

Anchor



Watch



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District 5, a unit of United States Power Squadrons®



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Commander's Message Cdr Jeff Short, JN-IN

Happy New Year everybody! I trust everyone had a wonderful holiday season. Lorrie and I spent a couple of weeks in Hawaii. It rained a fair bit but we made the best of it and had a grand time.

ASPS had yet another excellent general membership meeting at the Annapolis Maggiano's in January. Our meetings have been at capacity recently so if you plan to go, I recommend that you sign up early. Peggy, Georgiana and the crew that plan and arrange these general membership meetings put a lot of effort into it. Be sure to thank them when you see them.

The ASPS Budget Committee along with the Executive Committee have been working hard on the 2026-27 Budget. Peggy Slattery and the nominating committee have been working on recruiting members for the 2026-27 slate of Bridge Officers and Elected Committees. The budget was presented to the members at the January meeting. The slate of officers and committee members are listed in this issue of the Anchor Watch on page 3. Please review. Both the budget and officers will be voted on at the February general membership meeting.

Please consider serving in a leadership role as a Bridge Officer or on a committee. Without volunteers to help conduct the business of the squadron, ASPS can not exist. The reason squadrons dissolve is NOT for lack of new members or younger members or total members or even money in the bank. It's because of a lack of members to stand up and commit to do something for the squadron. It's not a lot of work. It's not hard work. Heck, if Lorrie and I can contribute, then everybody is capable of contributing something.

You don't have to live near Annapolis either. Zoom has made it easy to serve your squadron. Committees meet by Zoom. The financial review and the budget creation are conducted by Zoom and email. Heck, even your contributions for the amazing Anchor Watch newsletter can be done with AI. Too easy.

We are so very grateful to John Wesley and Kathy Nash who contribute so much behind the scenes for ASPS. And they live in Florida! ...Fulltime! Wherever you live, no matter your background or skill set and no matter how busy you are, your squadron could use your help. Please think about it.

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ASPS is also fortunate to have the contributions and input from a couple who live way out in Deep Creek, MD. Currently buried under snow, Deep Creek is 150 miles from Annapolis. Yet, John Wilmot volunteers on the Executive Committee. At 93 years old, John joins us once per month, by Zoom, for less than an hour long (as long as I keep my mouth shut) Executive Committee meeting. John always has insightful contributions, but he doesn't even have to. We are happy that he contributes to the voting quorum.

John Wilmot joined the Potomac River Power Squadron (third oldest squadron in the country!) in 1988. He grew up in Nebraska, and went to Architecture school at Iowa State. So naturally he was big into boating. Actually no. He moved his family to Silver Spring to work for a hospital survey team. His family spent time at Lake of the Woods, VA where they met a former Cypress Gardens water skiing performer. And that was all she wrote. His three kids became award winning water skiers (over 200 trophies and medals), and John became a skilled ski boat driver and Mastercraft Ski boat dealer. I have heard stories about when another champion waterskier, ASPS Past Commander Ron Ricketts, and John Wilmot crossed paths on the waterskiing circuit back in the day.

When John and his family moved to the West River, John got into big boats beginning with a 42' Pacemaker Sport Fisherman that he used to take all the way to Ocean City in search of monster marlin and such. Of the 8 or 9 big boats that John had, his 1968 53' Matthews all wood motor yacht was his favorite. After many hours of labor and more boat bucks than he will admit, his Matthews won "Best Restored" at the St. Michaels Antique and Wooden Boat Show. John and Betty traveled down the ICW on that boat with ASPS Associate members Jim and Nancy Gorman.

John learned navigation from a Potomac Squadron Navigation course, and this was before chart plotters. He became so proficient at charting a course, using charts, calipers and compass, that he won the District 5 Navigation Contest 3 times in 10 years. A navigation contest constituted of 5 timed courses that demanded precision course plotting and helmsmanship. It frequently came down to just seconds separating finishers. ASPS member and Past District Commander Bill Eldridge can attest to just how impressive that record is. Navigation contests back in the day, without GPS chart plotters, were highly competitive with upwards of 30 to 50 boats.

John has since taken and taught many USPS courses. John has retired and moved to Deep Creek where, at age 93, John continues to teach Basic Boating Courses at Garrett Community College. He was Commander of Potomac River Power Squadron two times, the most recent when the squadron had its 100th anniversary. He continues to contribute on the ASPS Executive Committee via Zoom. He is also a talented musician. I can remember when he, Past Commander Ralph Leasure, and Carol Rechner performed holiday songs for us at the ASPS Holiday party several years ago.

If you have ever been seriously ill or had a death in the family, you may have received a card of support from ASPS. This was the doing of Betty Rouse Wilmot. She is our Sunshine Lady. She is a world class water-skier. At 94 years old she had shoulder surgery, and her doctor recommended that she knock off the water skiing... at 94 years old! My shoulders are fine, and I have trouble just getting up the stairs!

Not long ago, John built his own 8' race boat for Betty to race in the CCWBRA (Cocktail Class Wooden Boat Racing Association.) These are tiny boats built from a kit that have a relatively large outboard hanging off the transom. In order to keep the boat flat while flying through the water, the driver has to lean forward out of the cockpit onto the bow. As I recall, Betty was winning those races into her 80s.

Thank you Betty and John and to all of you who volunteer to lead or contribute some time and effort to the success of our squadron.

Now it's time to splice the mainbrace. Be safe and stay healthy.

Slate of ASPS Officers Nominated for the 2026-2027 Year

Please join us at the brunch meeting on February 7 at the Golf Club at South River. At that meeting, this slate of nominees will be voted on.

BRIDGE

Commander - Jeff Short

Executive Officer - open

Secretary - Carol Rechner

Assistant Secretary - Linda Sweeting

Treasurer - Lorrie Short

Education Officer- Michael Maszczenski

Assistant SEO - John Locke

Admin Officer - Kathy Burke

Assistant Admin Officers - Georgiana Maszczenski & Peggy Slattery

AUDIT

William Klepczynski

Rich Hughes

NOMINATING

Ralph Leasure

Bruce Arey

Peggy Slattery

John Wilmont

Diana Leasure

RULES

Stu Myers

Diana Leasure

Jeff Short

BUDGET

Jeff Short

Lorrie Short

Ralph Leasure

EXECUTIVE COMMITTEE

Susan Gilbert

Diane Leasure

John Wesley Nash

Peggy Slattery

Edwin Sunderland

John Wilmont

John Locke





Administrative Officer

Lt/C Bruce Arey, JN

Our guest speaker for our February brunch meeting is J. Seamus Duffy of Annapolis Compass. He gave a talk at CAPCA a while ago entitled "Take the Voodoo Out of Compass Headings" and I thought that would be a great presentation for our meeting.

The magnetic compass is one of the most consequential technologies in maritime history. Its development fundamentally changed navigation by allowing mariners to determine direction reliably even when celestial cues were unavailable. Below is a structured overview of its evolution and impact on the maritime industry.

1. Origins in Ancient China (c. 200 BCE–1000 CE)

Discovery of magnetism: The Chinese recognized that lodestone (naturally magnetized magnetite) aligns north–south.

Early devices: By the Han Dynasty, magnetized spoons on bronze plates were used for geomancy rather than navigation.

First navigational use: By the Song Dynasty (11th century), Chinese sailors were using floating magnetized needles for maritime navigation, particularly on cloudy or open-ocean voyages in the South China Sea.

This marks the first documented use of the compass specifically for seafaring.

2. Transmission to the Islamic World and Europe (12th–13th centuries)

Islamic maritime adoption: Knowledge of the compass spread westward via trade routes. Arab sailors in the Indian Ocean were using compass-like instruments by the 12th century.

European introduction: The earliest European references date to the late 1100s, with widespread use by Mediterranean mariners in the 13th century.

Early European compasses consisted of a magnetized needle floating in water or mounted on a pivot over a compass card marked with cardinal directions.

3. Transformation of Medieval Navigation (13th–15th centuries)

The compass revolutionized navigation by enabling:

Open-ocean sailing without constant sight of land.

Navigation in poor visibility, including fog and overcast conditions.

More accurate dead reckoning, when combined with speed estimates and timekeeping.

This technology was central to the rise of long-distance commercial shipping in the Mediterranean and North Atlantic.

4. Role in the Age of Exploration (15th–17th centuries)

The compass became indispensable during European overseas expansion:

Used by Portuguese, Spanish, Dutch, and English navigators during transoceanic voyages.

Enabled systematic exploration of the Atlantic, Indian, and Pacific Oceans.

Worked alongside other instruments such as the astrolabe, cross-staff, and later the sextant.

Without the compass, sustained blue-water navigation and global maritime trade networks would have been impractical.

5. Technical Refinements (16th–19th centuries)

Several innovations improved accuracy and usability:

Dry-card compass: Replaced floating needles with pivot-mounted cards in enclosed bowls.

Gimbaled mounting: Kept the compass level on rolling ships.

Lubber lines: Improved course steering accuracy.

Deviation correction: As iron and steel hulls became common in the 19th century, adjustable magnets and soft iron correctors were introduced to counteract magnetic interference from the ship itself.

These advances made the compass a precision navigational instrument rather than a rough directional guide.

6. Integration into Modern Navigation (20th century–present)

Even with the advent of electronic navigation, the magnetic compass remains legally required on most vessels because it:

Operates independently of electricity and satellites.

Serves as a fail-safe reference when GPS, gyrocompasses, or electronic charts fail.

Is used to verify headings and correct other navigational instruments.

Modern ships typically carry:

A magnetic compass (primary or standby),

A gyrocompass (true north reference),

And electronic heading sensors integrated with radar, AIS, and autopilot systems.

7. Maritime Significance

Historically, the compass:

Enabled global maritime trade, exploration, and empire-building.

Standardized navigation practices and charting.

Shifted seafaring from coastal piloting to true ocean navigation.

Practically, it remains the most resilient and universally understood navigational instrument in maritime operations.

Meeting Plans for 2026

- ☆ February 7 — A brunch meeting on the 7th at the Golf Club at South River.
- ☆ Sunday March 8— our Change of Watch. We are returning to Carrol's Creek Café,
- ☆ April — We're still thinking about this one! Send in your suggestions!
- ☆ May – We're still thinking about this one! Send in your suggestions!
- ☆ June — Our bylaws do not require a formal June meeting. No decision has been made about a meeting or activity in June.

ASPS Brunch Meeting
Saturday, February 7, 2026
Golf Club at South River
3451 Solomons Island Road
Edgewater, MD 21037
See directions on the next page.

11:00 - Opening Activities

11:15 - Brunch

12:15 - Speaker - J. Seamus Duffy (bio on next page)

“Take the Voodoo Out of Compass Headings”

1:00 - Business Meeting - Election of Officers

Fresh Fruit and Assorted Muffins
Scrambled Eggs with Chives
Home Fries
Maple Sausage Links
French Toast
Mixed Green House Salad
Chicken Salad on mini croissants
Cream cheese and cucumber sandwiches

RSVP by Monday, February 2 at 4 PM to
aspsdinnerreservations@gmail.com

\$20.00 per person by cash or check at the door.
Make checks payable to ASPS.

Note: All no-show reservations are responsible
for the cost of the dinner.



Brunch Speaker for February 7 - J. Seamus Duffy

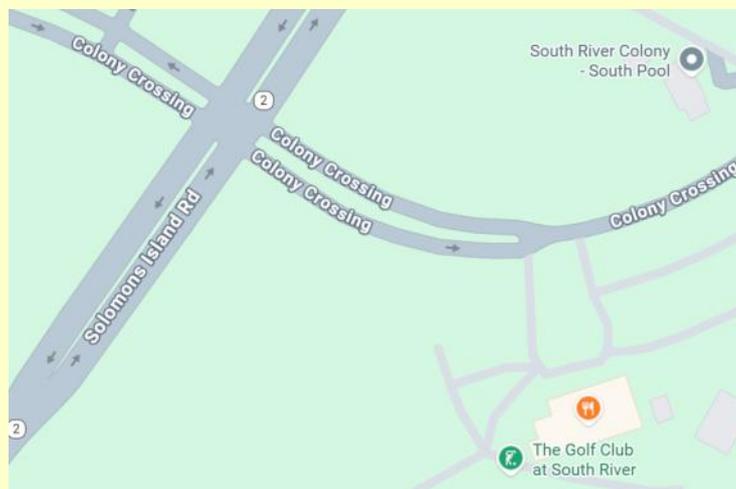


J. Seamus Duffy describes himself as a “son of a sailor” and the “son of a compass adjuster.” He has over twenty years of experience working in the family business, Joseph L Duffy & Son, learning from his father and gaining special insights into the use, performance, and practical problems associated with all types of magnetic compasses. For over 30 years, this family-run business based in Annapolis MD has offered professional compass adjusting services in the Eastern-Atlantic for recreational, commercial, and military vessels. Their staff members have adjusted every type of vessel imaginable from top-secret military ships to trailer-able boats.

Seamus Duffy and the staff of Annapolis Compass (<https://annapoliscompass.com/>) continue to repair, adjust, and swing compasses as well as provide deviation tables to assist captains in accurately navigating the seas.

ROUTE TO GOLF CLUB at SOUTH RIVER

South on Route 2 over the bridge. Keep going through Edgewater, crossing MD 214. Turn left at Colony Crossing. Then, turn right to get to the club house.





Maggiano's - January 10

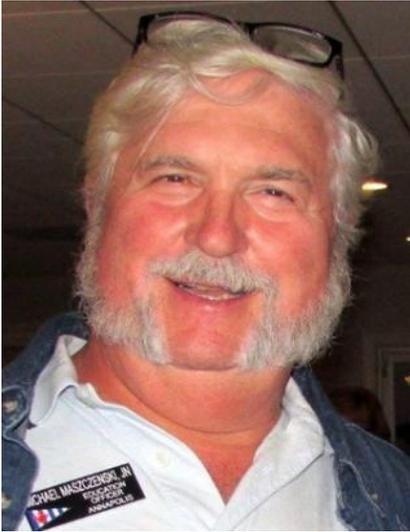






Educational Officer

Lt/C Michael Maszczenski, Jr., N



On January 20, we had the new GPS seminar presented by John Locke. There were sixteen participants. Everyone learned how GPS allows chart plotters and chart-display-software provide real time navigational information. The seminar was well received. Lots of good information!

ASPS has a virtual ABC course coming up. Also, the national conference and the D/5 conference are coming up in February and March.

Title: America's Boating Course (ABC III)

This course, when passed, earns you the Boaters Safety Course Card needed to legally operate recreational vessels in the state of Maryland. It covers the basic information needed for safe boating. It is a great review

for boaters already with a card, or who were grandfathered in, as well as new boaters.

Where: Zoom

Cost: all non-members 18+ of age - \$35.00, Members ASPS and 17 and under - Free

Dates: 4 Wednesdays : March 4,11,18 and 25, 2026

Time: Via Zoom 6:30 to 9:00 PM, EST. Login info emailed after registration.

Instructor: Mike Maszczenski

ASPS registration link [Click Here to Register](#)

Or you may go directly to the nation registration system.

USPS registration link [USPS registration page](#)

Registration for All ASPS-Sponsored Courses

For all official USPS courses and seminars, we now can register directly at USPS. Eventually the system will allow you to pay any fees. As of now, it is just registration. You may use either system for now.

Please register as soon as possible. If you are planning to have a printed text, shipping time is 4 weeks. So, early registration is mandatory to have your book in time. Materials must be ordered, and printed materials pick-up arranged for the virtual classes. [Click Here to Register](#) or email seo@aspsmd.org, or call 410-739-7800. If you do not get an answer, please leave voice mail with contact information. When registered, you will receive an email confirmation. Other information and directions for prep and fee payment will be emailed as the start date for the course or seminar approaches. All Zoom class start times are for Eastern US time; our instructors are on the east coast.

There is also a limit of 20 participants, and we prefer no less than 5 to run a course. So, please let us know you would like to participate soon! Don't put off registration.

Educational news from National and D/5**2026 Annual Meeting at Myrtle Beach**

The clock is ticking for our 2026 Annual Meeting and Change of Watch at Myrtle Beach. Make your hotel reservations for your stay at the Embassy Suites by Hilton Myrtle Beach Oceanfront Resort now for Feb. 9 –15. The logistics around this meeting are vastly different! Every room is a suite with an ocean view; the hotel is right on the beach. You will wake up to a free daily breakfast and end the evening with a free nightly reception, which America's Boating Club | United States Power Squadrons will take advantage of! The agenda, the tours, and registration in general are being readied as I type. Keep checking the [National Meetings website](#) for updates. We look forward to seeing you in Myrtle Beach! [-Kristi Anderson](#)

[READ MORE ►](#)

ABC-Midatlantic / D5 Spring Conference 2026

Holiday Inn Ocean City, MD
March 26 to March 29, 2026

Registration form is up and the schedule is being planned. If you need to have your teaching certificate renewed, there will be a recertification seminar on Friday, March 27th, from 3 to 5 PM. The schedules will be posted as they are firmed up.

The Mark 5 is also available for download at the D5 site also.

For more information and events go to
<https://Abc-midatlantic.org>



Executive Officer **Lt/C Ralph Leasure, AP**

It seems like yesterday that we had our Christmas party. But, alas, the entire holiday season is behind us, and there's only Winter to deal with.

This weekend we are supposed to drive to South Carolina, but the forecast looks like ice and freezing rain on the route. So I guess we'll play it by ear.

A few of the D/5 bridge officers went down to finalize the plans for the Spring Conference in Ocean City at The Holiday Inn. The meeting was mostly about the details of our conference, but we ended up spending a fair amount of time discussing the food service and the fact that many of our members were not happy with their dinners at the last year's meeting. They assured us that the concerns would be addressed with the team that runs all the food service (also the management of the Italian restaurant) that has a contract with the hotel. We also addressed the hospitality suites and our concerns with the room sizes. They offered to have adjoining rooms that could be opened together with a door in the middle. That should remove some of the congestion in the hallways. They have offered the reception area again where we had our Sunday morning continental breakfast, and that should work out fine. Be on the lookout for registration materials, and get your registrations in. The deadline is March 6.

We have finalized the dates for the Summer Rendezvous and Conference that we are sponsoring. It will be at Lankford Bay Marina again, and is scheduled for August 28 through 30. Please be sure to add it to your calendars. It will be a great time.

The National Meeting will be in Myrtle Beach the week of February 8 - 15. It will be at The Embassy Suites by Hilton. Every room is a suite and every room has an ocean view. Looking forward to seeing you there.

Ralph Leasure, XO



Doing Our Own Maintenance Terry Slattery, Lord of the Electrons

We do a lot of the maintenance and enhancements on board Lux, and I thought it would be useful to explain why. The first thought is that it saves money. Well, it can, but it can be very expensive or even dangerous if the work isn't done correctly.

We employ a cost-benefit-safety-enjoyment tradeoff analysis for each of our projects, which has worked to our benefit. Our analysis goes something like this:

What is the monetary cost and timeframe if we were to hire a marine contractor? Unfortunately, we also have to estimate the likelihood that the contractor will not complete the work on time or doesn't do the work correctly.

How much time would we have to spend if we did something ourselves? We have to include research, design, and installation time in this estimate. Will we actually save money? Do we have the expertise and experience to do the job?

What safety factors should be considered? Does a system affect situational awareness, like installing an AIS transponder or radar? Or does a system change impact vessel propulsion due to rig, sails, or engine work? What are the risks of doing the work ourselves versus finding an experienced contractor? Is there a middle ground where an experienced contractor handles the more specialized aspects of a job and we handle the generic work?

Is the work something that we'll enjoy doing? Fortunately, we have the luxury of five co-owners who divide the spectrum of work into engine, electronics/electrical, sewing, rigging/sails, medical/provisioning, etc. We get the satisfaction of knowing that we successfully completed a significant project.

Let's look at some examples and how we went about making a safety-driven decision.

One of the first projects was a cockpit enclosure. We researched what other catamarans had done and came up with a list of features we deemed essential for safety. We wanted swappable bug screens (summer) and clear visibility panels (cooler weather). The panels had to have clear visibility and decided that Makrolon polycarbonate was preferable over any of the vinyl material. Key hand-holds had to remain usable for safety. External sun shades had to remain usable. The helm needed panels that could unzip so that winches could be operated. Carol and Mike thought they could do the job, did the research, and created an enclosure that exceeds anything that we thought could be done by a canvas shop.

Another project was replacing the standing rigging. We opted for a combined approach where we did the rigging measurements and contracted with a reputable firm to build the shrouds and forestay. We installed a Stay-Lok fitting on the forestay after re-assembling the roller furler. Everything else fit exactly as measured.

In another more serious case, we detected grinding sounds from our port engine while heading south in the ICW. A diver in Georgetown, SC confirmed that the port saildrive was loose. We suspected a bad engine mount, but in Charleston, we discovered a broken bell housing that connects the transmission to the engine. Repair in Charleston was going to be expensive and wouldn't be able to start for at least two weeks. After researching the engine manuals, we decided to replace the bell housing ourselves. We typically transit the ICW using one engine so we relied on the starboard engine to get to Savannah, GA, where we replaced the bell housing.

When our old engines needed replacement or rebuild, we did the removal and installation while a well-known local Volvo company did the rebuild over the winter. We're quite happy with the result. It can sound daunting, but there are actually a small number of things that must be disconnected and reconnected during removal and installation. There were no surprises and the engines no longer leak oil.

The refrigeration system on Lux was always marginal (it wouldn't keep ice cream frozen). We finally found a great refrigeration expert who recommended a complete revamp, replacing everything except the holding plates. While we understand refrigeration, this was a case where expertise and experience were valuable. The new system uses a different refrigerant and has been reliable. We can now keep ice cream, making for a happier crew.

We've upgraded all our electronics, adding AIS, radar, large chart plotter, autopilot, and wind instruments. The NMEA2000/SeaTalkNG system is extremely easy to work with, and the resulting wiring diagram is easy to read, which facilitated troubleshooting when a nearby lightning strike damaged several electronic components. We were able to quickly identify the AIS transponder and both engine alternator regulators as the only components affected.

In summary, our projects give us an in-depth understanding the systems, how they are organized and possible interactions with each other. It enhances our ability to handle problems under way because we know how the systems are designed and implemented. We know where the wires run, the fuses are hidden, and can tell when a system is having a problem. Most importantly, we develop the mental processes that allow us to analyze a problem or a project, and make an informed decision on how to safely tackle it.

ASPS Logo apparel

<http://asps.qbstores.com>





Dinner Delights

Lt/C Georgiana Maszczenski, S

If you missed our January meeting, you missed a great lunch with a very informative speaker! Captain Rob Chicester shared history and stories about the Chesapeake Lightship LS-116.

Here are some of the interesting facts from that meeting:

- ★ Lightships were actually lighthouses on ships!
- ★ The Chesapeake Lightship LS-116 was launched in 1929, and it was fitted out as a lightship in 1930. Its duty station was the Chesapeake Bay

entrance.

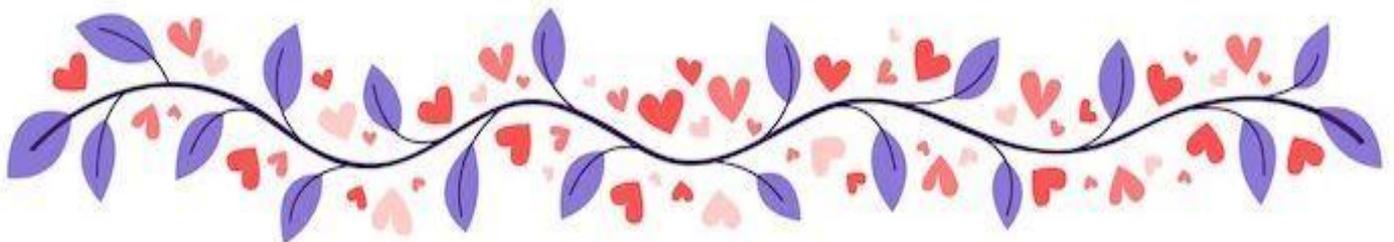
- ★ In 1971, the National Park Service took it over. It then hosted BSA Sea Explorers as well as scientific staff.
- ★ The focus was on ecological awareness and history. For the BSA Sea Explorers, the focus was on teaching leadership skills, public speaking, maritime skills, and social awareness.
- ★ The maritime skills included learning boat handling and fire fighting skills!



Captain Chicester started his long history with not only the lightship but the bay because a couple came to his high school to talk about lightships. He became intrigued, and he asked about volunteering. They signed him up, and a lifelong love of the Chesapeake Bay and boating started.

One BIG story from this presentation was that you never know when and where you can make a difference. You may think you are just volunteering, but you might be inspiring someone to start on a path that leads to supporting and loving the Chesapeake Bay!

If you were unable to join us, you missed a presentation packed with great information and lots of fascinating sea stories. As always, we are able to offer meetings that bring together friends who love boating. We also offer informative speakers so you can learn something interesting about boating on the Chesapeake Bay and beyond. We look forward to seeing you soon.



Ladies! Let's Do Lunch!



Tuesday, March 10 2026

11:30 AM

**The Dock House
110 Piney Narrows Road
Chester, MD 21619**

**R.S.V.P. to Kathy Burke at
kab2016dec@gmail.com or (410) 279-0818**

by Monday, March 9, at 4pm.

**SAVE THE DATE for the next lunch:
Tuesday, April 14, 2026**

Changes to your phone number, address, e-mail?
Please contact P/C Kathy Nash, AP-IN
at roster@aspsmd.org or 410-703-9559



Check out our website at <http://aspsmd.org/>



Follow the ASPS facebook page at
www.facebook.com/aspsmd.org.

Forward information and comments to
facebook@aspsmd.org.



P/R/C Bill Eldridge, SN

Vessel Safety Check

To arrange for a
VSC for your boat,
contact Bill at
vsc@aspsmd.org.



Calendar of Coming Events

United States Power Squadrons® Events

8-15 Feb USPS Annual Meeting - Myrtle Beach, South Carolina

District 5 Events

26-29 Mar D/5 Spring Conference - Ocean City, Maryland

Squadron Events for Annapolis

07 Feb ASPS Brunch at South River Golf Club
 26 Feb ASPS Exec Board Meeting
 08 Mar Brunch for Change of Watch at Carrol's Creek Café
 10 Mar Ladies Lunch - Dock House
 19 Mar ASPS Exec Board Meeting (date tentative)

For a complete list of ASPS Squadron Events, see:

<http://www.aspsmd.org/calendar/month.php>



www.usps.org



www.uspsd5.org



www.aspsmd.org

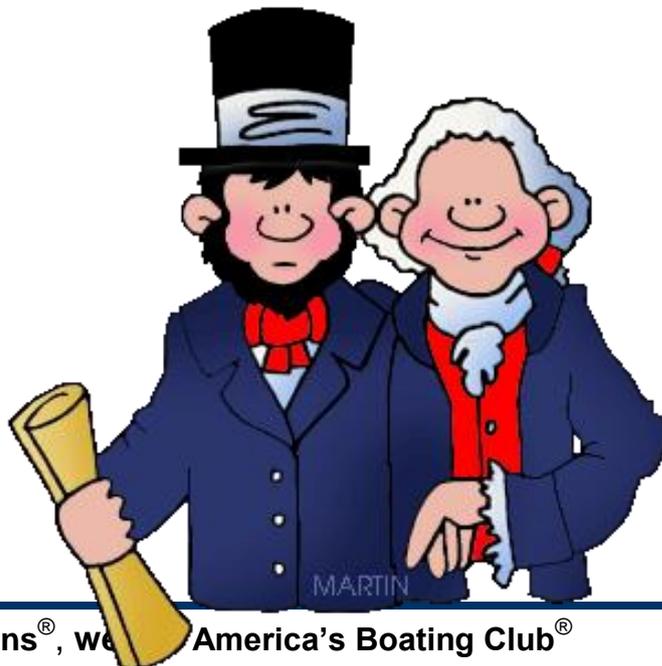


America's
Boating Club/
Baltimore/
Dundalk
[Web Page](#)

SUNSHINE LADY

If you know of anyone sick or in the hospital,
please contact our sunshine lady.

Betty Rouse Wilmot
sunshine@aspsmd.org



ASPS Squadron Leadership 2025 -2026

Bridge

Commander: P/D/C Jeff Short, SN-IN

Chaplain: Phyllis Radlinski, AP

Flag Lieutenant: P/C Stu Myers, AP

Merit Mark Chairman: P/C Lee Myers, AP

Law Officer: P/C Anthony Martin, SN

Executive Officer: P/C Ralph Leasure, AP

Vessel Safety Chair: P/R/C Bill Eldridge, SN

Safety Officer: 1st/Lt Terry Slattery

Communications Chair: P/C Anthony Martin, SN

Coop. Charting Chair: P/C Ron Ricketts, AP

Administrative Officer: P/C Bruce Arey, JN

Asst Admin Officer:

Membership Chair: Lt/C Lorrie Short

Boating Activities Chair:

Educational Officer: St/C Michael Maszczenski, Jr., SN

Asst Educ Officer: 1st/Lt John Locke, SN-ACN

BOC: 1st/Lt John Locke, SN-ACN

Operations Training: P/C Stu Myers, AP

Secretary: Lt/C Carol Rechner, SN

Asst Secretary: 1st/Lt Linda Sweeting

Webmaster: P/C John Wesley Nash, SN-IN

Historian: P/C Peggy Slattery, S

Newsletter Editor: P/Lt/C Georgiana Maszczenski, S

Treasurer: Lt/C Lorrie Short

Asst Treasurer:

Executive Committee:

Susan Gilbert, S

P/Lt/C Diane Leasure

P/C Anthony Martin, SN

P/C John Wesley Nash, SN-IN

P/C Kathy Nash, AP-IN

P/C Peggy Slattery, S

Edwin Sunderland, JN

David Tower, AP

P/C John Wilmot, JN-IN

Immediate Past Commander:

P/C Ralph Leasure, P

Audit Committee:

William Klepczynski, JN

Homer Sandridge, N

Nominating Committee:

P/C Ralph Leasure, AP, Chair

P/C Bruce Arey, JN

Diane Leasure

P/C Peggy Slattery, S

P/C John Wilmot, JN-IN

Rules Committee:

P/C Stu Myers, AP, Chair

P/D/C Jeff Short, SN-IN

P/Lt/C Diane Leasure

Budget Committee:

P/D/C Jeff Short, SN-IN, Chair

Lt/C Lorrie Short

P/C Ralph Leasure, P

Roster Contact:

P/C Kathy Nash, AP-IN

Information Technology Contact:

P/C John Wesley Nash, SN-IN

ASPS Facebook Editors:

P/C Kathy Nash, AP- IN

P/C John Wesley Nash, SN-IN



**Anchor Watch
Deadline for March Newsletter:
Thursday, February 19, 2026**

**Direct all material to:
Lt/C Georgiana Maszczenski, S
anchorwatch@aspsmd.org**

