



United States Power Squadrons®

**We Are
America's Boating Club®**



The Outlook



Cape Lookout Sail and Power Squadron, District 27

October 2018 Volume 58, Issue 8 CLSPS Website: <http://www.clsp.org>

Upcoming Events:

Saturday/Sunday, October 13, 14
New Bern Mum Fest

Friday/Saturday, October 19, 20
D27 Fall Council/Conference
Details [Here](#)

Monday, November 5, 1900
CLSPS ExComm Mtg
Christ Episcopal Church Library in
the Parish Hall Bldg
Pre-Dinner: Morgans

Monday, November 19
**CLSPS November Dinner
Meeting**
The Chelsea
1700 — Social Hour
1800 — Dinner
1900 — Meeting
Speaker is
Reservation Form - Page 8

Sunday, November 11, 1400
My Fair Lady
The Athens Theater
See Commander's Column

Bike MS Rest Stop Volunteers



Bethany Christian Church, Arapahoe Rest Stop



HJ MacDonald Middle School, New Bern Rest Stop

CAPE LOOKOUT SAIL AND POWER SQUADRON BRIDGE

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Commander

Cdr Jane Moore, AP



Thank you to all the volunteers who assisted at the Bike MS event on September 8 and 9. It was a beautiful weekend and wonderful to see all the bikers stopping for refreshments at the rest stops.

The following week however had all of eastern North Carolina residents making preparations to protect their homes and loved ones from Hurricane Florence heading to our coast. Many of our neighbors and friends suffered devastating damage to their homes, cars and boats due to the storm surge and flooding from the hurricane. Our hope is that all members impacted by the hurricane are doing well.

D27 Fall Council/Conference will be in Raleigh/Durham at the Hilton Doubletree on October 19 to 20, 2018. Registration information is available on the uspsd27.org website.

Lt Elaine Lechner has planned a social event for Sunday, November 11 at 2:00 pm to see the play *My Fair Lady* at the Athens Theatre, 414 Pollock St., New Bern. Tickets in advance are \$20 plus tax. If you would like to attend, please send your check to Elaine, 2220 Caracara Drive, New Bern 28560, in the amount of \$21.35 made out to CLSPS. We would like to order the tickets as soon as possible so please mark your calendars for November 11 at 2:00 pm and make your reservations with Elaine. If you would like to meet for brunch at Sake's on MLK Blvd at 11:00 am, please let Elaine know. Brunch payment will be at the restaurant. We have ten members attending at present. The theater still has seats available.

P/C Lloyd Moore is the chair of the nominating committee. Please consider what you would like to do to support our squadron and give serious consideration to a position on the Bridge. Give Lloyd a call if you are interested and need more information. Our National website has descriptions of each position to help you know what is expected.

Education Officer

P/C Jim Starr, JN



Education Department News

It's still prudent to be cautious around the water!

Hurricane Florence caused a pulse of bacterial and heavy metal pollutants to be washed into our rivers from industrial animal facilities, sewage systems, and coal ash dumps. The initial pulse has dissipated, but it's still good to be cautious about getting into the water, eating locally caught fish and shellfish, and especially working around the water if you have cuts that might come in contact with the water. Although the high levels of bacteria have cleared, there may still be lower levels that can cause problems. *Vibrio* bacteria species, in particular, can cause serious infections and even death. *NC Health News* has an informative article [here](#).

You can stay on top of what's going on in our rivers, and sign up for email updates, by checking the *Sound Rivers* [News Page](#).

America's Boating Course

In the aftermath of the hurricane, we've cancelled this month's ABC class. We'll announce dates for the spring class shortly.

Instructor Development Class

The instructor development class scheduled for September will be rescheduled to begin in November. Please let me know ASAP if you are interested, so I can make sure we have an adequate classroom. Instructor Development will get you certified to teach ABC, and is a great way to improve your teaching and presentation skills.

Seamanship is now Boat Handling

The national Education Department has done a great update to the old Seamanship class. Now renamed Boat Handling, it is presented as a series of six seminars that cover essential topics for operating effectively on the water and make an excellent sequel to ABC. The topics covered are:

Nautical Rules of the Road – A Practical Approach

Confidence in Docking and Undocking – Slow-Speed Maneuvering

Boating with Confidence – Handling Your Boat Underway

Anchoring with Assurance – Don't Get Carried Away

Emergencies on Board – Preparation for Handling Common Problems

Knots and Line Handling – The Knots You Need to Know

We plan to offer this class in the spring following the ABC class.

Booster Club

CLSPS 2018 Booster Club Members

Lloyd & Jane Moore

Owen & Carolyn Smith

Wayne Fretwell, Elaine Lechner

Marty & Tiki Warner

Bill & June Reasons

Robert & Christine Skrotsky

Ray & Linda Whitley

Bill Ash

Richard & Linda Tobacco

Van Allen & Fran Rice

The Outlook and other great information are available at the CLSPS website:
<http://www.clsps.org>

Accident Reporting

Federal law requires the boat operator to submit a casualty or accident report to the State reporting authority when as a result of an occurrence that involves the vessel or its equipment. If the operator is unable to submit the report then the owner must submit the report.

- A person dies
- A person disappears from the vessel under circumstances that indicate death or injury
- A person is injured and requires medical treatment beyond first aid
- Damage to vessels and other property totals \$2,000 (lower amounts in some states and territories).
- The boat is destroyed.

The information you provide is used to establish regulations and safety standards, identify and remedy boat defects, educate recreational boaters, capture statistical data, investigate accidents, and measure the effectiveness of boating safety programs.

Accident Reporting Forms

Forms may be found on the Coast Guard's Directive and Publications Division Website [Here](#) or entering the form numbers into a web search engine:

CG-3865 Recreational Boating Accident Report

Most states and territories accept this form, although some have their own. If you have an accident, file the form within 48 hours for a fatal accident or within 10 days for a non-fatal reportable accident with your state's primary boating authority.

A listing of contacts for the state's primary boating authority may be found [Here](#). Reports are generally sent to the Boat Accident Report Database administrator.

Please see 33 CFR 173.51, Casualty and Accident Reporting for further information.

Volunteers for Bike MS Rest Stops

September 8, 9

Saturday, Arapahoe (Page 1, L to R):

Ray Whitley, Ed Gagnon, Linda & Larry Lovvorn, Jane Moore, Linda Whitley, Delle Curry, Mike McCulley. *Photo by Lloyd Moore*

Sunday, New Bern (Page 1, L to R)

Linda Tobacco, Marty & Tiki Warner, Jerry Rezab, Wayne Fretwell, Elaine Lechner, Richard Tobacco. *Photos by Marty Warner*



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For tons of information about what's going on in our own District 27, take a look at their website.

District 27 of the United States Power Squadrons: <http://www.uspsd27.org/>

**P/C William J. Ash,
SN, H**



Building the Panama Canal P/C WILLIAM J. ASH SN, H

“Captain, upon returning home from my voyage I read the book entitled *The Path Between the Seas-The Creation of the Panama Canal* written by David McCullough. I should have read it before I left for the cruise. His masterpiece elaborates the full story of the building of the Canal; thoughts of a connecting waterway by the Isthmus of Panama were conceived about four hundred years ago. A Spaniard, Alvaro de Saavedra, related to Cortez, considered joining the two great bodies of water. The lack of technologies simply made this impossible.

The French gave it a try for real in 1870. It was an organizational behemoth of banks, private investors, engineers, university professors, medical experts, administrative types, persons with experience operating powerful equipment, and men who wanted to have a hand building the Panama Canal with picks and shovels. The person chosen to lead the project was Monsieur Ferdinand de Lesseps, the very same person who successfully piloted the building of the Suez Canal.

“Ferdinand was lucky in Egypt because the digging was sea level to sea level through sand. De Lesseps thought he might do the same in Panama, but this was not about to happen. Major tidal differences existed between the two bodies of water being connected and the geography was vastly different from Suez. Sizeable hills or small mountains of rock had to be dug through and disposed of. The climate of Panama was extremely hot and humid. Torrential rains soaked the jungle; rivers frequently went over their banks. Conditions were ideal for supporting the life cycle of the most dangerous, deadliest animal on the planet.....the mosquito.”

“Hold it right there, P/C! I hardly think of a mosquito, such as we have here in Trent Woods, to be dangerous and deadly. Who are you trying to fool? If I can’t believe your mosquito tale, should I believe the balance of your story? Up until now I was ensnared by what you were saying, but now I am confused.” Hornblower was dead serious. He simply could not imagine the medical havoc caused by these little insects. Eventually he would understand.

“The French gave the Canal a fair try but the odds were against them. The organization began to crumble, ultimately failing. Graft, poor decisions and outright dishonesty brought de Lesseps down. Ferdinand’s son, Charles, had been selected to be his dad’s right hand man. Even he got into trouble, making dad look bad. While Ferdinand did not spend time in jail, Charles was, in fact, indicted and did. Things went from bad to worse.” Horatio was impatient and called out to me, ‘P/C, what about the mosquitoes?’

“Just let me tell the story! The mosquitoes, the mosquitoes are coming. Unfortunately, accidents took a toll as cranes, steam shovels and railroad trains toppled over with loads too heavy for the earth to support. Twenty-five thousand men were lost during the French attempt to build the Canal, most were due to the transmission of yellow fever and malaria by the —what Horatio?”

“P/C, are you suggesting the mosquito caused almost 25,000 lives? Are you saying the little mosquitoes were paramount to the defeat of the French in Panama? You must be fibbing, yes?”

“No, my good man, I am not telling a tall one. Mosquitoes were breeding in every bit of stagnant water in the cut, billions of them. The French did not have a solution to this problem, in fact they did not realize the mosquito was harboring, incubating and transmitting the diseases. The jungle was a very wet place and mosquitoes were everywhere. And you mentioned Panama. Actually, the isthmus belonged to Colombia, not Panama. That must be a surprise.”

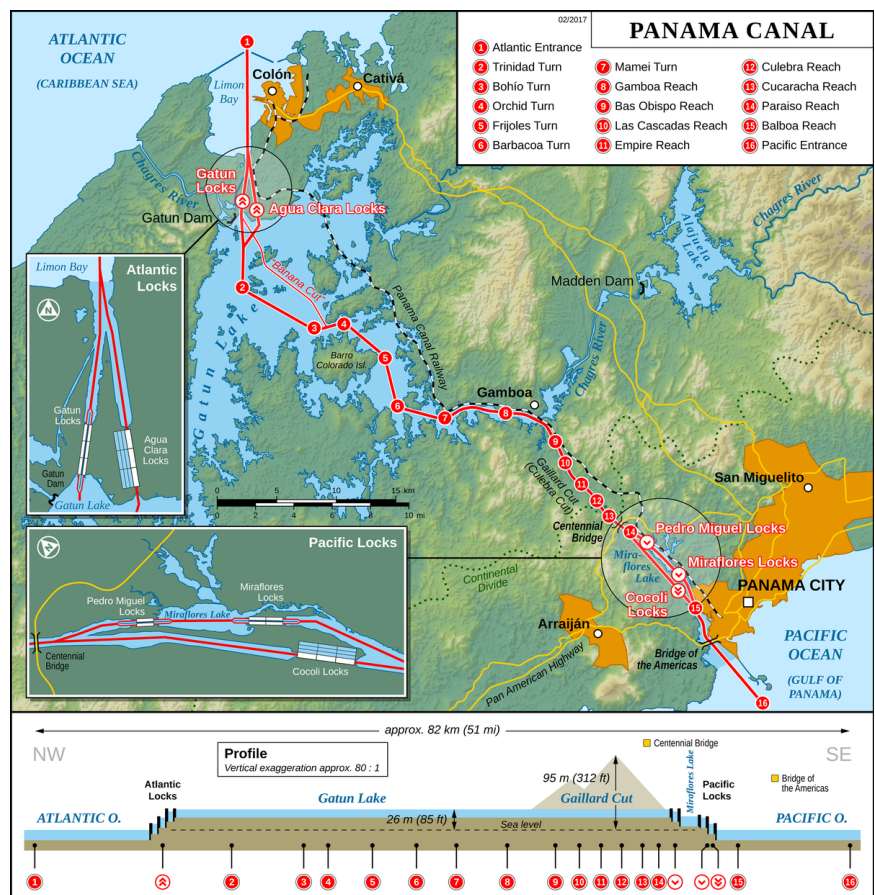
“Your entire story is a surprise. Somewhere in this dissertation we should see the entry of the United States into this picture. How did it become involved in the Colombian Canal?”

“Okay, Horatio, when France gave up on the Canal the government of the United States, under the leadership of Teddy Roosevelt, decided to pursue the building of a canal to secure passage of American warships between the Atlantic and Pacific Oceans. It was a matter of national security. The situation was quite complicated. Persons involved thought the part of the Isthmus where the French began digging might not be the most desirable place for the canal. Perhaps there was a better place nearby and some even suggested the canal go through Nicaragua, making use of the large Lake Nicaragua. Then there was the matter of Colombia owning the site in question. So here comes Teddy Roosevelt backing the secession from Colombia of Panamanians living in the lands of the Isthmus. Eventually, it was voted on, with the presence, just in case, of US warships off the east and west coasts of the cut, that Panama was now a separate entity, no longer the property of Colombia. Complicated negotiations were made among the US, Colombia and (now) Panama for lands to be called the Canal Zone, six miles wide from coast to coast.

“The United States was now committed to building the Panama Canal. President Roosevelt recognized many of the problems needing to be solved and the first was to select the best leaders available; engineers, scientists, technicians, surveyors, medical personnel, architects, economists, and administrators of many types had to be brought on board before the starting gun was fired. The decision was made to address the morbidity problem first and foremost. Malaria and yellow fever had to be stricken from the list before the digging started and methods were devised to combat the mosquito. It was this little pest, as noted above, that had to be eradicated to make it possible to work safely. Imagine having to treat all standing water where mosquitoes were living. It took many months to complete this task, but the Americans did it. Full steam ahead!

“Horatio, I must bring our conversion to a close pretty soon. I have to go to the *Jolly Tar* to check on the wasp situation. The little buggers decided to take possession of the furled sail and, the other day, when Tom and I went for the vessel’s first cruise in over two years, I got nailed three times. I have a real problem. Oh yes, back to the canal.

“Horatio, I’ll let you read my copy of McCullough’s book. Please don’t let it get away from you because I’ll be using it as a reference text for years to come. I hope you enjoyed listening to my story as much as I enjoyed telling it.”



June's Jokes

P/C June Reasons, P



SIGNS

Sign in a shoe repair store in Vancouver read:

"We will heel you
We will save your sole
We will even dye for you."

A sign on a Blinds and Curtain truck:

"Blind man driving."

Sign over a Gynecologist's Office:

"Dr. Jones, at your cervix."

In a Podiatrist's office:

"Time wounds all heels."

On a Septic Tank Truck:

"Yesterday's Meals on Wheels."

At an Optometrist's Office:

"If you don't see what you're looking for,
you've come to the right place."

On a Plumber's truck:

"We repair what your husband fixed."

On another Plumber's truck:

"Don't sleep with a drip. Call your plumber."

On an Electrician's truck:

"Let us remove your shorts."

At a Dry Cleaner:

"Drop your pants here."

In a Non-smoking Area:

"If we see smoke, we will assume you are on
fire and will take appropriate action."

On a Maternity Room door:

"Push! Push! Push!"

At a Car Dealership:

"The best way to get back on your feet - miss
a car payment."

Outside a Muffler Shop:

"No appointment necessary. We hear you
coming."

In a Veterinarian's waiting room:

"Be back in 5 minutes. Sit! Stay!"

At the Electric Company:

"We would be delighted if you send in your
payment on time. However, if you don't,
YOU will be de-lighted."

In a Restaurant window:

"Don't stand there and be hungry; come on
in and get fed up."

In the front yard of a Funeral Home:

"Drive carefully. We'll wait."

At a Propane Filling Station:

"Thank Heaven for little grills."

In a Chicago Radiator Shop:

"Best place in town to take a leak."

And the best one for last!

Sign on the back of another Septic Tank Truck:

"Caution - This Truck is full of Political
Promises."

**Happy Birthday to
the Following
Members**



September

Gill Brent R. — 7 September

Rezab Jerry P. — 12 September

Springer, Virginia B. — 12 September

Starr, Jim — 24 September

October

Quisenberry, Floyd M. — 1 October

Springer, Allan M. — 2 October

Johnson, Andrew L. — 2 October

Wharey, Paul Webster — 8 October

Stevens, James E. — 18 October

Cashman, Daniel C. — 19 October

Petersen, Jonathan Jay — 31 October

BITTS is the newsletter for District 27

The BITTS is usually published quarterly, and is loaded with information about our District

<http://www.uspsd27.org/newsletter.htm>



Cape Lookout Sail & Power Squadron November Dinner Meeting Reservation Form



Monday, November 19, 2018

The Chelsea, 335 Middle Street, New Bern, NC

1700 Social Hour 1800 Dinner 1900 Meeting

Guest Speaker: Heather Deck, Executive Director, Sound Rivers on current status of Blount's Creek

Dinner will Include:

Mixed Green salad with House Vinaigrette, Dinner Rolls with Butter, Iced Tea, Coffee and Water,
Carrot Cake for dessert

Main Course entree selections are:

Lemon Chicken, Rice Pilaf, Sautéed Green Beans

Shrimp and Grits

Beef Tenderloin with Marsala with Garlic Smashed Potatoes and Sautéed Green Beans

Name: _____ Dinner Choice: _____

Name: _____ Dinner Choice: _____

Number attending _____ x \$25.00 each = Amount enclosed \$ _____

*The Chelsea requests the head count and entrée selection by Monday, November 12, so please send your
entree choice and check, made payable to CLSPS, to:*

Lt/C Paul Manganaro, 813 Fork Point Rd, Oriental, NC 28571, 252-249-0796

Although Paul can take phone or email reservations,

please remember your reservation is a commitment to attend the dinner and pay for it!

Ships Store

Lt Tandy Hale, P



I NEED YOUR HELP: I have been authorized by the Executive Committee to slash prices on some of our older inventory, those items with the "old" USPS logo must go in order to make room for merchandise with the new logo.

This means that **any shirt in** stock that says 50th Anniversary or has the old logo will sell for half price. That's 50% off the regular prices as shown below **for knit shirts and denim shirts**. Get them while they last!

Knit Shirts: Ladies and men's short sleeve knit shirts were \$30.00 - **NOW \$15**. Sizes 2X and 3X sell for \$33.00 - **NOW \$16.50**

They are available in red, white, navy, and other colors by request.

Sizes: Ladies: S, M, L, XL, 2X, and 3X.

Men's: S, M, L, XL, 2X and 3X.

Denim Shirts: Denim cloth shirts come in both short and long sleeves.

They are all priced at \$25.00 - **NOW 1/2 off = \$12.50 each**. Available sizes--same as above.

Squadron Burgee sells for \$25.00.

Pennant magnets are priced at \$5. They can be placed on your vehicle, refrigerator, or potentially anywhere!

Hats and Visors are **ONLY \$10**.

Fleece jackets: Men and Women—sizes: S, M, L, and XL sell for \$42.00 - **NOW \$21.00**; XXL = \$45.00 - **NOW \$22.50**.

Fleece Vest: We have navy, but other colors can be ordered.

Sizes: S, M, L, and XL (Ladies and Men's) sell for \$36.00 - **NOW \$18**. XXL = \$40.00 - **NOW \$20**.

You can contact me at 252-259-0468 (please leave a message if no answer), or email me at

tandy.l.hale@gmail.com.

For Sale: Boat Slip in Oriental

Our slip is #C74 at Sea Harbour Yacht Club in Pierce Creek. Owners of slips at SHYC also own a share of the entire yacht club facility.

For further information go [Here](#). Look under Listings/Boat Slips and look for MLS #100130604. JimDugan

Boat US offers a 50% discount to USPS members. Our Boat US group number is GA80679P and must be used to claim your \$12.50 discount.

Please patronize our advertisers, and be sure to tell them you are from CLSPS and that you saw their ad in The Outlook.

NEW ADDRESS:

Please notify Lloyd Moore (637-5547) Lloyd.moore@suddenlink.net if you have any changes to the information we have on file such as boat information, e-mail or mailing address, birthdays, telephone number etc.

Please provide information to the **Editor** by the **20th of the month** by e-mail for the next newsletter. Late items will appear in the next issue of the Outlook. Marty Warner—rwarnier4@ec.rr.com

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Articles in the Cape Lookout Outlook reflect the opinions of the authors. USPS is not responsible for editorial content. Readers' comments, suggestions, and contributions are welcome. Please contact any of the bridge officers.

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Cape Lookout Sail and Power Squadron
A Unit of the United States Power Squadrons®
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