



WILMINGTON POWER SQUADRON

DISTRICT 5

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

THE LUBBER'S LINE

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INSIDE THIS ISSUE:

<i>Commander's Message</i>	2
<i>Who's Who</i>	2
<i>Executive Dept</i>	3
<i>Administrative Dept</i>	3
<i>Boating Safety</i>	4
<i>Education Department</i>	5
<i>Cruise Sail Race Events</i>	9
<i>Raftup/ Picnic Sassafrass</i>	15
<i>Vessel Safety Check</i>	16
<i>Chester River Raftup</i>	17
<i>WPS Birthdays</i>	18
<i>Cruising the Caribbean</i>	20

**WPS 2008
Cruise Photos
Pages 10-14**

**Registration
Marina Meet-
up Baltimore
Yacht Club
Page 17
Sign-Up Fall
Mini-Cruise
Page 19**

Great Sailing, Excellent Anchorages, Fabulous Memories WPS 2008 Cruise

The 2008 WPS Cruise began with the Commander's Reception and Picnic held at a new location for 2008, the pavilion at Lankford Bay Marina off the Chester River. Although only 3 cruisers joined by boat – *True Luff*, *Escapade* and *Chantey* (who hail Lankford as their home port) – we had 87 WPS members join the picnic from the hilltop pavilion overlooking the Chester River. Most agreed



Dinner "on the hook" raft-ups in Shaw Bay

it was a lovely setting for the picnic and the start of our cruise. A special 'thank you' to Dave and Ann Benfer and their grandson, David Doordan, who organized the coolers and beverages for the picnic and Carol Hanson for delivering the ham and turkey entrée. The Commander's punch was really a hit – the punch bowl was being constantly refilled! A special welcome was extended

to members joining the WPS Cruise for the first time: John and Betty Ingram, *Gypsy II*; Rich and Edie Janik, *Jean Marie*; John and Kathy Reager, *Oceana*. The winning cruise t-shirt design by Bob Pounds, *Terra Nova*, was seen throughout the cruise.

'Local knowledge' was shared with cruisers planning to transit Kent Narrows on Sunday enroute to Shaw Bay, and when our boats arrived at anchorage on Sunday no reports of groundings were shared. For Sunday night, 22 WPS boats

(Continued on page 6)

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COMMANDER'S MESSAGE

By Cdr. Donna Zimmerman, JN



On Saturday of Memorial Day weekend, I had the opportunity to work with our Co-op Charting group on Wilmington's first all-electronic depth survey. It was a great reminder of how complicated some seemingly simple things that we take for granted can be. I'm referring to soundings. NOAA now must rely on organizations like to USPS to update areas of interest only to recreational boaters. To generate the information required we needed hardware (integrated GPS/sounder, laptop and a suitable boat), software (five separate programs), mechanical and electrical ingenuity (to set it all up), environmental data (tides, tidal variation and weather), and good seamanship (to "calibrate" our sounder and run the survey course safely). All were available from our membership and the end product of our efforts was a mini NOAA chart with new soundings printed directly on it! What a satisfying exercise. We're going to try another depth survey later this year (probably September). We'll publicize the time and location – come out and help us. You'll learn a lot, have fun, and make an important civic contribution.

You can make another important civic contribution when you're out on or near the water this summer. Talk with new boaters in your marina about the Power Squadron and what you've gained from your membership. Talk up the classes. Talk up the value of our collective organization as a sort of brain trust for all things boating. Mention that we do fun stuff too – like cruises, picnics and depth surveys! We're already planning the fall education program and with your help, all our classes will be full of enthusiastic new members who want to learn new skills and be safe and professional out on the water. We're ready to teach them how.

Executive Department

FRIENDS, FUN & BETTER BOATING

This simple tag line says a lot about our squadron. It embodies our outlook, our values and our offering to members and the public. Its consistent use provides needed brand recognition, a key focus of this year's PR Chair, Dorothy Brabson, P. As District 5's third largest squadron, the Wilmington Power Squadron is better off than most, but we must continue our focus on increased membership and member involvement to stay healthy and deliver member satisfaction. In March we exhibited at our first boat show in many years. It was a great way to reach out to the public and is in our plans for this year.

Speaking of member involvement, an invigorated Cooperative Charting team is organizing with the help of P/R/C Steven A. Leishman, SN, Tony Eros, Pat Pennington, Kevin Mullery, P/C Jay Greene, AP and Cdr. Donna Zimmerman, JN. The team held their first coop charting event that coincided with the Land & Sea Rendezvous at Turner's Creek on Saturday May 24th.

As outgoing Administrator Officer, I would like to thank the many members who helped with the committees this year. In particular I would like to thank the Assemblies Committee Co-Chairs, Lt Judith C. Stadler, P, and Lt Rita A. Shade, P, along with their dedicated team including: Lt Kenneth Lehman, JN & Dorothy Lehman, P, F/Lt Carl L. Stacey, AP, & Lt Mary E. Stacey, Lt E. Ann Pounds, P, & Robert Pounds, and Lt Geraldine R. Walker, AP. The COW Committee of Lt Wende L. Greene, P/C Lynda L. Hastings, AP, Lt Geraldine Walker, and F/Lt Carl and Lt Mary Stacey did a great job. I also want to thank the two very large teams (more than 26 members involved) that worked on the 2007 cruise chaired by Cdr. Donna Zimmerman, AP and Lt/C Barbara L. Sharpless, P, and the 2008 cruise still "under construction" and chaired by Lt Cathy L Knowles, AP, and Lt Dennis D. Knowles, AP.

*Lt/C Harry S. Anderson, II, AP
Executive Officer*

Administrative Department

We had a moderate turnout for the Turner's Creek Rendezvous in May and I want to thank Lt. Rita A. Shade, P, P/C Jeffrey Russell, AP, Joseph D. and Micky Irr for helping to organize the event and by delivering the supplies by land. The weather was sunny but John T. Reager, AP, Kathy Reager and Betty and I found insufficient wind to sail up the bay. It seems that P/C W. Michael King, AP, and Wendy Shipman, S., used all the wind before we got on the water.

Our Cruise Committee, headed by Lt. Dennis D. Knowles, AP, and Lt. Cathy L. Knowles, AP, put together another great cruise plan this year.

Please mark your calendars for the following events in July, August, and September 08:

- 19-20 July **WPS Summer Raft-Up Rendezvous** up the Chester River in Comegy's Bight or the Corsica River. Check with KIA John or Kathy Reager before hand or call on channel 78
- 27 July **WPS Raft-Up/Picnic/Water-skiing Rendezvous** at the home of P/C Jeff & Gail Russell, P, on the Sassafras River. RSVP by 23 July
- 16-17 Aug **WPS Marina Meet-Up** at Sue Island Baltimore Yacht Club
KIA Cdr Donna Zimmerman, JN;
Sign-up by 21 July
- 12-14 Sept **WPS Fall Mini-Cruise and Picnic**
First Ever Mini-Cruise
KIA Cdr Donna Zimmerman
Sign-up by 01 Aug.
- 28 Sept **WPS Fall Picnic for Members and Friends** at the home of Lt. James Robinson, AP, and Zelma C. Robinson, 122 Fairthorn Street, Kennett Square, PA RSVP by 21 Sept.

A big thank you to all the committee leaders and members who have contributed their time and effort to make these WPS events happen.

*Lt/C John G. Ingram, AP
Administrative Officer*

Boating Safety News

Hot Stuff

For millennia humans have gone to the water to get cool. For centuries they have gone aboard boats to escape the heat of the land. Still the heat can follow us out onto the water and we need to be aware and take precautions in order to deal with hot summertime days.

Most boaters know it is important to use sun block to prevent sunburn. Modern sun blockers prove the old adage about an ounce of prevention...and most boaters know that once you have sunburn the best you can do is treat it like a burn with lots of cold water. Sunburn is preventable, and excuses like "I don't like the smell", or "It's greasy" are a thing of the past. Modern sun blockers are odorless and feel like water. The days when summer smelled like Coppertone have gone the way of the slamming screen door.

The UVA and UVB rays of the sun aren't the only sun generated hazards. The heat itself can be a major problem. Heat exhaustion may first manifest itself as irritability. It is a small comfort for the captain to know it's the heat and not his personality that is the cause of an unhappy crew. Heat exhaustion can rapidly spread beyond simple irritability. Headache, nausea, dizziness, and weakness can rapidly develop. The body temperatures may be normal or below normal and the skin will be pale, moist and cool. When these symptoms are seen act quickly. Get the person out of the sun and into a cool place. Apply wet towels. Get them drinking water or better yet a product like GatorAide that adds back necessary salts. If they can keep the fluids down then improvement can be expected. Never try to give liquids to an unconscious person. Even if the victim shows rapid recovery it might be a good time to head for shore. Others aboard might be frightened and even though the heat exhaustion victim is recovering he or she might relapse. Heat exhaustion is bad, but heat stroke is worse. Heat stroke symptoms include: high body temperature, red hot dry skin, rapid weak pulse, rapid shallow breathing. Get the person into a cool place, again apply wet towels, and if possible start them drinking. This can be serious enough to warrant a Mayday call to the United States Coast Guard. It is very possible to boat all your life and never experience any significant sun related problems. Prevention is the key; so remember when on the water, drink water and protect your skin.

P/C W Michael King, AP

Robert K. Wenhold

Wilmington Power Squadron members as well as his boating community friends in the Rock Hall area are saddened at the passing of Robert K. Wenhold (Bob) on June 13, 2008 after a lengthy illness. His wife Mary Jane, daughter Vicki Sherry and husband Mike, son David Wenhold and wife Nicole, plus three grandchildren have been long-term participating family members in WPS activities.

We have all benefited by Bob's involvement in WPS. His well researched articles as our Safety Officer have received District as well as National recognition. Ever the volunteer Bob, with help from Mary Jane, served in many capacities for our group, not the least of which was our Weekend Raft-Up Co-Chair and Cruise Committee Member (KIA).

Heart felt condolences to Mary Jane and her family at this sad time.

(2008 WPS Annual Cruise, Continued from page 1)

joined together in Shaw Bay for dinner ‘on the hook’ raft-ups. Boats started arriving at the anchorage mid-afternoon, and even on a beautiful Sunday afternoon, this eastern shore anchorage was nearly empty except for our group. Many cruisers cooled off in the pleasant and nettle free water. The evening was calm with a beautiful sunset and report back from raft-ups indicated all had good food and good times.

On Monday morning we headed across Eastern Bay and then the Chesapeake Bay for our port of call at The Yacht Basin in Annapolis. Monday was the first day for the sail races – see separate article on Page 9 for full race report. All boats arrived and were safely docked before a predicted afternoon thunderstorm hit about 1630. No event was planned for the evening to allow everyone to enjoy sightseeing, shopping and favorite Annapolis bars and restaurants. Many left for dinner in their rain gear, but by 1930 the weather had cleared and the sky was sunny again. *Cat’s Paw* and *L’Chaim* chose to stay in Annapolis for an additional night and rejoined the cruise in Herrington Harbour – I mention this only to highlight the flexibility the cruise offers; to join all or parts of the cruise and to mix-and-match what best suits your cruising style.



WPS Fleet docks in Anna

The Predicted Log Contest scheduled for Tuesday was postponed to Thursday because of 15+ knot winds, which allowed the sailors a good alternate day for races. The cruise up the South River was into the wind, but most of our cruisers found shelter in the scheduled anchorage, Harness Creek. *Escapade* found the anchorage a little ‘close’ and after exploring other options off the South River, headed to Herrington Harbour a day early.



Let's show 'em how to do it!

Wednesday brought us to Herrington Harbour – the #1 favorite marina from our 2007 cruise survey. The short hop (14 miles) from Harness Creek allowed captains to plan the day to either arrive early and enjoy the marina amenities or stay out on the Bay for a beautiful day of sailing. *Escapade* photographed the parade of WPS boats into the marina channel during the day. After everyone had time to relax and enjoy the pool, Herrington Harbour was the location for our Fabulous Fifties Fun party. Activities included 50’s themed appetizers, costumes, music, dancing and other contests. Everyone was encouraged to mingle with the ‘guess your 50’s character’ game. About 30 minutes into the event the sky began to darken followed by the first rain drops, but we were able take advantage of the Herrington Harbour catering tent, quickly close the curtains and continue our party. Contest winners included: Appetizer: Lyn Anderson, *Freedom*; Hula-hoop: Josh Wychock, *Chantey*; Bubble gum blowing: Daniel Vovchuk, *Nina B*; 50’s dance contest:

(Continued on page 7)



The race is on for *Nina B* (left) and *Weatherly* (right) (Engler)

Mike and Anne Minard, *Northern Express* and Rich and Edie Janik, *Jean Marie*. Immediately following the quick moving storm, we had 2 full double rainbows as an encore. Altogether, a perfect stay at Herrington Harbour. We did however receive some feedback on poor food and service at the only restaurant option, Mangos. Next time – we’ll plan for more appetizers!

Thursday was the perfect day for the Predicted Log Contest with light winds for the Bay crossing enroute to LaTrappe Creek off the Choptank River. Most of the participants found that the strong ebb current was higher than expected on the long course. Bill Zimmerman, *Nina B*, placed first with a 4.5% error; Dennis Knowles, *Escapade*, second; Steve Leishman, *Reverie*, third (crossing the finish line at exactly 12:59:59) and Tom Webster, *Estelle*, fourth.

For the afternoon/evening we tried a new event – appetizers ‘on the hook’ raft-ups in LaTrappe Creek. The first night raft-up always gets rave reviews as a comfortable way to get to know each other in smaller groups so the cruise committee thought we would try a second night of pre-planned raft-ups. Based on feedback forms, this new event was just as popular. And of course the setting, LaTrappe Creek, is a beautiful anchorage with lots of space along the creek to safely anchor our large fleet.

On Friday, we really didn’t want to leave LaTrappe, but we knew a big night was planned so we made the short hop down the Choptank River to the entrance of Knapp’s Narrows enroute to Knapp’s Narrows Marina. As *Escapade* approached the floating dock, the first boat we saw was *Fruition*. P/D/C William D. Selden, V, AP and his wife Donna and Annie (their dog) planned to join WPS for dinner and the closing ceremony. Dennis and I began boating as members of another D/5 squadron, Richmond, VA, where Bill and Donna were members; they also kept their boat at the same marina where they introduced us to other squadron members. During the afternoon, Jim Robinson, *Porta Bella*, conducted vessel safety checks for the squadron.



Entering Knapp's Narrows for dinner and closing ceremony.

(Continued on page 8)

Our final event began with a seafood buffet at Harrison's Chesapeake House. We don't recall hearing any complaints other than from our table which was selected to go last in line! The evening awards ceremony started with many "thank you's" and then moved to awards for on-water activities: Bill Zimmerman, *Nina B*, 1st place in Predicted Log Contest; Don Engler and crew, *In Sync*, 1st place overall for sail races. The special "Chance-for-Romance" award was presented by Linda Hastings to Edie and Rich Janik, *Jean Marie*, and there was some talk of a cove but we didn't get the complete story. A random drawing was held for 2008 Cruise Feedback forms received; *Northern Express* took home the \$25 gift card to West Marine. At the Cruise awards ceremony MC'd by Dennis Wallace, stories were told and awards were presented to each boat commemorating "something special" that occurred during the week. The coveted "stealth" award was presented to *Wind Venture* (we received that one year – the best award!). And although the Robinson's, *Porta Bella*, had to cancel participating on the cruise by boat – they were able to join 3 of the cruise events by land.

Since we all enjoyed such a great cruise, we're confident you also have fabulous photos capturing our memories from the week on the Bay. So don't forget the photo contest: 5 categories for entries (max 2 entries per person per category): (1) Fabulous Fifties Fun; (2) Fabulous Weather – or not?; (3) Fabulous People; (4) Fabulous Nature; (5) Fabulous Favorite Photos. Send your digital images to goonjp@gmail.com (for complete contest rules – see p. 10 of your cruise book). All entries must be received by Aug. 15 – and of course, fabulous prizes will be awarded.

Nearly everyone agrees that we had nearly perfect weather for our 2008 Cruise – sunny days, moderate temperatures with relatively low humidity and good winds most days for the sailors. Overall, comments from cruisers included: "we had a blast"; "great sailing"; "good choice for anchorages – Shaw Bay/ Wye River; Harness Creek; LaTrappe Creek"; "never disappointed at Herrington Harbour"; "well planned cruise and events"; "like some short hops that allowed free time"; "need more participation for on-water activities"; "liked having a second planned raft-up"; "Fabulous Fifties Fun was well done – good participation by all members"; and "we are happy to go anywhere with this group". Based on the completed 2008 Cruise Feedback forms received, first planning is already starting for 2009 Cruise . . . where will we go??

A special thank you to Jack Bryson, *Chantey*, who conducted a professional directed radio net each morning at 0800 – no sleeping in for Jack! And a big 'thank you' to Barbara Sharpless, *Knot Again*, for her tireless work keeping the co-chairs on track and stepping up to any task that was undone. And our thanks to the full cruise committee that began planning the 2008 WPS Cruise in Nov 2007:

WPS 2008 Cruise Committee

Lyn & Sut Anderson – *Freedom*
Don and Sue Engler – *In Sync*
Dorothy & Ken Lehman – *Adelie*
Marty Wagner – *L'Chaim*
Mary Jane & Bob Wenhold – *Sorceress*
Steve Leishman – *Reverie*
Donna and Bill Zimmerman – *Nina B*

Jim and Nancy Ennis – *Nauti Gal*
Mike and Anne Minard – *Northern Express*
John and Betty Ingram – *Gypsy II*
Carol Hanson & Dennis Wallace – *Weatherly*
Rita Shade – *Sweet Dreams*
Barbara and David Sharpless – *Knot Again*

Co-Chairs Dennis & Cathy Knowles - *Escapade*

WPS Cruise 2008 Sail Race Events

It would be hard to imagine more ideal weather conditions for the sail races held during this year's cruise. The series featured races on four of the days where competitors vied for best times on courses generally laid out along the paths between the various evening destinations. Four boats consistently participated in all events, namely Freedom, Nina B, Weatherly and In Sync. At least one and possibly others followed the course just for fun but were unwilling to commit to official entry. The first race course on Monday started off the mouth of the Wye River with an off the wind leg around Tilghman Pt. then continued down Eastern Bay on an extended upwind leg towards a mark south of Bloody Point. Conditions were excellent with 10-15 kts true wind from the south west testing the boat's and crew's upwind capabilities, sailing skills and tactics. 'In Sync' was the run away victor followed by 'Weatherly' in second.

Tuesday turned out to be another spectacular day with somewhat stronger of 'In Sync' by a mere 17 seconds. By the end of the race, most winds at 15-20 kts west to northwest. The motor yacht 'Estelle' was on station in the mouth of the Severn for the start as she was on each day for the race starts. Her flag signals and starting gun provided for a precise and exciting beginning for those of us trying to make it across the line first. The race started with a downwind leg towards mid-bay in which 'In Sync' and 'Weatherly' jockeyed for position in close quarters. One crew member was reported to have shouted to get out a fender to avoid "inappropriate contact" between vessels, as the others sped towards the first mark in clear air. The next leg featured a fast reach followed by an upwind leg to a mark at the mouth of the South River. The finish was very close on corrected time with 'Nina B' finishing ahead boats would have been better off reefed to contend with the 24-26 kts of apparent wind, but held out as they were to avoid the time delay in shortening sail.



Nina B crosses the finish line on South River - a winner!

Another clear dry day greeted us Wednesday as we reached down the bay in 15 kts of west wind. The four boats generally held their respective positions then separated on the final upwind leg towards the mark off Holland Pt. This time 'In Sync' crossed first by a narrow margin of 62 seconds in front of 'Nina B'. Thursday turned out to be calm and dry, which was ideal for the scheduled predicted log contest on the way to La Trappe Creek on the Choptank River. A strong ebb current made for a challenging run in which three power boats and one sailboat competed.

The great weather held through Friday for the final sail race west down the Choptank. Light westerly to southwesterly air and a favorable ebb current made for a pleasurable contest that turned out to be all upwind until the very end. 'In Sync' scored her third first place finish by crossing the line more than fourteen minutes ahead of 'Weatherly' in second and the rest of the fleet of four. The combination of a fast boat, skilled captain and mate, Don & Sue Engler, and experienced sailors Gerry Walker and the legendary Harwin Smith proved to be unbeatable in this year's contest. All of us thoroughly enjoyed rounding all the marks and making our way under sail in conditions that some have described as the best ever for a week-long cruise with the WPS.

**WPS Annual Cruise 2008
Spring Picnic and Commander's Kick-Off Reception**



(Left to Right) New 2008 WPS Cruisers -- Rich and Edie Janik, Jean Marie; John and Betty Ingram, Gypsy II; John and Kathy Reager, Oceana



Mary and Carl Stacey join WPS Picnic at Lankford Bay Pavilion



(Left to Right) John Ingram and Sut Anderson relax over cool drinks



(Left to Right) John Reager, Judy Stadler and Bill Pounds get their picture taken (Bill Zimmerman looks on in background)



Mary Stacey and Donna Hilton discuss the cruise

People and Places of Cruise Week



Everyone stops to chat with Ken and Dodie, Adelie



Nancy and Jim Ennis, Nauti-Gal, aboard Escapade in Shaw Bay



A boy and his dog



Barbara and Dave Sharpless, Knot Again, and Dave Netting, True Luff,



True Luff and Nina B aboard In Sync for appetizers "on the hook"

Fabulous Fifties - Hula Hoop, Bubble Gum and Dancing



Its all in the knees



(Left to right) Sue, Geri, Edie and Kathy warm-up for the competition



Dick and Kathy Starr, Tera Nova, show off their dancing skills



Remember the "love Cove" Edie?



Singing on the beach

Closing Ceremonies - Harrison's Chesapeake House



Dennis "the King" Wallace, Weatherly, telling tall tales at awards ceremonies



Bill and Donna Selden, Fruition, join WPS Cruise dinner at Harrison's



(Left to right) Harwin Smith, Geri Walker, Captain Don Engler and 1st mate Sue Engler, In Sync, display 1st place trophy for sail races



(Left to right) WPS Women- Janet Bryson, Chantey; Kay Webster, Estelle; Sandy Netting, True Luff and Geri Walker, In Sync (Netting)



Chance-for-Romance is awarded to Edie and Rich Janik, Jean Marie

The WPS Fleet



The Fleet at Knapp's Narrows Marina



Sea Lion makes way under sail



*Estelle entering channel
at Herrington Harbour*



Cat's Paw demonstrates flag etiquette



*Wind Venture prepares to dock in
Herrington Harbour*



WPS Fleet docks in Annapolis

WPS Raftup/Picnic on the Sassafras
Sunday, 27 July 08 at 15:30
Note change of time from the yearbook!

Come One, Come All! Come by land, sea, or air to our place on Swantown Creek off the Sassafras River (above the bridge) at 15:30 on 27 July for a picnic. This is a rain or shine event. We have plenty of covered space if it rains. We'll start munching on appetizers around 16:00 and the dinner course will be around 17:30 (or when the spirit moves us). We'll be supplying a main dish for a picnic and ask everyone else bring fan appetizer, side dish, or dessert. Please leave a message on our answering machine (410-648-9951) or send me an e-mail (JeffRuss@BayBroadband.net) to let us know that you're coming so we can plan on the proper amount of food.

Boats? Bring large, small, or none at all! The small boats (outboard or outdrive with 3 ft draft) and jet skis can get in to our dock and we'll use them for shuttles if necessary. There are several launch ramps on the Sassafras River, so call me if you need ramp information.

Large boats will want to come up the Sassafras River, under the Rt. 213 / Georgetown Bridge, up to Gregg Neck Boat Yard. There's a small cove across the channel from Gregg Neck's fuel dock to anchor in. There's plenty of water, room, and lots of water skiers!

We've got plenty of parking for cars and we've got a large dock for the dinghies. Those interested in coming by air need to contact me so we can get permission to use the airfield!

Please let us know you're coming by Wednesday, July 23rd so we can plan the main meal and/or arrange shuttles and/or dockage with our neighbors. E-mail JeffRuss@BayBroadband.net or leave a message on our answering machine (410) 648-9951. Don't forget to leave us a count of the number of folks coming with you!

See you on the Sassafras.
P/C D. Jeffrey Russell, AP

Directions-By Water: Come up the Sassafras River, under the 213 / Georgetown Bridge (low clearance, but it does open). Pass Gregg Neck Boat Yard and turn to starboard, just past their mooring field. Come into the small cove, through the narrow section and bear left. We're on the left side and have a white dock box. We'll have a USPS ensign up somewhere on the dock or our name on the dock box.

By Land: Take I-95 South to rt. 896 South (Newark, DE). Continue on rt. 896 South to Middletown, DE and then follow signs to rt. 301 south (towards Bay Bridge). Rt. 896 turns to the left and rt. 301 bears right in Middletown. Rt. 301 will turn into a 4 lane divided highway. Take the exit for rt. 290 Galena - Chestertown. Turn right at the end of the ramp onto rt. 290 south. Turn right onto Wilson Point Rd (across from Asgrow farm). Turn left onto Shorewood Rd and go past the airfield. Pineywood is the fourth small road on the left. We are the second driveway on your right: Jeff and Gail Russell, 13970 Pineywood Road, Galena, MD 21635
(410) 648-9951

Caribbean Adventure

Randy and Susan Williamson have completed their seven month Caribbean Adventure and have written their seventh and last article chronicling this adventure. You can read this installment and all of the previous installments by visiting their web page: [Caribbean 2007 Adventure](#) and clicking on the link "Lubber's Line Articles". This seventh installment is also part of this edition.

WPS Raft-up/Picnic at the Russell's Home - July 27, 2008

This activity is a good one, a very good one. A small group of us have been talking about expanding the WPS definition of raftup for this particular event. The operative phrase here is vessel downsize, think small. The script of the day could read: (1) assemble group-launch dinghies, trailer boats, kayaks, whatever at some pre-determined time at one of the ramps in the area of the Granary; (2) cruise as a group under the Rt. 213 bridge toward the head waters of the river; (3) spend 2 or 3 hours on the water exploring, swimming, etc; (4) at or around 15:30 tie up at the Russell's dock and join landside activities-namely phenomenal food and camaraderie; and (5) back to the ramp, load up, head home.

Jim Robinson has offered to provide dinghy transportation to and from the Rock Hall area for 3 or 4 member dinks.

We have a blank slate, nothing engraved in stone, for pre-picnic activities. What do you think-any interest? At present we have four participants. We may be able to convince a member to bring a cruiser or two to function as a mother ship, swim platform-or something. Weather is always a variable this time of year. Registration will enable us to keep the participants informed of timetables, arrangements, or if necessary, weather cancellation.

What are your thoughts!

P/C C. David Sharpless, AP
302-239-7995

Oh my, its the Coast Guard for a Vessel Safety Check!!!

It was a beautiful day on the water as we left Harness Creek. With Safari being low on gas, we headed to Selby Bay Marina on the South River to refuel before going to Dividing Creek, the next stop on our itinerary. Lunch time, so I went below to get a snack and drinks for us to enjoy on the flybridge as we motored toward our next anchorage for the night. I'm thinking life couldn't be any better when I hear Safari powering down and as usual a slight bit of panic begins setting in. Has something gone wrong with the engines? Did something go over the side of the boat? What could it be? Surprise, surprise; it's the Coast Guard for a vessel safety check.

As the officers came on board I looked at Bill wondering if he was prepared. Lord knows we have so much boat junk. We have backups for the backups, alarms galore, and all the "just in case" or "can't leave the dock without it" and "you can never be safe enough" stuff. I've lost count how many tool boxes are on board!

They began by giving us their names and after a polite greeting pulled out their checklist to begin the inspection. First on their list was boat registration. Bill produced the required documentation. Then PFD's – what type did we have and how many. We weren't wearing them but their concern was that we had them on board. Well we're off to a good start. Next they checked for fire extinguishers and sound producing devices. Great, we have extinguishers in the salon, the engine compartment and even on the flybridge? Our horn worked and we had handheld air horns. The inspection proceeded to the engine compartment and the bilge. Were there any signs of oil leaking, was there sufficient ventilation, and show us the flame arrester. No problems here either. Another checkmark to the inspection sheet! Bingo, they were satisfied with our Purasan system. I'm asking them how we're doing so far. "So far everything looks good Mrs. Orris". Now, onto placards. How cool, I remember the 2 placards required on board from my Seamanship Class. The

(Continued on page 17)

Marina Meet-up – Baltimore Yacht Club 16-17 August 08

Join fellow members of the WPS as we take a weekend trip to the Baltimore Yacht Club on Sue Island off Middle River on the Western Shore. The BYC is a beautiful facility. We plan to take full advantage of their excellent pool and we've reserved a private room at the club for drinks and dinner. We'll order off the menu so everyone can have exactly what they want – just bring cash and change to make it easier to settle up afterwards. You can check it all out (menu included) at their website: www.baltimoreyachtclub.org. Check in and check out times are flexible – if you know about when you would arrive that helps them plan. The BYC monitors Channel 16 – once you are in the Middle River, give them a call for your slip assignment. All participants should monitor Channels 16 and 78 for WPS traffic.



Make checks payable to Donna Zimmerman/call if any questions on 610-274-8444.

Send to: Donna Zimmerman **DUE – Monday, 21 JULY 08**
1 Evans Dr.
Landenberg, PA 19350

Captain and crew: _____
Boat Name: _____ LOA: _____ Beam: _____
Draft: _____ Electrical Requirements: 30 Amp ___ 2x30 Amp ___ 1x50 Amp ___
Slip Fee _____ \$1.50/ft x LOA plus \$12.00 for power

Cdr. Donna Zimmerman, JN

Chester River Raft-up

On 19–20 July 08 the Wilmington Power Squadron will have a raft-up on the Chester River. John T. Reager, AP, and Kathy Reager will host the event aboard *Oceana*. The plan is to arrive around 1600, raft up, and share hor d'oeuvres. If the weather cooperates with warm summer breezes, the raft-up will be in Comegy's Bight. We will move to Corsica Creek in the event of thunderstorms. Give *Oceana* a hail on channel 78 once you are in the Chester River to verify the location.

If this is your first raft up, or if you have any questions, please don't hesitate to call John and Kathy ahead of time at 302-836-3917.

P/C W. Michael King, AP

(Vessel Safety Check, continued from page 16)

officers nodded in approval as Bill displayed the MARPOL placard in our galley. And your Pollution placard sir? I see a look of concern come over Bill's face. As he frantically searches for the placard he's telling them that he removed the paper copy and bought a new plastic placard to replace it. "I know I have it, just give me a minute to find it". They chuckle and tell us that this is usually missing from everyone's vessel. Please, let him find it. Will we be in violation? How much will it cost; \$50, \$100 or maybe more? Finally, he pulls the plastic placard out of a pile of papers. Great we passed inspection with flying colors. They were impressed with our plastic placard! With the inspection complete, they then gave us a copy of the report and told us that the inspection report was valid for one year.

Out of curiosity I asked them what they considered the most important areas of inspection. Based on the calls they receive and the number of violations they cite the order of importance is: 1) boater intoxication; 2) no PFD's on board; 3) no fire extinguishers.

After this experience I guess all Bill's boat junk isn't too bad after all!

Lt Pam Orris
Editor

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	Barbara L. Sharpless	8/9
H. Philip Goettel	7/5	John G. Ingram	7/24	Roger L. Cason	8/13
Allene Hopman	7/5	Richard T. Heald	7/29	Robert Pounds	8/14
James F. D'Wolf	7/7	Robert F. Mahaney	7/31	Dennis D. Knowles	8/14
Judith C. Stadler	7/7	Eillen Mailin	7/31	Richard vanC. Parker	8/18
Lynda L. Hastings	7/7	John P. Goon	8/1	Edward D. Kee	8/19
Wendy Shipman	7/7	Mayer Falk	8/3	Ronald D. Crooks	8/20
John P. Courtney	7/9	Chester M. Gibson	8/5	Charles P. Schutt, Jr.	8/30
James H. Houston	7/15	James A. Ennis	8/7		



Raft-up and appetizers on LaTrappe Creek



The race goes on



Reverie navigates through the channel



Big Hug for Freedom

Extended Cruising in the Caribbean Installment 7 Returning from the Caribbean to the Chesapeake Bay

This is the seventh and last installment of a series of articles that chronicles our seven month adventure of sailing Windward Passage, our Beneteau 445, from the Chesapeake Bay to the Caribbean and down the island chain as far south as St. Vincent. After spending two months in St. Vincent we sailed back up island to Tortola to prepare for a mid May return to the Chesapeake. Previous articles covered Planning the Voyage, Preparing the Boat, The Outbound Ocean Crossing and Cruising in the British Virgin Islands (BVI), Cruising in St. Vincent and the Grenadines (SVG) – The First Month, and Cruising in SVG and Sailing to The BVI. This final installment covers the ocean passage from the BVI back to the Chesapeake Bay.



Figure 1 - Susan Williamson sails into Road Town (photo by YachtShotsBVI)

My wife, Susan, and I spent two weeks preparing the boat for the trip north and began the process of provisioning. We sailed to some anchorages that we had not yet visited and to some of our favorite locations where we could say goodbye to the friends we had made over the last few

months. She then flew back to Wilmington on May 1 and I continued the task of making ready while awaiting the arrival of the friends who would do the ocean passage with me.

I elected to not haul the boat to have the bottom painted before returning to the Chesapeake so I needed to clean the grass and fuzz on the bottom before our departure. I sailed to Great Harbor on Peter Island and set up my Sea Breath unit that provides fresh air through a compressor and regulator to allow me to work under water up to a depth of 30 feet. I donned my mask, fins and weight belt and went overboard with brush and scrub pad in hand. Under the boat I encountered a 4 ft. long barracuda enjoying the shade. We have seen him on several occasions when we have visited this anchorage and he has been no problem. He seemed to prefer the middle of the hull and I most needed to clean the rudder and propeller so we struck an agreement that I would stay in the rear third of the boat and he could have the middle third. This seemed to work well and I began working on the

barnacles on the propeller with a bronze wire brush. The grass and barnacles came off in a great cloud and the propeller was really looking good when the barracuda decided he would move into my third of the hull – just curious, I'm sure.

I continued cleaning and just as I completed the propeller became even more curious. I then moved a little aft and began cleaning the rudder. The barracuda became even more curious as I made more clouds of grass and stuff from the rudder. I reminded him of our agreement and pointed out that he was no longer in his third of the hull. He smiled that toothy smile and then gave a great big yawn just to be sure I saw all of those razor sharp teeth. I decided it must be lunch time and retreated to the swim ladder. However, it is difficult to climb the swim ladder with fins on. It is amazing how fast fins come off when you have an incentive. I climbed the ladder and decided to complete the cleaning job another day – in another location. As I was stowing the gear I saw him take up residence under the dinghy where he stayed until he was sure that I was not going to come back in to play. Then he resumed his position under the boat.

On May 10 Chuck and Judy Stadler arrived and we tested the local pulled pork and spare ribs as possible meals for the trip north. They pronounced them as ideal provisions – the consensus was that the hot sauce used on the pork would surely kill any bacteria for at least a week. We sailed to some of the better snorkeling spots and generally relaxed for a week. This gave them the opportunity to become acquainted with the equipment that I had added since they had sailed with me over a year ago.



Figure 2 - Chuck Stadler tops off the water tank

The two remaining members of the northbound crew – Gerry Hunter and Sut Anderson – arrived on May 16th. That evening we got a very favorable report from Commander's Weather Corp. that indicated that we would be able to leave the next day and anticipate an excellent weather window for the trip home. This was a relief since the weather to the north had been bad for the last 10 days with a series of fronts coming off the east coast of the US and generating gales and full storms between the coast and Bermuda. The northbound boats that left Tortola over the last two weeks were really getting pounded and I was glad that we had not tried to leave earlier.

We cleared customs and immigration early Saturday morning and left the dock at 0930 in light winds. The lows that were to the north were diminishing the trade winds and generating some swells of six to eight feet but a high pressure was predicted to allow the trades to rebuild over the next few days. We enjoyed two days of sailing at 5 to 7 knots in beautiful sunshine. The tow behind generator and the wind generator were providing almost all the electricity that we needed to keep the batteries charged so we did not have to run the engine.



Figure 3 – Judy Stadler, Chuck Stadler and Gerry Hunter swim in mid-ocean

On the third day the wind died and we had to motor. In the afternoon we decided to turn off the engine and go for a swim. The water here is shown on the chart as being 5868 meters deep! We always leave one person on board in case the wind picks up and the boat begins to drift away. Though the wind was light the boat was drifting at about half knot and we made use of a safety line that I had thrown overboard with a fender attached. After about an hour of swimming we resumed our motoring refreshed and considerably cooler.

Since leaving Tortola we had only seen one other ship and had seen no marine life to speak of. The moon was approaching full and the night sails were incredible! The brighter stars and constellations were easily seen but the bright moon made it difficult to see the dimmer stars. We practiced our celestial navigation and Sut Anderson – who had recently completed the US Power Squadron Junior Navigation course in celestial navigation was able to determine our location to within 2 miles of our GPS coordinates.

On May 22 the wind began to fill in again and we enjoyed several days of great sailing. We saw whales breaching about a mile away from us. They would shoot out of the water about half of their body length then rotate as they splashed back into the



Figure 4 - Sut Anderson and Gerry Hunter enjoy a meal

water. It was just like the commercial for Pacific Life that we see on television. Truly a spectacular sight but too far from us to get any pictures.

I requested an update from Commander's Weather and we were told that there was a severe front coming off of Charleston and we should try to make as much distance to the north as possible to avoid the predicted strong winds (possibly as high as 50 knots in the squalls) as the low passed south of us. We altered course to head dead north and motor sailed to get above 32 degrees north latitude as quickly as possible. By May 24 we were north of 32 degrees and the front gave us some excellent winds of 15 – 25 knots out of the north-northeast and we altered our course to head straight for Norfolk.

As predicted the wind died just as we entered the Gulf Stream and we motor sailed across with almost no swell or waves. We were visited by several pods of porpoise. These incredible creatures spent nearly an hour playing in our bow wave. Their speed is impressive as they accelerate across our bow. At one time they completely surrounded the boat. Then they got bored and took off with a great burst of speed.



Figure 5 - A pod of dolphin swim with us

We arrived at the entrance to the Chesapeake on May 27 and by 0340 we had made our way into a marina at Little Creek so that we could clear customs. I have purchased a Customs and Border Patrol decal that facilitates clearing in under the new procedures that have been established since 9/11. We called the after hours number to report our arrival and, as instructed, called the normal business hours number at 0800. A border patrol officer and a customs officer came promptly to the boat to inspect us and clear us in. This is a considerably more formal procedure than in the past and it pays to know the regulations. We had disposed of all of our fresh fruits, vegetables and meats and had segregated our trash so that there was no food in the trash that we brought in. Also, our water tanks were empty and we had ensured that there was no water in the bilge. We were told that if we had not done this we would have had to pay someone to take the foodstuff and incinerate it. I'm not sure what would have been the means of disposing of water from

the tanks and the bilge but I believe it, too, would have had to be disposed of by a service. This would have taken at least half day.

We left Little Creek and began the sail up the bay to our home port of Rock Hall. Within an hour we were greeted by a swarm of biting black flies. There were hundreds of them and we were killing 3 and 4 at a swat with our fly swatters. The crew threatened to mutiny and head back to the Caribbean. The captain was saved by the arrival of a predicted cold front. The front brought a temperature drop of 30 degrees and winds of 34+ knots – right on the nose. We spent the entire night beating into this wind and seas of 8 – 10 ft. This was the weather we expected to encounter in the Gulf Stream. By 0645 we were exhausted and we altered course to the Solomons where could anchor in protected water and get some sleep. By 1100 the winds were abating and we had lunch at one of the restaurants. Gerry's wife joined us



Figure 6 - Judy Stadler enjoys a quiet watch

for lunch and then took Gerry with her as they were planning on sailing down the bay to a Beneteau rendezvous the next day.

We left Solomons at 1300 on May 27 and enjoyed a sail in the remnants of the gale until the late afternoon when the wind completely died. We spent the last 6 hours motoring to Rock Hall arriving in the slip at 0015 on Thursday morning.

In summarizing this trip my wife and I agree that it was one of the great adventures of our lives. We have sailed the Caribbean islands many times and they are beautiful and exciting places to visit. However, we both agree that it was the opportunity to share them with 45 of our friends that made the trip so wonderful for us.

Calendar of Events

- 11-16 Jul. D/5 Cruise to Baltimore Inner Harbor
Hosted by Patapsco River PS
- 16-20 Jul. D/5 - Summer Council & Rendezvous
Baltimore Inner Harbor. Hosted by Dundalk S & P
- 19-20 Jul. WPS Summer Raft-up Rendezvous
Chester River
- 27-25 Jul. 1530 WPS Raft-up/Picnic on the Sassafras River
Home of Jeff & Gail Russell
- 7 **Aug.** **Deadline for May-June Lubber's Line Material**
- 16-17 Aug. WPS Rendezvous - Sue Island
Marina Meet-up - Baltimore Yacht Club
- 20 Aug. 1930 WPS Executive Committee Meeting
Conectiv Energy & Technology Center, Newark DE

