



AMERICA'S BOATING CLUB

New Bern

Cape Lookout Sail and Power Squadron

May 2020 Volume 61, Issue 5 CLSPS Website: <http://www.clsps.org>

Upcoming Events:

National Safe Boating Week

May 16-22, 2020

2020 Governing Board Meeting

Sept. 8 – 13 Raleigh, NC
See Page 6



Photo by Wendy Moore

CAPE LOOKOUT SAIL and POWER SQUADRON BRIDGE

Commander

Cdr Jane Moore, AP
6008 Booty Lane
New Bern, NC 28560
252-637-5547

jane.moore@suddenlink.net

Executive Officer

Lt/C Lloyd A. Moore, JN
6008 Booty Lane
New Bern, NC 28560
252-637-5547

lloyd.moore@suddenlink.com

Educational Officer

Lt/C Glover (Bud) Ellis, Jr., SN
906 Capstan Ct
New Bern, NC 28560
252-671-0490

ki4tvs@gmail.com

Administrative Officer

Lt/C K. Wayne Fretwell, P
2220 Caracara Drive
New Bern, NC 28560
252-288-4653

waynief@hotmail.com

Secretary

Lt/C Linda Whitley
4606 Helen Ln
New Bern, NC 28560
252 631-4083

lindacsw52@hotmail.com

...Treasurer

Lt/C Raymond Whitley, AP
4606 Helen Ln
New Bern, NC 28560
252 631-4083

rawhitley2@gmail.com

Commander

Cdr Jane Moore, AP



Our Secretary Linda Whitley organized a “Zoom” conference call for the Executive Committee to meet on Monday, May 4. Until we get the all clear to have dinner meetings and social activities, our membership meetings will be on hold.

Cape Lookout Sail & Power Squadron is registered with Craven County Register of Deeds to use the assumed business name, America’s Boating Club® New Bern.

CLSPS received the 2019 Honor Roll Certificate of Merit for USPS Educational Fund, 39th Award. “In appreciation of the extraordinary contribution for the furtherance of education in the fields of navigation and small boat handling.”

CLSPS received congratulations on our Distinctive Communicator Award(s) for 2019 for The Outlook and our website. Thank you to 1/Lt Marty Warner and P/C Richard Tobacco.

At the Awards Luncheon at the Annual Meeting P/C Owen Smith was recognized for his Vessel Safety Inspections, Century Club Award for over one hundred inspections. Congratulations.

When it is time for membership renewal, you will be able to renew the DAN Boater travel and safety benefits at a cost of \$25 per year or you may “opt out.” DAN Boater benefits are not automatic and can only be paid for by credit card online. Visit www.usps.org/DANBoater and click on “Benefit Status.” You will need your certificate number and PIN.

Our longtime member, Larry Lovvorn and his wife, Linda, are relocating to Winston Salem, NC in May. We will miss you both and wish you

the very best in your new home. Larry has been a member for twenty years and chaired the Vessel Safety Examiners for nine years, served as Administrative officer and was always ready to assist at our booths at NB MumFest to promote our Squadron and loved boating activities. Larry was recognized at the Annual Meeting and will receive a certificate for the Century Club for 2019 for over one hundred VSEs.

When I received the United States Power Squadron Member News for May 2020, there is a message asking for boaters’ feedback. I have reprinted the information here if you would like to take the survey.

Should We Say Goodbye to ‘Small Craft Advisory’ and Hello to ‘Small Craft Warning’?

In a move that could simplify and potentially reduce misunderstanding of urgent weather messages used by recreational boaters to make critical boating safety decisions, the National Weather Service has proposed renaming “Small Craft Advisory” to “Small Craft Warning” and is asking for boaters’ feedback. BoatUS urges boaters to speak up now by taking an NWS survey for recreational boaters at <https://www.surveymonkey.com/r/VZGX6BF>. The survey closes on May 24, 2020.

Email: **Allan B. Furtado**

Read more: <https://bit.ly/2V8ykNe>

Executive Officer

Lt/C Lloyd Moore, AP



The pandemic has shut down almost all hands-on squadron activities we would normally be experiencing this time of year. At this point, we still don't know when we will be able to resume some of our normal activities.

Our squadron, or club, if you will, faces the same restrictions as other organizations, but there is a deeper issue we have been dealing with for some time now: the viability of the squadron itself. We have a number of serious problems, and if we can't solve them, the future of our squadron is bleak.

✓ Declining membership. We currently have 67 members. This is down from around 175 when Jane and I first joined about 15 years ago.

✓ Lack of success with boating education. We can't seem to find the formula for attracting students to our ABC class. The last two scheduled classes were cancelled because no one signed up. This contributes to the problem of falling membership, since the

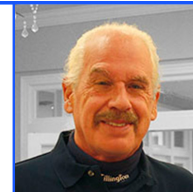
Public Boating class has always been the best source of prospective members. Over the past few years, we have had very little interest or participation by members in the advanced classes or seminars offered.

✓ Inability to fill the slate of officers. All organizations need energetic and enthusiastic leaders in order for the club to remain vibrant and interesting to members. If the same people fill the leadership positions year after year, we lose the chance to hear some new perspectives and ideas. Keeping an organization like ours running smoothly requires some amount of dedication and enthusiasm, but there comes a point where burnout starts to creep in.

You all know the current members of the Bridge have all served continuously for too many years. We've each held multiple offices to spread the load, but we need some "new blood." We can't keep doing business the way we have been. Other members will have to step up when it comes time to filling next years' slate, or the future of our club will be in jeopardy.

Administrative Officer

Lt/C Wayne Fretwell, P



Greetings! With the Covid-19 still keeping us all pretty much home bound, no plans are being made for upcoming months. This means that the normally scheduled meeting of May 18th will not be.

We have gone to the store twice – stocking up to keep trips to a minimum. Other than that I had two doctor appointments that I went to. With my back problem limiting what I can do, not a lot of change for me, but I do miss the plays and meetings we usually attend. I am rereading Celestine Prophecy and Elaine is reading my other copy and we discuss what it means in our lives. Binging on Netflix and doing crossword and Sudoku puzzles help keep us occupied. We have sorted old recipes and are trying new dishes.

I am still holding the checks I received for the March meeting and will continue to hold until we have a meeting unless you ask me to shred yours. So until next time stay safe and keep busy.

The Outlook and other great information are available at the CLSPS website:

<http://www.clsps.org>

Vessel Safety Check program



In spite of the limitations of the pandemic, we did add 3 VSE checks since last month. We now total 157 VSEs. Nothing else to add at this point. Owen Smith, VSE Chair

Pop Quiz



1. What's the little yellow"triangle mean? (above "20")



2. What do The Green and Red signs mean?



3. I saw this sign boating down Adams Creek. What does it mean? Can it be 195' deep?

Answers next month

Booster Club

Only a small portion (about \$17) of our dues to USPS is returned to the Cape Lookout Squadron. Money collected from our members helps defray the cost of our Dinner Meeting speakers. We need help keeping our books in the Black. Please contribute to the Booster Club. Any amount is helpful, but \$10 per person is a suggested amount.

CLSPS 2020 Booster Club Members

Lloyd & Jane Moore
Mike & Carolyn McCulley
Ray & Linda Whitley
Dick & Catherine Ewan
June Reasons
Wayne Fretwell & Elaine Lechner
Bill, Annalee, Lydia Ash
Marty & Tiki Warner

Happy Birthday to the Following Members



MAY

Daugherty, Troy A. — 12 May
Pagnutti, Peter — 17 May
Whitley, Raymond — 17 May
Whitley, Linda S. — 22 May
Long, Robert Earl — 25 May
Tauber, Anthony M. — 27 May
Rice, Francine R. — 30 May



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**A Message to
All District 27 Members
From D/C Hugh F. Hayes, JN**

It is an honor and a privilege to be elected as your new District Commander. It's going to be a tough year as we are starting out under some very adverse hardships that we must all bare. We will persevere. I want to thank P/D/C Pat Hakanson for her hard work this past year. She had at times to work under some adverse conditions. She gave us a super year. It will be a very tough act to follow. Thank you, Pat.

At the present time, my main concern is the well-being of our members. ARE YOU OK? Please be careful and adhere to all precautions to keep your family and yourself safe. Do your part to slow down the spread of the coronavirus that is threatening the well being of all of us. It's probably that 100% of us are in the most sustainable group to become sick with the virus. Check on each other. Call friends and family to make sure they are well. Make sure that anyone that needs help can get help. We will try to conduct district business as close to normal as we can. We don't know how long this pandemic will last, so we have to adapt as we go.

We are The America's Boating Club. We must educate ourselves to the desires and interests of the different public boating communities. We must make ourselves more appealing to these new generations. Plan something new and big—open it to the public. Membership is to be my main emphasis for the coming year. I know, we have heard this for quite a few years. That is very true, but we must strive to invent new ways to attract new boating generations. It is quite obvious that unless we attract and retain lots of these new members we will cease to exist. THAT IS NOT AN OPTION. If we can accomplish this, our District and our Squadrons will improve tremendously.

I am free for suggestions, ideas and advice. Let me hear from you. Ask someone to attend a meeting, then try to sign them as a member. Get involved have fun.

Stay safe.

D/C Hugh F. Hayes, JN hughsara@atmc.net

336-5601-0119





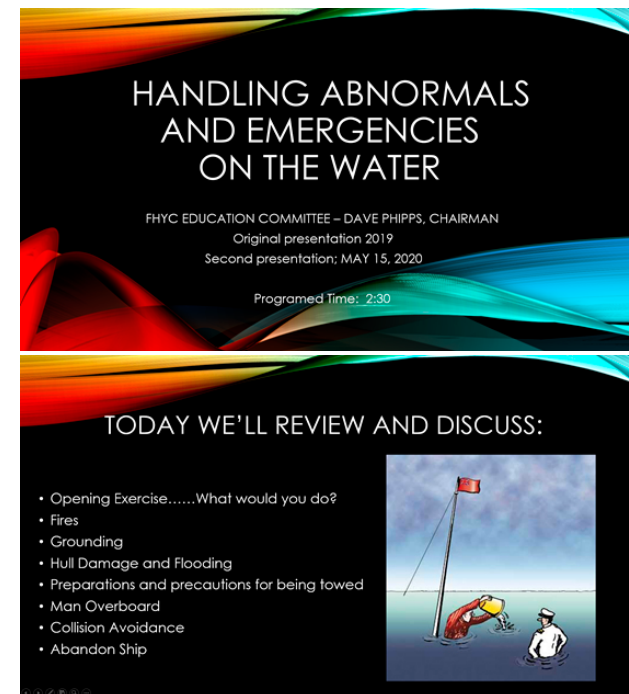
2020 Fall National Governing Board Come Learn our History and Meet Headquarters Staff

The **2020 Fall National Governing Board** will be held in Raleigh, North Carolina (September 8-13). In addition to accomplishing lots of work for the organization, the national meetings committee has planned some wonderful offsite events. Tours of the headquarters building, including the library and board room, the warehouse, the shipping center and the various offices will be the highlights. In addition, there will be a cocktail hour at the hotel with the staff in attendance. Come meet the wonderful people who help solve your challenges! There are three opportunities for these tours on Wednesday, Thursday and Friday. There are other tours and events available including a Kayaking Trip, Tour of Raleigh, Afternoon Tea, and beautiful museums. Check out the meeting website for more details. https://www.usps.org/php/reservations_new/meetings.php?mtg_id=39 Everyone is invited to attend the meetings, meals and tours! Join us for fun, work, and fellowship! You determine how much of each.

Fairfield Harbor Yacht Club, Educational Webinar: Handling Abnormals and Emergencies on the Water, May 15th

We'd like to extend an invitation to you to join our next Educational online Webinar, Friday, May 15th from 9 to 11:30am.

The presentation is entitled "Handling Abnormals and Emergencies on the Water", and is an excellent primer or review for the summer boating season. If you would like to participate, please register for the seminar so that we can send you the necessary online link. Please respond to Capt David Phipps to register: capt.davehipps@gmail.com



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**



THE NORTH SEA IN DECEMBER

P/C WILLIAM J. ASH SN EMERITUS, H

Last Sunday I did something I may not have had permission to do. I got into my car and drove to the yacht club and sat on the veranda to watch the mariners roar up and down the Trent River. I was safely positioned six feet away from the fellow next to me, but I probably should have been home and been completely out of the way. Clearly, there were persons in their boats who should have been home as well, and not because of the Corona virus. They were oblivious to the rules of the road among other things. I watched this for about an hour before my mind switched to a story I had read recently about a female harbor pilot, a graduate of the U.S. Merchant Marine Academy, Kings Point, who calmly took on the task of seeing to it that the oil tanker she was on would leave the pier, ease out into the channel, go astern, make a 180 degree turn in the basin assigned for this purpose and head out to sea. She must have ice water in her veins. The vessel, over six hundred feet in length, using assisting tugs, had not a scrape. The captain of the tanker certainly appreciated this woman's talents; I'm sure he said, "Thank you." I would have given her a hug, but then again, that's just me.

A few hours later, while watching T/V my thoughts wandered off to the days of yesteryear, when out of the south came the thundering engines of a pilot boat off the mouth of the Weser River in northern Deutschland. What an experience this was. I was a non-paying passenger, a compartment commander aboard the MSTS *MacRea*. It was a troop ship which left Staten Island en route, via Hampton Roads, Virginia and Southampton, England to Bremerhaven, Germany. This was in December, 1953. The weather was bitter cold and we must have been on

the wrong side of a low pressure storm all the way across the Atlantic. The seas were enormous and the winds ferocious. It was no fun for many on board. I enjoyed my first transoceanic travel as I did not become sea sick. I have never, not once, been sea sick. Chances are I'll not get any chances as age has caught up to my international voyaging. If I did, however, I would choose to go in the warmer months of the year and not when one's chances of survival, if winged overboard, revolved around 30 seconds at maximum. So, they told us. Well, anyway.

The *MacRea* took us up through the English Channel, past the White Cliffs of Dover to port and the islands of Die Nederland and northern Deutschland to starboard. About the only thing missing was snow, but it was not missing for long. We cruised into a white out. I know all of this because instead of remaining in my warm cabin I ventured out on deck to witness the arrival of a harbor pilot from the port of Bremerhaven. But, I figured nobody in his or her right mind would attempt to transfer from a pilot boat to a troop ship in this weather; the seas were twenty to thirty feet high, the wind just howling and the snow beating down with instructions to overwhelm any opponent. Conditions were impossible.

Activity began on the port side of our ship. A pilot's ladder was lowered from the port quarter or close to it. 'Not in this weather, No!' I remember there being an open deck which extended all the way aft. I heard engines out there, somewhere. You could just barely hear anything except the screeching of the wind. My God, it was awful. And then it happened.

A searchlight, with its powerful beam, pierced through the punishing snow. At its singularity was a pilot boat, about two hundred feet off, yawing, pitching and trying to win its struggle with the North Sea. On deck was a person lowering what appeared to be a well designed rowing boat no more than twelve to sixteen feet overall. A second person appeared, choosing his steps very carefully and dumped himself over the gunnels and into the small boat. He was the harbor pilot. After undoing the line the first fellow jumped aboard and taking the oars began rowing towards our ship. I figured I was watching two brave men headed to their demise. This was something you would

expect to see in the movies. Closer, they came. The little boat went up twenty feet, then down forty, up forty and down ten. It was wild. The *MacRea* was positioned to provide a bit of protection from the wind but very little of the enormous swells. The boat and its occupants were directly beneath me now, directly in front of the boarding ladder. What I called a major league swell propelled the craft twenty, twenty-five feet upwards right next to the hull of our ship. As the little boat fell away a hand reached out and grabbed the boarding ladder, the other held a leather briefcase in which the pilot had all his necessary papers and probably a sandwich and a bottle of 'Bier.' Like a monkey the pilot climbed up and over the steel gunnels of the troop ship. I wished him, 'Guten Abend, sehr gut.' He returned with a, 'Ja, danke, guten Abend.' He shook hands with an officer of our ship and disappeared up into the bridge. Now he would take command of the *MacRea* into the Weser to the pier in Bremerhaven. I hope he enjoyed his sandwich. The gentleman who rowed the boat over and back, who scampered aboard the pilot boat allowing the searchlight to be extinguished, has my vote to be given entry into the USPS Boat Handling Hall of Fame. I wish I had learned his age.

I would find it difficult to believe this story had I not seen it with my own eyes. The danger involved in that man transferring from the pilot boat to the *MacRea* took an enormous amount of 'know-how' and courage, more than I ever had. And what about the female harbor pilot who must have done similar gymnastics with her position off the coast of Florida? They displayed unusual professional talents. They knew about safety and what it means to perform in an environment which is not natural to *Homo sapiens*. But it's no different with the uneducated tearing up and down the Trent River. They too must learn to consider safe practices when operating watercraft under any and all conditions. Our job, as members of United States Power Squadrons, is to provide, to the boating communities, the information necessary to survive in that foreign environment. Give one blast if you agree with me!

June's Jokes P/C June Reasons, P



It's hard to imagine doughnuts in any other shape besides a ring. It wasn't until the late 1800's that sea captain, Hansen Gregory, came up with the shape. The reason for the hole in the middle is Gregory's. He was famous for loving fried dough covered in sugar, but his treat tied up his hands making it hard to steer the ship. He fashioned the dough into a ring so he could stack them on the steering wheel, thus allowing him to stockpile the treat & navigate the seas with ease.

A boatbuilder showing his son one of his forests. He turned to him and said: Son, one day this will be oars.

Student: I'll never be good at geography. Teacher: Not with that Latitude

The Treasure Island Casino in Las Vegas is now managed by Somali Pirates

Never make the same mistake twice. There are so many new ones. Try a new one each day.

Ate a box of thin mints. Didn't get any thinner. I don't think they work.

If life gives you lemons, mix them with Vodka and tell everyone you're doing a cleanse,

My boss told me to have a good day, so I went home.

Did you know line dancing was started by women waiting to use the bathroom?

We are all mature until someone brings out the bubble wrap. I wish everything was as easy as getting fat.

I wonder if common sense will ever make a comeback.

Finding Reciprocals

What do I mean by a “reciprocal”? In this context, a reciprocal is the opposite side of the compass, or 180 degrees from one compass reading to another. 090 and 270, and 360 and 180 are reciprocals of each other.

Let’s say you are out on the water and want to make a Line of Position to help locate your position on a chart. You can use your hand bearing compass and find the compass bearing to something on shore, say, a light house. Convert that reading from Magnetic to True. Go to your chart, find the lighthouse, and then draw a line from the lighthouse, using the reciprocal of the bearing you took off the hand bearing compass. Your location is somewhere along that Line of Position.

Instead of adding or subtracting 180 from your compass bearing on paper, let’s do it in our heads. I’ll call it the “Add Two, Subtract Two” method. Here’s how to do it.

First, in all our compass bearings we will use three digits—6 degrees is 006 degrees, 45 degrees is 045 degrees etc.

The last digit stays the same.

Look at the first digit. If it is a “0” or “1”, add “2”, if it’s a “2” or “3” subtract “2”.

Then take the second digit and do the opposite—if you added two to the first digit, subtract two from the second digit. It’s harder to explain than to actually do it.

Let’s find the reciprocal of 270. Since the first digit is “2”, we subtract “2” from the first digit, and add “2” to the second digit. “2” minus “2” equals “0” for the first digit, and “7” plus “2” gives us “9”, so the reciprocal of 270 degrees is 090 degrees. Now we all know that one from heart, but what if it’s something we don’t know—like 327 degrees.

The first digit is a “3”, so we subtract “2”—which gives us “1”. Since we subtracted from the first digit, we add “2” to the second digit. The second digit is “2”, so we add two, which is “4”. The

last digit always stays the same. So the reciprocal of 327 degrees is 147 degrees.

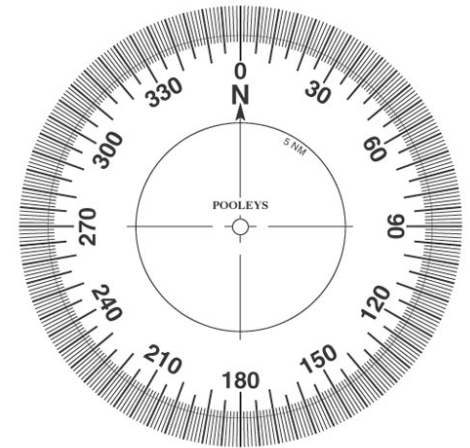
Let’s try another one—what’s the reciprocal of 072 degrees? The first digit is zero or one, so we add two: “0” plus “2” is “2”. Then we subtract “2” from the second digit: “7” minus “2” equals “5”. The last digit, “2” stays the same. The reciprocal of 072 degrees is 252 degrees.

Another way to look at this is to look at the first number. Either add or subtract two from that number so the result is “0”, “1”, “2”, or “3”. And then do the opposite to the second number.

There are always exceptions, take 015 degrees. You can’t use “Add 2, Subtract 2”, and get a reasonable answer, but I bet you can add 180 to 015 and get the right answer. The same is true of 195 degrees. You can do the “Add 2, Subtract 2” method and you’ll get 375. The answer is obviously outside the compass reading of 360 degrees, but you can either subtract 360, to get 015, or just subtract 180 in you head and get 015.

Always check your answer to see if it makes sense. Your answer should be in the opposite quadrant of the compass rose. If you try to get the reciprocal of 340 degrees and get 060 degrees, you did something wrong.

Marty Warner
Editor



Ships Store Inventory

Knit Shirts: Ladies and men's short sleeve knit shirts - \$15. White and navy.

Sizes: Ladies: S, M, L

Men's: M, L, XL

Ladies Long Sleeve Denim Shirts:

\$12.50, Available sizes M and L

Squadron Burgee sells for \$25.00.



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

Brushed Velcro Hat - white CLSPS logo, \$10.00

Cotton Visor - White and Navy CLSPS logo USPS D27 \$10.

Fleece Vest with CLSPS logo, 50th Anniversary: We have navy.

Sizes: S, M, L \$18.

The inventory on hand has Cape Lookout Sail & Power Squadron logo and United States Power Squadron logo, with CLSPS and our burgee. We have a catalog from a local vender but are still waiting for pricing for the merchandise.

The USPS National Ship's Store has new items with America's Boating Club® logo available. Check out their website: <http://store.shopusps.org/>

Contact Cdr Jane Moore at jane.moore@suddenlink.net or 252-637-5547

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

Outlook Editor. Lt Marty Warner
Photos in this issue are by the editor unless noted otherwise

Squadron Vessel Safety Program:

Chairman: Owen Smith, AP
252-444-5420

Vessel Examiners:

Jim Dugan -- 252-637-5314

Dick Ewan -- 252-635-9933

Kyle Hale -- 252-617-3460

Tandy Hale -- 252-259-0468

John Kwak -- 845-532-7394

Larry Lovvorn -- 252-672-5200

Lloyd Moore -- 252-637-5547

Owen Smith -- 252-444-5420

Rob Thompson -- 252-638-2565

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