1342                      | 937      | 619       | 336                           | 234      | 155       |

Note that in 30 knots of wind a pull force of 87 pounds is required to adjust the traveler even with two reefs in the main. No wonder we have had to use a winch to bring the traveler up!

If you want to use the spreadsheet that I developed to calculate the forces for your boat, send an email to me ([randywilliamson1@comcast.net](mailto:randywilliamson1@comcast.net)) and I will send a copy of my spreadsheet to you. Alternatively, you can go to the Harken web site and get the formula used to calculate the forces.

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### **10' Tender For Sale \$4000**

"Like new" Avon RIB purchased in July 2004, Honda 8 HP 4-stroke engine used ~25 hours, full navigation lights, oars, storage cover, pump and repair kit. Contact Greg Cox at 302-448-0810 or Sut Anderson at 302-733-0289

### **Boat Parts- Bob Updegrave**

Do I have the parts for you! Anything from a "Y" adapter twist-lock assembly plug to a Power-Lift Winch. Give me a call 610-388-1888 or send an email: [updegravemjs@ccis.net](mailto:updegravemjs@ccis.net)

# *Boating Safety News*

## **THE WEATHER**

The vast majority of WPS boaters spend their boating time on the Chesapeake Bay. The bay is ideal for sailing, boating, fishing, or practically any other water sport you can imagine. As wonderful, exciting and beautiful as it is, it can be just as dangerous, to the point of life-threatening. The one ingredient that can bring out the nasty side of the bay is the weather.

As you leave the marina, it's a clear, sunny, breezy morning, with just a few puffs of clouds coming in from the west. You notice those puffy clouds are growing vertically rather quickly. A look at the barometer shows a drop in pressure since the night before. Within an hour or two, those puffy clouds turn into dark threatening clouds. More dark clouds suddenly appear on the westerly horizon. The air becomes cooler rather quickly, the wind picks up sharply, the 1-3 foot swells turn into 5-8 foot breaking waves, and you're 6 miles from land or safe haven. The bay just showed you its nasty side.

You make it back to the marina or safe haven, but what a trip!!

There's no way you can control the weather, or the effects the weather has on bay conditions. However, there are some things you can do to make the next outing safer and more enjoyable. Here a few tips, courtesy of the U.S. Coast Guard.

Before departure:

- Listen to the VHF weather channels that cover your area. Take note of temperature, wind direction and barometric pressure.
- TV, radio, newspapers and internet weather sites can provide "forecast" weather data.
- Discuss with the crew, verbally or in writing, what to expect and what to do if the weather changes for the worse, and the bay becomes "nasty", is invaluable.

Once you're on the water, **REGARDLESS** of previous forecasts:

- Scan the sky with your "weather eye", especially to the west. Weather changes generally come from the west.
- Watch for cloud buildup, especially rapid vertically rising clouds.
- Be especially wary of a sudden drop in temperature.
- If you have a barometer on your boat, check it every 2 or 3 hours. Compare it with the morning's barometric pressure. Rising pressure – good. Falling pressure – not good.
- Never assume you can outrun a storm. If you see one coming, prepare for it.
- Review with the crew members regarding PFD locations and use, roles and responsibilities of each person on board in foul weather, and proper use of the VHF radio.

If you're caught on the water in severe weather:

- Head the bow of the boat into the waves at a 45 degree angle.
- Turn on your running lights.
- Most important: All members on board, above and below decks, must put on their PFD's.
- Keep close watch (a 360 degree watch) on any boats in the area, especially if they're BIG boats. Heavy

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*(Administrative Department, Continued from page 3)*

on-water activities planned this season:

13-22 July 07 D5 Cruise and Summer Rendezvous in Chrisfield (Freedom's attending)  
29 July 07 Picnic at Jeff & Gail Russell's home on the upper Sassafras (details in June)  
18th August 07 Summer Raft up at the Bay Jam in Still Pond  
4-9 September 07 USPS® National Meeting in Norfolk hosted by D5  
30 September 07 Fall picnic at Jim & Zelma Robinson's  
6-8 October 07 D5 Sail Regatta in Cambridge  
13 October 07 Possible Fall Raft-up (Does Cacaway Island work for you?)

I serve as AO for you and I welcome feedback, so please let me and the WPS Bridge know how we're doing and give us constructive ideas on how to meet your needs and get more boaters involved in the Wilmington Power Squadron.

*Lt/C Harry S. Anderson II, P  
Administrative Officer*

## SUMMER PARTY & RAFT-UP

18th August 07 is another unique event for the Wilmington Power Squadron. We will collaborate with other Upper Bay boating clubs like the Georgetown Racing Fleet for a fun-filled day incorporating a raft-up for cruisers, fundraising events supporting environmental awareness and boating education, and a party with unique food and live music (trust me, this is the best party on the Bay). Meet us by boat or land at the Coast Guard Station in Still Pond. Let's see if our squadron can be the biggest contributor to this worthwhile cause.

- **WPS Raft-up:** Join us in Still Pond (if the weather gets nasty, we'll anchor inside the creek, call FREEDOM or 443-604-1040 for advice getting in). <http://www.WilmingtonPowerSquadron.org>
- **Bay Jam Environmental Race:** A CBYRA sanctioned race with participation by five Upper Bay sailing clubs for serious racers, non-spinnakers, and cruisers, starts at 11:00, \$40 registration by 15 August. Come race with me (FREEDOM)! [http://www.georgetownracingfleet.com/bayjam/bayjam\\_poster.html](http://www.georgetownracingfleet.com/bayjam/bayjam_poster.html) or call Tom Stoner at 610-873-1472 for more information.
- **Bay Jam Party:** At the Coast Guard Station in Still Pond (Rt 213 South, right onto MD-298, past MD566 and MD292 and right on Clark Road ~ 5 miles, left onto MD-443 at Coleman ~ 5 miles to end of road) with live music, refreshments, great food. Bring a donation, your dancing shoes, and an appetite. A launch is available to pick you up from anchored boats.
- **Sultana Education Project:** Whether you can make it or not, give a donation to Sultana Environmental Education Project, dedicated to helping our future generations develop a passion for our Chesapeake Bay. The Sultana is a reproduction of a 1768 schooner that is used to explore the life of an 18th century sailor during classroom outreach programs. Each year, more than 8,000 students of all ages take part in a unique educational experience with Sultana Projects, Inc. The students gain a greater appreciation for the history and natural environment of the Chesapeake Bay. Make check payable to GRF (Georgetown Racing Fleet) Send to: Bruce Grissom, 769 Marlboro Spring Road, Kennett Square, PA 19438

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*(Boating Safety News, Continued from page 7)*

weather distractions could cause you to lose track of boats in the area.

- If possible, seat non-working crew members in the bottom-center of the boat.
- Close all unnecessary seacocks (necessary = water coolant for the engine)
- For sailboats – reduce the sail area (depending on the severity of the wind) by partially furling the jib and reefing the mainsail.
- Check the bilges to make sure water levels are minimized and safe.



Knowing about weather conditions, and what causes changes in the weather are fascinating, as well as a very important part of boating safety. Now a shameless plug: Do you REALLY want to know about the weather and weather changes? The WPS offers a weather course that is truly outstanding. So take the course. You owe it to yourself and everyone on board to have an understanding of “what makes weather” so you’ll be able to more effectively prepare for changes in weather conditions.

Here is a great website that will provide you with detailed information regarding forces that affect the weather: <http://www.learner.org/exhibits/weather/index.html>

See you on the water.

*Lt/Robert K. Wenhold, P  
Safety Officer*

*(Education Department, Continued from page 5)*

### **What is in a fuel spill containment box and how do I use it?**

According to the Clean Marina Program managed by the Maryland Department of Natural Resources, marinas, yacht clubs, and boat yards that meet the standards of Clean Marinas not only have the spill containment materials specific for their location, types of hazards, and for the size of boats they service, but they also have marina personnel trained in spill containment. If you observe a spill or accidentally cause one, let marina personnel know immediately. They have the training, and their response will be determined by the material spilled, the volume of the spill, and by the local geography, the tide and the weather conditions. They may want your help deploying a containment boom or other piece of equipment. Please help and remember they are the ones with the training so they should be the decision makers. If you try to make things better on your own you could make a bad situation worse.

*Cdr Jay Greene, AP  
P/C W. Michael King, AP*



#### ***Thomas Point Shoal Lighthouse***

##### **Date Built:**

***Original shore light 1825***

***Re-built shore light 1840***

***Current screw-pile 1845***



## *WPS Birthday List July/August*

| <i>Name</i>             | <i>Date</i> | <i>Name</i>            | <i>Date</i> | <i>Name</i>            | <i>Date</i> |
|-------------------------|-------------|------------------------|-------------|------------------------|-------------|
| Jay R. Minshall         | 7/5         | E. Anne Pounds         | 7/18        | Wayne T. Stanford      | 8/7         |
| H. Philip Goettel       | 7/5         | Edward E. Losten       | 7/22        | Thomas E. Handlin      | 8/7         |
| Allene Hopman           | 7/5         | John G. Ingram         | 7/24        | John Diffley           | 8/8         |
| David Ruditys           | 7/5         | Jeffrey D. Bennett, Sr | 7/26        | Barbara L. Sharpless   | 8/9         |
| James F. D'Wolf         | 7/7         | Thomas L. Richards     | 7/26        | Roger L. Cason         | 8/13        |
| Judith C. Stadler       | 7/7         | Richard T. Heald       | 7/29        | Robert Pounds          | 8/14        |
| Lynda L. Hastings       | 7/7         | James A. Gevurtz       | 7/30        | Dennis D. Knowles      | 8/14        |
| Wendy Shipman           | 7/7         | Robert F. Mahaney      | 7/31        | Richard vanC. Parker   | 8/18        |
| Junita Bennett          | 7/7         | Thomas T. Stoner       | 7/31        | Edward D. Kee          | 8/19        |
| John P. Courtney        | 7/9         | John P. Goon           | 8/1         | Ronald D. Crooks       | 8/20        |
| Stephen W. De Veber     | 7/13        | Mayer Falk             | 8/3         | Barbara Detweiler      | 8/29        |
| James H. Houston        | 7/15        | Chester M. Gibson      | 8/5         | Charles P. Schutt, Jr. | 8/30        |
| Jeffrey D. Bennett, Jr. | 7/17        | James A. Ennis         | 8/7         |                        |             |

## *Welcome New WPS Members*

**WELCOME ABOARD** new WPS members:!

- **The Robert B. Hall family.** Robert and his new bride, Mickey, live in the West Chester, PA area. Between the two of them they have four children, one is away at school in Oregon, two go to school in Malvern, PA, and the oldest has graduated from college and is working in West Chester. They keep their 30' sailboat "MR~MILK" (the initials of everyone in the family) at Green Point Marina in MD. Robert was referred to WPS by P/C Dennis Wallace.
- **Richard L. Burkhard, Dale Maahs, and grandson David Robinson.** Richard, Dale and David live in the Wilmington area and keep their 32' Carver, "Our Time", at Northeast River Yacht Club. They took the WPS Spring certification course offered at McKean High School
- **John Ross and Patricia Maher** live in the Newark area and have a 21' powerboat, "Just One Look" and are also graduates of the WPS Spring certification course offered at McKean High School.
- **The Anthony L. Eros Family.** Tony and Terri live in the Wilmington area with their three children, Casey who is away at college, Callie and Jay. Tony, Terri, Callie and Jay took the WPS Spring certification course offered at McKean High School and are looking forward to taking more classes. Currently they do not own a boat, but have done some sailing and also have an interest in power boating. They credit WPS member and boating instructor Reade Tompson as having influenced them to join our organization.
- **John and Susan Lesher** took the Fall WPS certification course offered at A. I. DuPont High School. They live in the Newark area and have two married sons and five grandsons. They keep their 25' Bryant power boat at Anchor Marina.

***Fun On and Around the Water  
WPS 2007 Annual Cruise***



***Good food and great conversation at the Commander's Kickoff and WPS Spring Picnic***



***Who are the winners in the dinghy raft race? It's the Team of Zimmerman-Webster !  
(center of photo)***



***First time cruisers Nancy and Jim Ennis at the talent show***



***Cdr Jay Greene, AP and Lt/Wende L. Greene enjoy the ribs and awards ceremony at Inner Harbor East in Baltimore***



***We don't need a ladder aboard Estelle! Tommy Carman helps attach flags for the racing committee on the shoulders of Thomas S. Webster, III, P***

***Photos courtesy of: Lt/C Harry S. Anderson, II, P; Cdr Jay Greene, AP; Nick Marques; Mike Minard; Sandra M. Netting, S; Maruerite R. Travis, N***



*Donna Hilton surprises P/C David Sharpless, AP at the talent show competition*



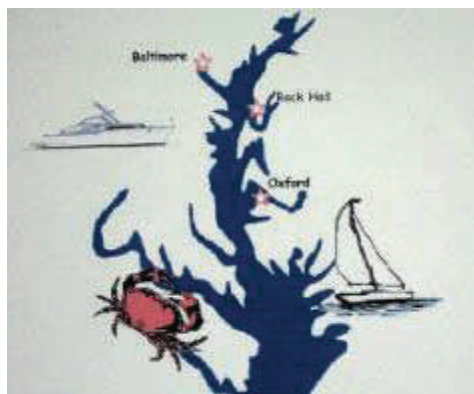
*Lt/Carol Hanson keeping cool. Way to go Carol!*



*Lt/C Barbara L. Sharpless, P unveils her belly dancing talents to the crowd*



*Enjoying crabs and the talent show at Mears Yacht Haven in Oxford*



*Wilmington Power Squadron Cruise 2007*



*Raft-up on Escapade*



*Cdr. Jay Greene, AP presents the Award for Excellence to Webmaster P/C D. Jeffrey Russell, AP*



*Cdr Jay Greene, AP presents the Distinction in Journalism Award to Lubber's Line Editor Lt Pam Orris*



*The picnic crowd welcomes new WPS members to our squadron*



*Pirates Lt/C Donna Zimmerman, AP and William t. Zimmerman, AP*



*WPS Honors our Lifetime Members  
Lt Conrad Hoover, JN, P/C Jay R. Minshall, AP, P/C Harwin  
Smith, SN, Thomas S. Webster, III, P*



*P/C Harwin Smith, SN, Lt Conrad Hoover, JN,  
and Thomas S. Webster, Jr. SN (left to right)*



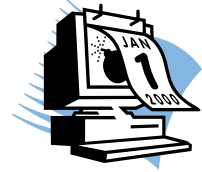
*WPS members aboard Big Joy as she  
circles the harbor at Rock Hall*



*Honorees welcome the fleet during the  
pass and review*



## Calendar of Events



- 13-19 Jul. D/5 - Cruise to Somers Cove Marina, Crisfield, MD  
Hosted by Ocean City PS
- 19-22 Jul. D/5 - Summer Council and Rendezvous  
Crisfield MD, hosted by Ocean City PS
- 29 Jul. 1330 WPS Raftup/Picnic Waterskiing Rendezvous at the home  
of Jeff & Gail Russell on the Sassafra River
- 07 Aug. Deadline for July Lubber's Line material**
- 15 Aug. 1930 WPS Executive Committee Meeting  
Conectiv Energy & Technology Center, Newark DE
- 18-19 Aug. WPS Raftup Rendezvous & Bay Jam Environmental Race and Party,  
Still Pond *(See footnote Page 33 2007-2008 WPS Yearbook)*
- 04-09 Sep. USPS Governing Board Meeting  
Marriott Waterside, Norfolk VA



WPS is on the Web!  
[www.wilmingtonpowersquadron.org](http://www.wilmingtonpowersquadron.org)