



Fun, Friends...and Better Boating!
America's Boating Club ~ Wilmington



THE LUBBER'S LINE

VOLUME 84, ISSUE 2

Our 84th Year 1938-2022

March - April 2022



2022 Change of Watch ~ Year 84



Please join us for an enjoyable Change of Watch ceremony on Sunday afternoon, January 13th at 3:00 pm on Zoom. The ever-entertaining Dennis Wallace has agreed to be our Master of Ceremonies! Additionally, we are fortunate to have America's Boating Club Mid-Atlantic Executive Officer and incoming Commander Stephanie Ward, a member of ABC Delaware Valley officiate the induction of Officers for the 2022 – 2023 Bridge.



We will welcome Richard Butler as incoming Commander, Bill Barber as Squadron Education Officer and Betty Ingram to the Executive Committee.

We sincerely appreciate the dedication and commitment of those rotating off the Executive Committee, Dave Benfer, John Koval, and Dave Sharpless. as well as Barbara Sharpless, for her 25 years of exceptional service as Squadron Secretary, Since the formal program will be shortened on Zoom, and no one needs to go up to and back from the podium, we have time for some fun after the formalities! Don Engler, our master photographer, has prepared a slide presentation, "WSPS Reflections on the Past Year!" Squadron members are invited to recall your funniest or favorite memory of squadron activities.

Special thanks to Barbara Sharpless for her support with the Agenda, and Betty Ingram for coordinating the invitation!

Please join us for an important and entertaining induction and social! Look forward to seeing you then!





America's Boating Club ~ Wilmington 2022 - 2023



Our Commander's Message



Commander

Cdr Carol Hanson, P
588 Winfield Way
Chester Springs, PA 19425-9530
(610) 458-3394
jchanson@comcast.net

Administrative Officers

P/C C. David Sharpless, AP
2 Hailey's Trail
Newark, DE 19711-3006
(302) 239-7995
bdsharpless12@gmail.com

P/C John G. Ingram, AP
8 Tarragon Court
Wilmington, DE 19808
(302) 593-5220
cmdrjgi@verizon.net

Education Officer

Lt/C David L. Benfer, JN
11 Chilton Road
Wilmington, DE 19803
(302) 593-2486
dbenfer51@gmail.com

Secretary

Lt/C Barbara L. Sharpless, P
2 Hailey's Trail
Newark, DE 19711-3006
(302) 239-7995
bdsharpless12@gmail.com

Treasurer & Website

Lt/C John Ross, AP
234 North Star Road
Newark, DE 19711-2937
(302) 235-5856
johnsross3@gmail.com

Lubber's Line Editor

P/C Donald R. Engler, AP
4340 62nd Court
Vero Beach, FL 32967-7811
(302) 540-2760
don@englers.com



Spring is just around the corner. A new year for America's Boating Club (ABC) Wilmington is before us! As last year, we have successfully enjoyed both virtual Socials and productive Executive Committee meetings. Our goal of providing increasing value for our members continues, regardless of the challenges!

We welcomed five new members! Familiar faces - Colleen Schleicher, Laura Hepting, Susan Williamson, and engaging new faces - Gail and Peter Weintraub. Happy to have you aboard!



Education has been a major focus for members. A big congratulations to Bill Barber and Lynn Mahaffy who, with class support from Randy Williamson, successfully passed the Instructor Development Course. The course was a major accomplishment that will benefit our members for years to come. They join Dave Sharpless and John Koval, certified Squadron instructors, who, with support from Mark Atkinson, will be teaching three basic Boating Courses this year! Additionally, Bill, our incoming Squadron Education Officer (SEO), is already planning educational programs for our members.



As I reflect on the past year, I once again want to **thank all of you** who made it so undeniably successful, including our excellent and experienced Executive Committee, Educational Officer Dave Benfer, Socials Coordinator Betty Ingram, John Ross, our talented Treasurer and Web Master, our Lubber's Line editor, Don Engler, and his trusty team of writers. Thanks also go to Chris Atkinson who handles Merit Marks, and the membership roster, Mark Atkinson for his work on the fictitious name submission and Bylaw's review, John Bailey, and J.T. Walton, for Vessel Safety Checks, Dave Sharpless, Nominating Committee Chair, Donna Zimmerman, co-chairing the 2020 Annual Cruise, Bill Zimmerman for his support, Scott Mayhue for coordinating summer raft ups, and Sue Engler, for the Photo Contest. Our Marketing Committee and Squadron members supported an event at North Point Marina showcasing the benefits of membership and completed numerous Vessel Safety Checks. Our Program Committee used their creative thinking to find interesting speakers for our winter Social Programs. Thanks to Joan Barber, Terry Butler, Kathy Leef and Lynn Mahaffy. We welcomed Richard Butler to the Executive Committee and appreciate his willingness to accept the Commander's position! We had 17 members awarded Merit Marks this year, indicative of the dedication of our members!



We appreciate the good work of those rotating off the Executive Committee, Dave Benfer, John Koval, and Dave Sharpless. I want to especially thank Dave Sharpless for his 30 years of devoted service to all things Wilmington Sail and Power Squadron! Additionally, after 25 years of exceptional work as Squadron Secretary, Barbara Sharpless will be passing the baton to Chris Atkinson. We sincerely appreciate all she has done to support the Executive Committee!



I have enjoyed being your Commander for the past 3 years and look forward to working with incoming Commander Richard. We have accomplished a lot together, and there is so much more to come! In the meantime, Happy Spring Commissioning everyone! Stay safe and stay healthy!! See you at our March Change of Watch!



WSPS 2022-2023



The following is a listing of fellow members and the respective responsibilities each has agreed to assume for Bridge Year 2022-2023

Bridge Officers

Commander	P/C Richard A. Butler, JN
Executive Officer	Vacant
Administrative Officer	P/C J. Carol Hanson, P
Education Officer	Lt/C William E. Barber, AP
Secretary	Lt/C Chris A. Atkinson, AP
Assistant Secretary	P/Lt/C Barbara L. Sharpless, P
Treasurer	Lt/C John S. Ross, AP

Executive Committee General Members

P/C Mark C. Atkinson, AP	P/C John G. Ingram, AP
Lt John H. Bailey, AP	Lynn A. Mahaffy, AP
P/C Donald R. Engler, AP	P/Lt/C Barbara L. Sharpless, P
Lt Betty K. Ingram, P	

Audit Committee

Chair - P/C C. David Sharpless, AP
 Lt/C William E. Barber, AP
 P/C John G. Ingram, AP

Nominating Committee

Chair - P/C C. David Sharpless, AP
 P/C Donald R. Engler, AP
 P/C J. Carol Hanson, P

Rules Committee

Chair - P/C Donna F. Zimmerman, JN
 P/C Mark C. Atkinson, AP
 P/C Donald R. Engler, AP

Respectfully submitted for membership consideration by the

2021-2022 Nominating Committee

P/C C. David Sharpless, AP (Chairman)
 Cdr J. Carol Hanson, P
 P/C John G. Ingram, AP



Summer Cruise 2022

Save the dates (if you haven't already done so) - our summer cruise is right around the corner from June 4 through June 10.

We'll have a kick-off appetizer and cocktail event at North Point Marina at 5 pm on the 4th. Everyone is welcome to join us whether you are cruising or not. We'll enjoy our traditional shared dinner raftup the next evening on Round Bay off the Severn River.

Monday takes us to Herrington Harbor South Marina and possibly the best pool on the Bay. We'll anchor out Tuesday night on the Wye River and spend both Wednesday and Thursday evenings at the St. Michaels Maritime Museum Marina. Our last evening's location has yet to be finalized.

A formal sign-up sheet will be sent out in early March via email and we already have fourteen probable participating boats. Marinas are now requiring each individual boat to make their own arrangements – instructions will be provided in March on what to do. As we are still not having any indoor large group events, there is no registration fee. Suggestions for activities and dining in St. Michaels are already in the works and we plan to suggest rotating raftup assignments for each time we anchor out as this has proven to be popular in the past.

Should be a great cruise – we're hoping even more will join in!



Summer Cruise Co-Chairpersons:
 Cdr Carol Hanson, P - jchanson@comcast.net
 call: 610.274.8444
 P/C Donna Zimmerman, JN - zimmdf@comcast.net
 call: 610.458.3394



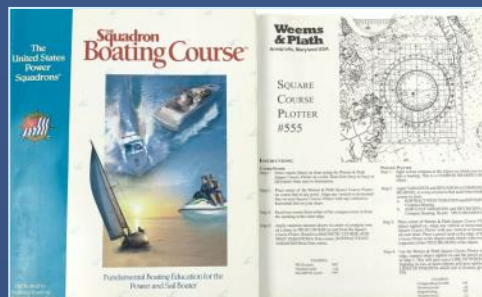


Back to Teaching Basic Boating



For the first time in three years America's Boating Club - Wilmington will be offering the public Delaware Safe Boating and Certification Course this spring. We were precluded from offering the class because of COVID restrictions.

Public classes will be on Saturday mornings in March and May from 9:00 a.m. to 12:00 noon. They will be offered in cooperation with the Delaware Safety Council under a partnership that was developed three years ago. We will use the classroom at the Council's office and increase exposure for the class through the Council's promotional tools.



Last year we were able to offer a class limited to the members of the Delaware Army National Guard also in cooperation with the Safety Council, and we will do so again this year in April. The relationship with the National Guard was developed by a safety officer who believes safety programs for activities outside of work are as important as on-the-job programs. He remembered the education he had with us years ago and reached out to request a course for guard members three years ago. The course is approved by the National Association of Boating Law Administrators (NASBLA) and meets the requirements of the United States Coast Guard for basic boater certification. As approved, it is recognized in all states to meet their requirements for boater certification. Course topics include a broad introduction to boating laws and skills—boat hull designs and how they affect operation, propulsion, rules of the road and aids to navigation, charts, anchoring and trailers. The course also covers basic boat handling skills for docking and emergencies on the water and what to do about them. For an eight-hour course, it covers a lot of information and hopefully creates an interest in further knowledge.

The course will be offered twice beginning on March 12th and on May 7th. There will be three consecutive three-hour sessions with a proctored exam at the end of the third session. The starting time will be 8:45 for registration. The courses will be held at Delaware Safety Council classroom, at 2 Penn's Way, Suite 201, New Castle, DE. The fee for non-members is \$35 payable at the first session.

Members are encouraged to alert their friends, associates, and relatives to the class, and certainly to attend if they have not had the basic boating education. They might also be interested in the class for a refresher. The course is taught with an eye on promoting safe boating as the way to enjoy a fun day on the water.

For more information or to reserve a seat for one of the sessions, contact P/C Mark Atkinson, AP at (302-) 722-5380 or matkinsonseo@gmail.com. This telephone number will be answered by Google Voice and callers will be asked for their name before they are connected.

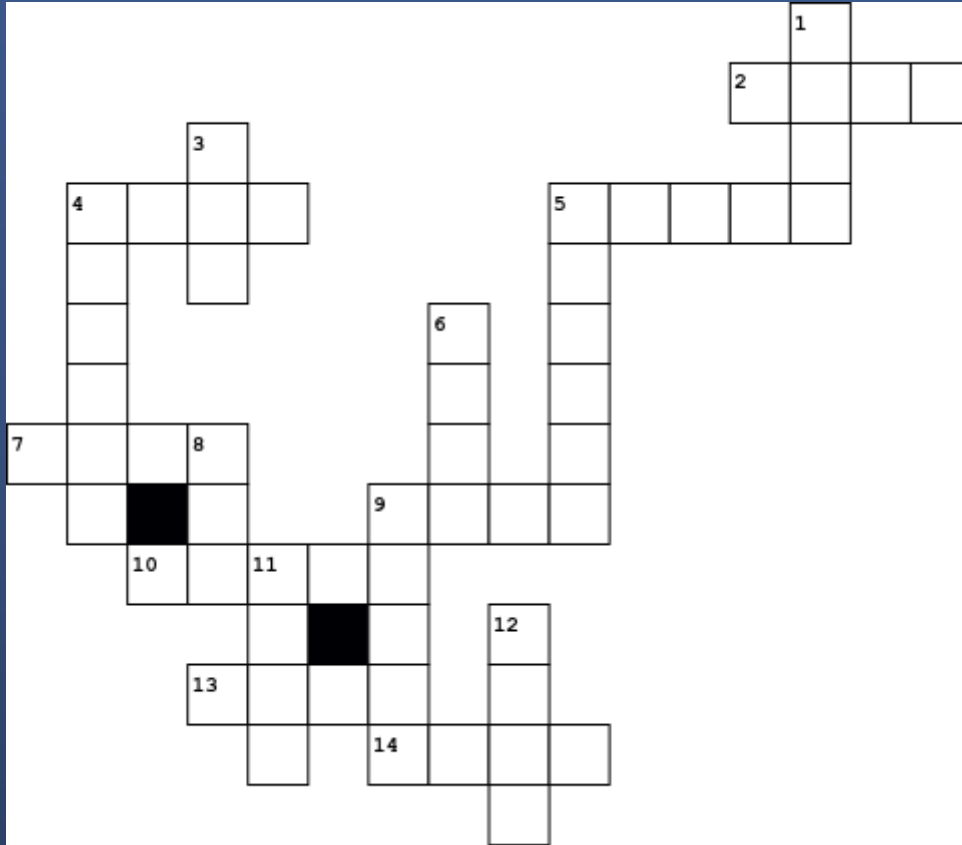
P/C Mark C. Atkinson, AP
Educational Department



Willow



WSPS Crossword Puzzle



Across

- 2. Width of boat
- 4. Swings during tack
- 5. Moving the winch by hand
- 7. Ballast of sailboat
- 9. Holds the mast up
- 10. Distance wind has blown over water
- 13. Rope with a purpose
- 14. Swinging the head sail

Land-lubbers clues can be found on page 16

Down

- 1. Boat's bathroom
- 3. Front end of boat
- 4. Loose end of knot's rope
- 5. Food prep center
- 6. Left side of boat
- 8. Opposite of windward
- 9. Controlling line
- 11. Line coming from a winch
- 12. Boat's top surface

Joan Barber, P
Lubber's Line Contributor



Skylark



Congrats to our 2021 Merit Mark Awardees!

Hey, you know who you are. The hardworking, fun-loving members who made sure that America's Boating Club -Wilmington was a success in 2021.

We had seventeen individuals who requested and were given award certificates by our national organization. On behalf of the Bridge and Executive Committee, thank you for your important contributions. It was another tough year for all of us, but we found the time to manage club affairs, teach basic boating to the public, organize fun social events on and off the water for the members, write articles for the Lubber's Line, and perform club outreach events like the one in May 2021 in Rock Hall, MD, complete with vessel safety checks.

I received no complaints on the process we used last year, so let's start those personal time and activity logs! I need to know what you did, and how much time in hours you spent (minimum of 16 hours total), to support a merit mark request.

Time frame: January through October. Send your information to me by email at: (108atkin@gmail.com) no later than November 1, 2022. Working on something big for later in the year? Let me know that by November first, so I can plan for a supplemental request to national. Let's get involved and be recognized!

Lt /C Chris A. Atkinson, AP
Merit Mark Coordinator



Willow

Our First Retraction....Ever!

The WSPS Photography Contest results appeared in last years' November/December's **Lubber's Line**. The listed winner of the "Boats" Category was member Bev Wilson when it deserved to be Laura Hepting, who submitted the image. This image was taken by Laura at North Point Marina, who should have received validation of the winning ribbon. The error became evident when Bev called me when this same image appeared in Spin Sheet in December with Laura's name on it. The labelled image in Spin Sheet was correct.



Apologies to both ladies for the handling of their submissions to the Lubber's Line and the WSPS Photo Contest. Please forgive us; we must work harder to not make a mistake of this nature again!

~Ed

Spring 2022 WSPS Education Classes



We all treasure our friends in the Wilmington Sail & Power Squadron (WSPS) and the social program is a major part of our activities during all seasons of the year. However, the primary mission of America's Boating Club (a.k.a. United States Power Squadrons (USPS)) is the education of our members and the public in order to enhance all aspects of boating knowledge and safety. Educated boaters feel more confident on the water, at the helm and in the company of other boaters. Regardless of your current skill level, whether you are a novice boater, intermediate, expert or recovering racer (like myself), there are in-depth boating education courses available from USPS to boost your knowledge and confidence on the water as well as expand your horizons in terms of your boating aspirations. I'm excited to announce that, in addition to the Delaware State Safe Boating and Certification classes highlighted by Mark Atkinson on page 3 in this newsletter, the WSPS will be offering one advanced grade class and one elective class this spring.

Marine Navigation – formerly known as the Piloting course, is the first in the sequence of USPS courses on navigation, covering the basics of coastal and inland navigation. It focuses on navigation as it is done today and embraces GPS as a primary navigation tool while covering enough of the traditional techniques so you will be able to find your way even if your GPS fails... and they DO fail!! If you have already completed this course or navigation courses elsewhere, consider auditing or taking this course as a way to refresh your skills. If you don't use it, you lose it!

Engine Maintenance – This course stresses the diagnosis of modern systems, while also teaching the basics of engine layout and operation. Gasoline inboards, outboards and diesel engines are taught in a way that reinforces the common aspects of how engines work. This course covers those repairs that do-it-yourselfers can perform, teaches how to diagnose problems that might be beyond your ability to fix, and how to share information with your mechanic so the right repairs get performed. The course also covers basic mechanical systems such as drive systems (propellers), steering systems, and engine controls. It also discusses solutions you might use for problems that could occur while afloat and away from a repair facility.

These courses will start in April. Keep an eye out for upcoming emails with more details on each of these courses and how to register for them. In the meantime, if you have any questions or would like to express an interest in either of these courses, you can contact me at webarber@comcast.net or (302) 563-8768.

*Lt/C William E. Barber, AP
Education Officer*



Skylark



District 5 America's Boating Club Mid-Atlantic Spring Conference

We've missed two annual America's Boating Club Mid-Atlantic Spring Conferences due to the COVID epidemic. Bummer! While we continued to meet virtually to conduct yearly business during those years we missed seeing members in the Friday evening hospitality suites. We missed the personal attention during squadron officer training sessions. We missed the raffle tables where we compete for the beautiful objects donated by members from our squadrons throughout the Chesapeake Bay/Mid-Atlantic region. And we missed the Sunday morning brunch where we recovered from those Saturday Banquet's side parties.



We now have the opportunity to recover. This year the Conference will be live in Ocean City, Maryland at the Princess Royale Hotel. Ocean City can be beautiful in April. I recall refreshing walks on the beach in prior years. And the breath-taking ocean views from some hospitality suites prep us for many Summer on-the-water events.



Atrium - Great Location For Your 700 Person Event

Yes, we are recruiting. We are making sure that you are aware of conference plans. First, reserve March 31 through April 3 for the conference. Then take a look at a conference overview article published in the District 5 Spring Mark 5 newsletter. It's available on-line at <https://abc-midatlantic.org/squadrons/6243/mark5.pdf>. Then take a look at the published conference schedule. It's also on-line at https://abc-midatlantic.org/events/2022/21489_schedule.pdf. Then register for the conference. On-line registration is available from the <https://abc-midatlantic.org> home page or a printable form is available at https://abc-midatlantic.org/events/2022/21489_registration%20form.pdf.

These forms explain the special hotel rates that are available until March 1. Or you can rush to call the hotel at 800-476-9253 and use code 2203UNIT-ED to reserve your room.

We also want you to know of a special event on April 1. The Safety Institute of Maryland is conducting a CPR and First Aid Course designed especially for boaters. The program, taught by American Heart Association Certified Instructors is described in an on-line document at https://abc-midatlantic.org/events/2022/21489_cpr%20course%20announcement.pdf. Use the form at https://abc-midatlantic.org/events/2022/21489_cpr%20course%20registration%20form.pdf to register for this training.

And last, plan your journey. Plot a course. Cross the Potomac River if needed and then the Chesapeake or Delaware Bays! And enjoy the travel though Maryland's eastern shore communities and farm lands to safely reach the Ocean City resort. I sure plan too! And I look forward to seeing you there.

D/Lt/C Joseph P. Gibson, AP
Educational Officer



Boating News around the Chesapeake Bay

PHRF is offering a Cruising Class!

Performance Handicap Racing Fleet of the Chesapeake Bay needs skippers to ask their Clubs and Organizing Authorities to include starts for Cruising Class Non-Spinnaker (CCNS) and Cruising Class (CCS) in their regattas and series. The intent for PHRF cruising class members is to create starts for mini-distance races around government marks with predominantly reaching legs rather than the windward-leeward buoy races desired by racing classes.

To more effectively accommodate fair racing for most of the sailing yachts found on the Chesapeake Bay, PHRF of the Chesapeake Bay will sanction a **Cruising Class** identified as (CC). This class is aimed specifically at cruising sailors and a less than race optimized yacht.

This new class enables fair competition among like yachts in the configuration typically used by Cruisers and distinctly different from Racers. To kick off this new 2022 offering, PHRF of Chesapeake is offering 1 year Certificates at no cost to both new and current certificate holders with phrfchesbay.org open now for applications.



At the foundation are the existing PHRF rules, regulations and ratings that have been developed and continually refined, specific to the Chesapeake Bay and its prevailing conditions, over the past 50 years. There are three tenets behind the new Cruising Class. **First**, many handicap systems rely on extensive, complex and expensive measurements and a magnitude of other credits to determine a handicap. PHRF believes that the ratio of a yacht's sail area to her displacement is the most significant determining attribute distinguishing a racing yacht from a cruising yacht. To be eligible for the Cruising Class, a yacht must have an actual upwind (full main and genoa) Sail Area to Displacement (SA/D) ratio of less than 22 based upon actual genoa size (LP) declared. Most references on SA/D use a 100% sized jib but this allows a loophole for yachts utilizing larger headsails. For the Cruising Class we use will the actual certificate disclosed headsail size to determine this critical ratio. **Second**, the Cruising Class will limit a yacht's sail material to be: woven Dacron, Dacron/Spectra blend and laminated Dacron/polyester with woven or non-woven skins on both sides. For the class Non-Spinnaker rating (CCNS) a yacht is limited to 3 sails, Main, a jib less than 109% and a jib larger than 109%.



The Cruising Class Spinnaker rating (CCS) does not limit sails that can be used, including: drifter; Code Zero; Asymmetrical, symmetrical, and cruising spinnakers. Third, when a Cruising Class yacht competes, she must do so in a cruising configuration as disclosed on her certificate. The maximum crew is limited to the number of berths installed with cushions in place while racing. Fuel and water tanks and all cushions, doors, stoves, heads etc. must be in their normal state.

Continued to next page

*P/C Donald Engler, AP
Lubber's Line Editor*





Boating Safety News

In the calendar year 2020, the US Coast Guard reports that there were 5,265 recreational boating accidents that involved 767 deaths and 3,191 were injured.

Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 18% of the deaths.

Additional contributing factors for deaths were operator inexperience, operator inattention, excessive speed, improper lookout, navigation rules violation, drug use, sharp turn, failure to vent and restricted vision.

The American Boating Association encourages every boater to be serious about boating safety, starting with the proper kind and amount of boater training. Remember, a boating mishap or fatality often involves innocent people who share in none of the blame, but all of the consequence. As a responsible boater, the life you save may very well be someone else's. Remember, **B E S A F E*** - **KNOW YOUR...Boat, Equipment, Safety devices and PFDs, Alcohol limits, First aid and emergency procedures, and Environment (area and weather).**

PHRF is offering a Cruising Class (continued from page 10)

Yachts may carry both a Cruising Class certificate and a regular Class or ODR certificate. She may race in a Class or ODR configuration with multiple genoas up to 155%, carbon or Kevlar sails and a full race crew on her race certificate in one series and the same yacht with her Cruising Class disclosed suit of sails may race with family and friends using for example a roller furling Da-



cron genoa. In fact, we truly hope this occurs often on the bay. Yachts near the 22 Sail area/displacement limit, may find that with a 155% genoa they are over the limit but if she utilizes a smaller genoa or jib, that she will measure below the 22 limit. If a skipper prints out the pdf version of the yacht's certificate, it will show the four critical sail area to displacement ratios. If a yacht fails to meet one of qualifying ratios, then a Cruising Class Certificate will not be issued.

The Cruising Class certificate is easily recognized on the PHRF valid list and certificates as it will say "Cruising as the "Rating Type." To obtain a Cruising Class certificate a skipper can go to www.phrfchesbay.org and select "Apply for a Handicap Certificate" and complete the requested information. If a skipper is not sure about an entry, they should contact the Handicapper assigned to their club or race area. At the very top of the home page is an "Organization Tab" where the list of Handicappers is located with each of their contact details. A Cruising Class certificate is distinct from the informal courtesy rating provided by some clubs. When a race organizer asks a handicapper for a courtesy rating or looks it up at US Sailing, what is provided is the base rating vs. the adjusted handicap. For example in looking at a Sabre 426, the base is 81, while a yacht in full race configuration rates at 75, while another with many cruising accoutrements and credits rates at 108. Credits applied for a Cruising Class certificate are meaningful and more importantly fair as observed on the Bay.



P/C Reade Y. Tompson, SN

The year, 1918. Much of the Eastern Hemisphere has been decimated by the effects of World War I. Henry Ford's Model T, enjoying its tenth year of production, will become known as one of the most popular and enduring automobiles in history.

Early In the spring, a family named Tompson will welcome their newest addition, Reade Y. Tompson. The "war to end all wars" will come to a close late in the Fall of this year.

On May 18, 2022, one hundred four years will have passed since his birth date. This humble man has steadfastly and predictably vetoed any public acknowledgement in any form (i.e., Birthday get-togethers, parties, etc.) commemorating his special day.

So..... given the above, WSPS membership (your fan club Reade) wish you the very happiest of days not just on May 18, your day, but each and every day. Many happy returns!

We are proud to call you our friend. Many thanks for all the years!





Brio's Big Adventure

Pinned down again! Bahamas cruisers know this story, though I'm told it's an unusual weather pattern for the area. We've been hit with two successive 'westerlies,' winds coming from the west that make it uncomfortable at best and dangerous at worst to be at anchor on the western side of these island chains. We are awaiting a weather window to cross to the Exumas from Eleuthera, and it looks dicey for a week or two, both for the crossing itself and for our visits to cays in the Exumas as the wind clocks around to the east precisely when we want to be on the east side of that island chain. But I swear I'm not complaining....not out loud anyway...

But the good news has been a really lovely set of stops on Eleuthera. It's a rather large island, pulled lengthwise like taffy from north to south and ending in a great fish hook (Cape Eleuthera Marina) and a sharp point (Lighthouse



Point). It is dotted with towns along the western shore, including a few with protected harbors and others that would be hospitable in calm weather and especially for shallower draft boats that can come closer to shore. But getting to Eleuthera was another story entirely!

We made an attempt to leave the Berries at sunrise on a clear mid-January day, hoping the high winds overnight would have settled down by the time we left an only-somewhat-protected anchorage near Hawk's Nest, on the eastern shore of Great Harbor Cay. Carina departed just ahead of us and was able to continue on toward Eleuthera while we found Brio was not up to the challenge: 5-6 foot waves, winds about 25 kts and gusts that the nearby cruise ship radio transmission reported at 34-36 kts.



They reported that they were not letting passengers go to shore because of the wind and the fact that waves were washing over the piers. Being a relatively light sailboat, Brio was at the mercy of waves on our stern that pushed the boat first one way, then the other. We quickly realized it would be unwise to continue on and turned back—fighting now against the waves crashing on our bow. It took nearly an hour to get back into the harbor where we sat the rest of the day and night tilting and rocking hard in the swells. Not fun at all.





Brio's Big Adventure (continued)

The next day was the polar opposite: dead calm wind and water! We were disappointed that we couldn't actually sail, but happy to be moving on toward Eleuthera and points south. We anchored behind Meek's Patch and moved into the Spanish Wells Marina the next day. We really enjoyed the town, partly because the residents were unfailingly friendly and helpful and partly because it appeared to be a well-functioning, working community. We suffered through another long night of high winds and rain (another westerly!) and high anxiety, having realized too late that our dock lines were not arranged properly. Bruce was up in the middle of the night and out on the dock in the downpour struggling to insert additional fenders between Brio and the dock. Alas, deep gouges were apparent by morning along the toe rail—right where a bolt sticks out of the piling....argh!



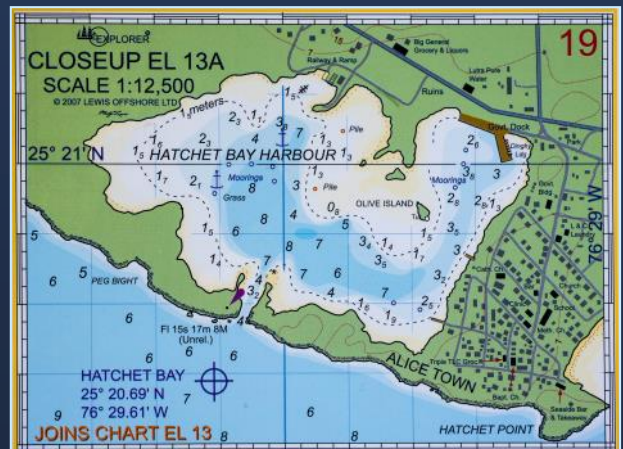
The other drama in Spanish Wells was the discovery that the dinghy had developed a huge leak. When we got it upside down on the deck we discovered the cause: the joint between the fiberglass and the rubber inflatable tubes was separating in long sections. After spending the morning finding a suitable glue, and with the liberal use of 4200, Bruce was able to complete a thorough but unappealing job sealing the leaks. The next



day, anchored by Egg Island, we re-launched the dink and were very relieved to see no water entering. Under these circumstances it would have been disastrous to lose our only transportation from and around anchorages—a big part of the whole Bahamas experience.

It was fun getting through 'Current Cut' on the way into the Exuma Sound and our first stop there, the "Glass Window." Long since broken by hurricane winds, the closed loop of rock on a narrow land bridge is now an open crescent, surrounded by massive rocks and chunks of coral. On one side are the crashing waves of the deep blue Atlantic, and on the other the turquoise Caribbean waters. We made the long hike up to a tiny bar and restaurant and soaked up the stunning view. (I'm running out of suitable adjectives for the beauty here...)

Our next stop was Hatchet Bay, a small, very run-down 'settlement' down the coast. It's major appeal for cruisers is that it is almost entirely enclosed by land, with only the narrowest opening to the Sound, so it is a good place to duck in for shelter. It was the first town we had visited where dogs were observed, and in some number. This would be a great place for the Humane Society to do their work of health screening, spay/neuter and vaccination. The dogs all seemed very friendly though many were fearful and perhaps strays. Sad. Our only night in the harbor ended with an incredibly LOUD band playing until at least midnight. Truly it was amazing how loud it sounded even at our several hundred yards distance.



Continued to the next page



Brio's Big Adventure (continued)



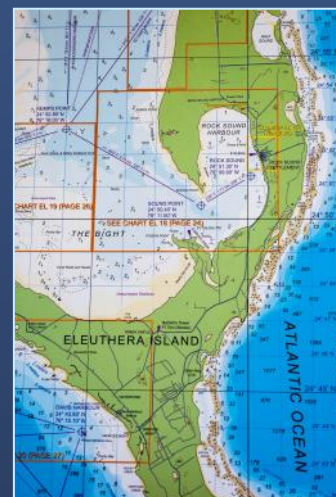
Governor's Harbour could hardly have been more different. It was once the capital of the Bahamas and retains a flavor of those years, with a sizable downtown area, the second biggest library in the Bahamas, several wonderful restaurants and bakeries, and lovely homes dotting the hillside. Our good fortune was to meet a woman visiting from



Montana with her twin sons who were celebrating their sixteenth birthday. She had rented a large van with which she drove us to the Leon Levy native plant preserve...a gem of beauty and order in an otherwise occasionally desperate environment. We dined at "Tippys", an cliffside bar and restaurant with spectacular views to the Atlantic and beautiful pink beaches. Unfortunately we learned that night that there is no good shelter from the wind or waves from the west...We were rocked all night and morning without respite from the swells, frequently reaching a 30 degree included angle (15/15) to the water. Needless to say I insisted we depart for points south as soon as coffee was ready!



We spent the next couple of nights in Rock Sound, a huge harbor with lots of space for boats seeking shelter. The town itself was very modest but had resources both for provisioning and recreating. We visited the Spider/Cathedral Caves, an otherworldly experience of slanting light in caverns with roots descending 30 feet from land above. We also had a lovely encounter with a local woman who lives on the edge of the "Ocean Hole"



and acts as its informal guardian and benefactor. This led to conversation about local perspectives on the purchase of a large piece of land at the southern tip of the Island by Disney—and the likely impact on the local economy and culture of the Island, with locals typically in favor for the many jobs that are promised, and 'ex pats' from the US and Europe opposing the destruction of natural places. And so it goes.

Our last stop on Eleuthera has been the Cape Eleuthera Marina and resort. It is a beautiful place with pool, cottages and condos, miles of hard surface for biking or walking, and access to golf carts and cars that provide access to the shopping resources in Rock Sound. We only had one day to enjoy the location before the cursed westerlies hit—some of the strongest winds yet created waves and swells that invaded the marina and set all but the biggest boats to rocking, lunging, jamming and popping. Bruce spent a lot of time trying to adjust lines and fenders to prevent damage to Brio as well as the dock itself. As I write we are readying the boat and ourselves for the next stop: Lighthouse Point at the very southern tip of the Island, and then to Cat Island. Cat should provide shelter from the next wave of wind and swells, this time coming from the east—and we may find that our home for many days if the forecast proves out.

As always, hoping you are well and surviving the current cold snap and precipitation.

*P/C Bruce Wyngaard, JN
Leslie Brower, AP*



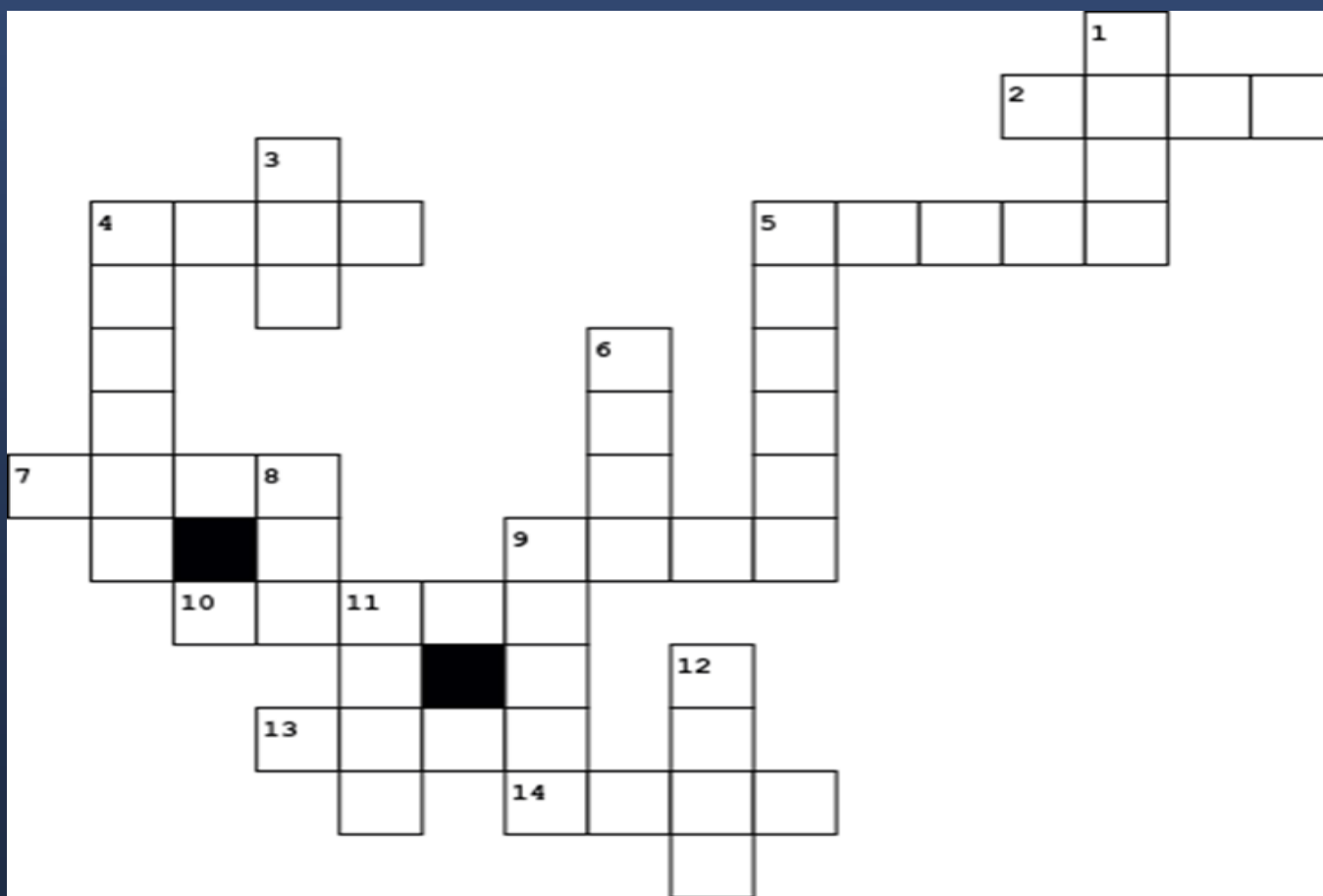
Brio



Help in Completing WSPS' Crossword Puzzle

Boat terms crossword
Landlubber clues

Across		Down	
2.	Ray of sunshine	1.	Brain container
4.	Fireworks' noise	3.	Action after performance
5.	What you do to peppercorns	4.	Taste of quinine
7.	Calm attitude = "even ___"	5.	Art exhibit area
9.	Command to "good dog"	6.	Type of wine
10.	Game played with a dog	8.	6-million-dollar man
13.	Where you queue	9.	Bed covering
14.	Nail in place	11.	The end of a cat
		12.	Party platform





Administrative Department

2022 WSPS Photo Contest



WSPS Members – When you go to the Chesapeake Bay, whether in the car or boat, don't forget to capture images with your camera or cell phone. The next Photo Contest is slated for judging on Wednesday, 19 October, 2022, so you have a full year to gather more of those images!

The categories will remain the same:

PEOPLE - BOATS - SCENIC/WILDLIFE - AND SUNRISE/SUNSETS

First, second and third place winners will be announced in November-December 2022 Lubber's Line. WSPS members can submit as many digital photos as they want in one category or in all of the categories. The winning images will also appear on the squadron's website. These images must have been taken between **1 October 2021 and 20 October 2022**. These images should be of life on the Chesapeake Bay where we spend most of our time. Folks should take a look at their archived images, select the best ones, check the date, to see if it is in range of the above dates, and send them via e-mail to:

Lt Sue Engler, P at: sue@englers.com

To guarantee the safe passage via the internet, please send (medium size) files from your phone or whatever your capture may be. If you are using a software program to extend/reduce the image's size, please make the longest side 2000 pixels and it's Ok to send multiple emails. *By submitting images to this contest the photographer gives his/her permission to have the pictures published in the Lubber's Line and on: <http://www.wilmingtonpowersquadron.org/>*

So, show off your photographic skills and impress your fellow WSPS members!

*Lt Sue Engler, P
Photo Contest Coordinator*





Vessel Safety Check for 2022



Free Vessel Safety Check!

No Cost, No Obligation, but just indispensable information to keep you safe on the water!

***Schedule your free vessel safety check this spring with our two vessel examiners: Lt John Bailey, AP & JT Walton.
John's email address is: mpnwhat@gmail.com***

*Lt John Bailey, AP
Vessel Safety Check Examiner*



Novus



In Memoriam

On Tuesday, February 15, 2022, Geraldine D. Gibson (Gerri) aged 92 years passed quietly surrounded by her loving family.

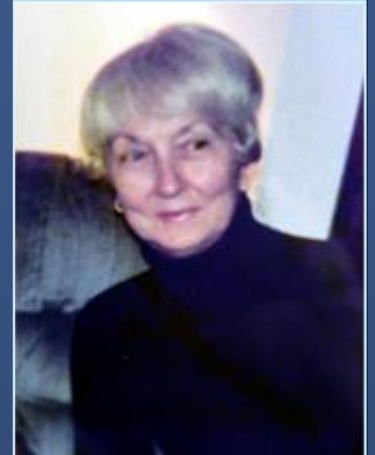
Gerri shared a 70 year marriage with husband Chester M. Gibson, AP. In later years, the Gibson's enjoyed the comradery afforded them by their long-term association with WSPS.

Very very rarely did the popular duo miss a squadron get-together. Driving distance never seemed to be an obstacle.

Always in impeccable attire, her pleasant greeting and ever friendly demeanor were only part of the decades of memories this lovely lady leaves behind.

It has been our pleasure to have known these folks. Sincerest condolences to Chester and the Gibson family.

Memorial Service arrangements are incomplete as of this date.





WSPS Birthdays

March Birthdays

Barber, William E.	03/05
Walker, Geraldine R.	03/08
Weintraub, Peter M.	03/11
Bailey, Jeanmarie	03/24
Schleicher, John E.	03/24
Brabson, Dorothy Ann	03/26

April Birthdays

Parsons III, William A.	04/03
Bailey, John H.	04/10
Bryson, Janet E.	04/15

Boater's clue	Answer	Land-lubber's clue
Holds the mast up	Stay	Command to "good dog"
Moving the winch by hand	Grind	What you do to peppercorns
Swings during tack	Boom	Fireworks' noise
Food prep center	Galley	Art exhibit area
Swinging the head sail	Tack	Nail in place
Ballast of sailboat	Keel	Calm attitude="even ___"
Boat's bathroom	Head	Brain container
Width of boat	Beam	Ray of sunshine
Boat's top surface	Deck	Party platform
Opposite of windward	Lee	6-million-dollar man
Controlling line	Sheet	Bed covering
Rope with a purpose	Line	Where you queue
Line coming from a winch	Tail	The end of a cat
Distance wind has blown over water	Fetch	Game played with a dog
Left side of boat	Port	Type of wine
Loose end of knot's rope	Bitter	Taste of quinine
Front end of boat	Bow	Action after performance



Schedule of Up-Coming Events

13 March	1500	America's Boating Club-Wilmington Change of Watch Via Zoom
16 March	1900	America's Boating Club-Wilmington Executive Committee Meeting Via Zoom
31 March		Cruise Registrations Due
31 March – 2 April		D/5 Annual Meeting/Spring Conference Princess Royale Hotel, Ocean City, MD
15 April		Deadline for May/June/July Lubber's Line Material
20 April	1900	America's Boating Club-Wilmington Executive Committee Meeting Via Zoom



Join us for weekly luncheons each
Wednesday @ 12:00
At Seasons Pizza 3901 Concord Pike
Wilmington, DE 19803



Visit us on the web at: www.wspsboaters.com

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