

AMERICA'S BOATING CLUB

New Bern 

Cape Lookout Sail and Power Squadron

January 2021 Volume 62, Issue 1 CLSPS Website: <http://www.clsps.org>

Upcoming Events:

Monday, January 18, 1900
CLSPS Annual Meeting
Via Zoom

Monday, February 1, 1900
Executive Committee Mtg
Via Zoom

Feb 15 – 27, 2021
ABC/USPS Virtual Annual Meeting

Saturday, February 27, Noon
CLSPS Change of Watch
Via Zoom

Saturday, April 3, 0900
Craven County Clean Sweep

May 22-28
National Safe Boating Week

For a diversion from Covid 19:
The 2021 America's Cup is in Auckland, New Zealand from
January to March using monohull AC 75s with wing keels.



America's Cup Photos are from americascup.com

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CAPE LOOKOUT SAIL and POWER SQUADRON BRIDGE

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Commander

Cdr Jane Moore, AP



What a year! What a week! My sincere hope is that we can all be safe and free from the coronavirus and peace and calm will be restored to our beloved country.

On Monday, Jan. 18 at 7:00 pm, we will hold our Annual Meeting via Zoom. The link will be sent out prior to the meeting via email. P/C Ed Gagnon will give a presentation on his travels before the COVID-19 virus ended his trip. We will conduct a brief meeting after the presentation to elect our incoming Bridge officers, Executive Committee and elected committee chairs for 2021-2022.

Our Secretary Lt/C Linda Whitley, and Executive Committee member P/C Jim Starr, were instrumental in organizing our Zoom ExCom meetings since May and the membership meeting in November and January. At the present time, we plan to continue virtual meetings until it will be safe to meet in person again.

In reviewing our 60th anniversary year, we were happy to have two new members, Jule Burke and Tony Tauber, join at our Change of Watch last Feb. 29. Our current membership is 55 members and we thank each member for continuing their support of our squadron.

Regrettably, all CLSPS, education classes and D27 meetings were put on hold until further notice. Our Asst Admin Officer Elaine

Lechner planned two outdoor social events in July and September where we were able to enjoy dinner with squadron members while maintaining social distance at an outdoor park.

As Commander, I attended the D27 Winter Training seminar in Cary in January. February brought Lloyd and me to the ABC/USPS 2020 Annual Meeting in Ponte Vedra, FL to celebrate with P/C Bill Ash and his family as he received his 50th Merit Mark and became an Emeritus member of the Governing Board. As Chief Aide to D/C Pat Hakanson, I assisted at the D27 hospitality suite attended by over 100 members from across the country.

On April 20, 2020, our assumed business name: America's Boating Club® New Bern was registered at Craven County Register of Deeds. Our real name remains Cape Lookout Sail and Power Squadron, Inc.

In September, I attended many virtual meetings of the 2020 Fall Governing Board meeting.

My sincere thanks to our Bridge officers and Executive Committee members for their continued support during this difficult year. Lt/C Lloyd Moore, Lt/C Bud Ellis, Lt/C Wayne Fretwell, 1/Lt Elaine Lechner, Lt/C Ray Whitley, 1/Lt Dick Ewan, Lt/C Linda Whitley, 1/Lt Marty Warner, P/C Bob Burget,

P/C John Kwak, 1/Lt Elaine Lechner, P/C June Reasons and P/C Jim Starr.

This year, the ABC/USPS 2021 Annual Meeting will be virtual with events and seminars beginning Feb. 15 through Feb. 27. The schedule will be posted on USPS member website. Please check it out and attend some of the events.

P/C Diana Thompson had planned to attend to receive her 25th Merit Mark and Life Membership. We congratulate Diana for her dedication to Cape Lookout Sail & Power Squadron and the United States Power Squadrons.

Our Rules Chair, Lt/C Lloyd Moore, has reviewed our current By-Laws and has sent some minor revisions to the ExCom for approval. He will forward the revised By-Laws to the Squadron for approval so that we can send to National for final approval.

Our Vessel Safety Chair, Lt Owen Smith, and his team of Vessel examiners were able to successfully complete over 400 vessel exams while maintaining social distance.

P/C Richard Tobacco asked for a website assistant and 1/Lt Marty Warner has agreed to become our webmaster. Thank you to both for their time and effort in keeping the website up-to-date.

Thank you to 1/Lt Dick Ewan for assisting by calling some of our members to ask about the upcoming year and their interest in joining the Bridge and Executive Committee. While it is unusual for the Commander to also call members, it was necessary. Nominations from the floor accepted. Here is the proposed slate of officers for 2021-2022. Election will be during our Annual meeting on Jan. 18, 2021 at 7:00 pm via Zoom. If you are unable to attend the virtual meeting, please send me an email with your approval or dissent.

The Change of Watch is scheduled for Saturday, 27 February at noon and will be conducted during a Zoom call. D/C Hugh Hayes will conduct the COW. The link will be sent out prior to the meeting.

Proposed Slate: CLSPS Bridge Officers, Executive Committee and Elected Committee Chairs 2021-2022

Commander	Jane Moore
Exec Officer	Open
Educational Officer	Lloyd A. Moore
Asst. Education Officer	Open
Administrative Officer	Open
Asst. Admin Officer	Elaine Lechner
Treasurer	Raymond Whitley
Secretary	Linda Whitley
Asst. Secretary	Roger Warner

Executive Committee

Robert Burget
John Kwak
June Reasons
Roger Martin Warner

Audit Committee	Open
Rules Committee	Lloyd Moore
Nominating Committee	Open

***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>***

Administrative Officer

Lt/C Wayne Fretwell, P



Happy New Year! Let's pray that it will be. We now have vaccines for Covid which was a cause for joy--maybe short lived joy for before everyone could get it, we are dealing with new strains. Let's hope the vax works against it.

Covid has put a strain on our activities but your officers have found ways of dealing with it. Zoom has kept us in touch but not a great substitute for personal contact. That being said, our annual meeting for election of officers will be January 18. Details for attending with link can be found elsewhere in this newsletter. The program for this meeting will be a presentation by Ed Gagnon on his interrupted around the world cruise.

Our Change of Watch on February 27, midday, will also be by Zoom with District Commander, Hugh Hayes, leading the ceremony. Read the Commander's article for details. A really big vote of thanks for setting up these Zooms goes out to Jim Starr. Elaine has reserved Red Sail Park in Fairfield Harbour for a social on March 15 starting at 5:00 pm unless you want to come by early to help setup. This will depend on Covid restrictions. An update will be sent by email early in March. I had hoped to serve another year as XO but my health issues has made that impossible. Whoever fills that position will need a boating activities chairman to plan boating activities---hopefully someone with a boat!

Executive Officer

Lt/C Lloyd Moore, JN



Our squadron, along with many other organizations in the country, and world-wide, remains in virtual lock-down. The situation in our county is getting worse, not better, as we apparently are experiencing multiple holiday surges. I was aware that several neighbors in our community have contracted the virus, and sadly, today I learned that one neighbor has died of complications of COVID-19. Remain vigilant!

We'll be looking at offering virtual classes, including the ABC class, in the next few months.

CLSPS Bylaws Update

The changes needed to bring our bylaws up-to-date according to the latest USPS Model Squadron Bylaws have been completed. The changes are very minor, and will be reviewed by the Executive Committee before being presented to the membership for approval.

To take a look at the proposed changes, go to our website, clsps.org. On the Home page there is a link to: "Proposed Cape Lookout ByLaws".



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PAMELA LEAHY

BOB LEAHY

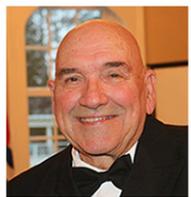
FABRICATION EXCELLENCE AWARDS • IFAI Industrial Fabrics Assn. Int. • MFA Marine Fabrication Association

VCCPA Virginia Carolinas Canvas Products Assn. • Tri-Vantage Award of Excellence

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

<http://www.clsps.org>

**Chairman, Vessel
Safety Program**
P/C Owen Smith, AP



2021 is now a reality and good riddance to 2020. Hopefully the New Year will eventually be a better year health wise, for all.

The new stickers have arrived, so as soon as we can we will resume Vessel Safety Checks. If you want to get a head start on the boating season, contact one of our Vessel Safety Examiners to schedule your Vessel Safety Check. We look forward to another successful year for VSCs for Cape Lookout Sail and Power Squadron. I wonder if a realistic goal is to have 100% vessel safety checks for our squadron members. I don't think we have ever reached that plateau.

Some people don't want a VSC when they know they won't pass. The point of having a VSC is to know whether or not you have everything you need for a safe boating season. A VSC that doesn't pass, still counts for our squadron total, and, you may find out that there are other items that need attention as well as the one you know about.

Booster Club

Our Booster Club for 2020 is closed, and the 2021 Booster Club fund is now empty. If you'd like to contribute for 2021, please mail a check to our treasurer, Ray Whitley.

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.

2021 Booster Club

**Happy Birthday
to the
Following Members**



January 2021

Doyle, G. Mark — 1 January
Ellis, Glover L. — 1 January
Martin, Carol J. — 1 January
Otero-Dugan, Teresita, — 1 January
Lind, Eric, — 5 January
Long, Bonnie Lou — 9 January
Gewain, William J. — 11 January
Morton Deborah Ann — 18 January
Ash, Lydia A. — 19 January
Hawkins, Paul P. — 19 January
Warner, Marty — 19 January
Kwak, John C. — 24 January

P/C William J. Ash,
SN, H



EIN NEUES JAHR, 2021
P/C WILLIAM J. ASH SN H
EMERITUS

“Horatio, I must tell you how I feel about changing 2020 to 2021. The media have given this event a lot of paper, but I must confess I think the subject is receiving way too much attention. True, a lot happened during 2020 which had many friends twirling in place looking for solutions.....to what? Frankly, I was not inconvenienced one little bit by everything that happened. Perhaps my age is so great that I am totally numb to change. But I am unaware of any metabolic activities which may have changed me. I just keep rolling along as though nothing out of the ordinary has happened.”

“P/C, you must be sub-human. You can't be serious. Are you saying that your life has not changed one little bit by all that happened during the past year? I find that pretty hard to believe.”

“There are a couple of things that happened, before the pandemic mind you, that were important to me but didn't really change my life, just important milestones you might say.”

“And what were they?” Horatio was looking a bit flabbergasted, and I could understand this.

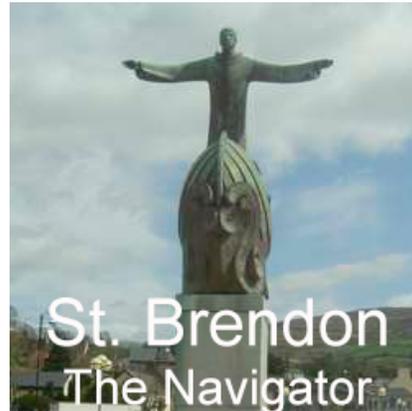
“Two items, as I just said. I met and conversed with the first female Chief Commander of the United States Power Squadrons. I wished her well in her historic position. The Power Squadrons started in 1914 and in 2020, a tough year, Mary Page Abbott stepped into the position of Chief Commander. I know this first year was tough with the Covid 19 pandemic, but it phased her not. She was not stopped in any way and proceeded to forge ahead under some rather unusual arrangements. I am really proud of her.

“The second item worth mentioning was receiving my 50th Merit Mark. Who would have thought, back in 1961, that I would receive that wonderful award? I'm proud to have done it. I hope I serve as an example for others to follow. But now, Horatio, let's concentrate on the *Jolly Tar*. I had picked up Horatio at a small wharf near where his *Lydia* was anchored and continued to the boat yard on the Trent River where my Herreshoff is located. There she was, looking just wonderful in the morning sun. The Trent looked sparkly as we walked to the old girl.

“Old? Not really when you consider she was launched in 1974. By old I meant old as in an established good friend. The Family Ash considers *Jolly Tar* to be a member of the Family. I feel right at home when I'm on the water with her. She is a dry boat, and by that I mean she has never gotten me damp with a wave over the gunwales. I've been out in some fairly nasty stuff and I've always returned dry. True, I'm a conservative chap at the helm, never taking unnecessary chances, but you'd think that at some time I'd have gotten splashed. Never! The graceful design to include a beam about half her length is the reason for her being a dry vessel. Some day I'm going to meet Halsey Herreshoff, the designer, up in Bristol Rhode Island, and tell him how pleased I am with the 'old girl'.

We climbed aboard her, Horatio and I, and just sat in the cockpit and admired her lines. It was good to be back in her. Florence, the hurricane which was responsible for her needing repairs was long gone. The sun sparkled on the Trent. I had bought a new peak halyard, the old one had been torn to shreds. Also newly replaced was the mainsheet. The cabin top needed repainting as did the decks. Of course the bottom needed scraping and repainting. The mast had to be repainted and stepped. The boom and gaff also needed fresh paint. The interior of the cabin was a minor disaster with stuff all over as the poor girl had done a 180^o swirl in the slip. Horatio and I talked about the work needed to get the old girl back in the water.

After two years in the boat yard all this work still must be done. Can you imagine? Two years of waiting for the repairs. Will 2021 be the year for putting her back in the water? Horatio and I just sat there.....looking. I'm not a happy captain. There will be no rush on the part of the professionals who run the yard; winter is no time to put a boat back in the water. I understand that, but I'm beginning to question whether they will get her ready before Easter. Rain, extreme heat, pollen, falling leaves, freezing temperatures and whatever are reasons for not getting the work done. Pray to Saint Brendon for help in getting *Jolly Tar* back in the drink before the end of 2021.



Conjunction of Jupiter and Saturn

Tiki and I went down to Atlantic Beach last month on the 19th to see if we could see the Conjunction. We got there a little early, and were rewarded with this beautiful sunset. We're on the East Coast looking out over the Atlantic and watching the sun set on water! There's no land in sight in this picture.

When it got darker, there they were—two “stars”. With my bare eyes I couldn't see two planets, but with binoculars, I could see two—one big and bright the other smaller and dimmer—very close together. Jupiter is about double the size and about half the distance to Saturn, so it was the bright one. After about an hour other stars were starting to come out, and I could see two objects in the much darker sky with my bare eyes.

We came back in four days, and they were still there, but a little further apart.

Marty Warner.



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/>

June's Jokes

P/C June Reasons, P



Happy New Year, ALL Y'all!!!!

Some ZINGERS to start off 2021 with a BANG!!!!!!!!!!!!

When I see lover's names carved on trees, I think it's strange how many people bring knives on a date.

Fun Fact---Women spend more time wondering what a man is thinking than men actually spend thinking.

Seeing how some people wear their masks, I now understand how contraceptives fail!

I tried to re-marry my ex-wife, but she figured out I was only after MY money.

Be sure to bring up politics at Thanksgiving---to save on Christmas gifts.

My wife is singing in the house. I'm sitting outside so the neighbors don't think I'm hitting her.

I told my wife she should embrace her mistakes---she hugged me!

I grew up with Bob Hope, Steve Jobs and Johnny Cash. Now there's no jobs, no hope and no cash. Please don't let anything happen to Kevin Bacon!

If you had to choose between drinking wine everyday or being skinny, would you choose-Red or White?

The fact that jellyfish have survived 650 million years despite not having a brain, gives hope to many people.

I might have a drinking problem. My husband asked me to toast some bread for him. I raised my wine glass and said "Here's to Bread".

2021 America's Cup

New Zealand won the last America's Cup, so this time the Cup will be held in Auckland. The boats are monohulls, but not monohulls like you've ever seen before! AC 75's are about 75 feet long with a huge mainsail and hydrofoils allowing them to reach speeds of upwards of 50 knots with about 12-15 knots of wind.

They don't have keels, so when they're sailing/flying the only thing touching the water is one (leeward) movable arm with a wing keel on its end, and the rudder. The arms come out of the sides of the hull about half way back, and are hydraulically controlled. The rudder is a skinny looking thing, but on its lower end is another wing. All three foils look like they have a fixed "wing" with the after end movable, like the elevators on an airplane's tail. So, to some degree the rudder's wing controls pitch—up and down of the nose, while the big wings on the sides control how much of the boat is out of the water.

The other different thing is the twin skinned mainsail. It has two sails, one on either side of the "D"-shaped mast. Something, maybe an articulating boom, allows them to change the shape of the foil of the sail.



There are only four teams: *Emirates Team New Zealand*, USA's *American Magic*, Italy's *Luna Rossa Prada*, and Britain's *Ineos Team UK*. From January 15 to February 22 the three challengers will race each other; the winner of that series will race Team New Zealand for the Cup during March 6-15.

I know they aren't like "real" sailboats, but they're fun to watch. So far I've watched it on NBCSN

Marty warner





All About Hose Clamps

From BoatUS Magazine

According to the GEICO/BoatUS Marine Insurance claims files, more than 40% of boat sinkings happen while the boat is tied to the dock. In many instances, the sinking was due to a hose coming loose or detached from a thru-hull below the waterline. The number of insurance claims attributed to detached hoses demonstrates just how vital properly installed hose clamps are to the integrity of your boat.



Good quality hose clamps are marked with the material they're manufactured from. This one is 316 stainless steel and acceptable for use aboard.

Tip

When you buy clamps, use a magnet to check both the clamp and the screw or gear housing. It won't stick to good quality stainless.

Hose clamps have been around for more than a century. The first patent for a screw-type band clamp was issued in 1896. Still, it was not until 1921, when retired British Naval Commander Lumley Robinson started commercially manufacturing them under the Jubilee name, that they came into everyday use. [I've read a lot of British Sailing Magazines, and now I know what a "Jubilee" clip is. ed]

Any hose clamp used on a boat should be made from high-grade stainless steel to resist corrosion; zinc-plated clamps or those made from plain steel will rust and fail. Keep in mind, though, that not all stainless steel is the same. Clamp components should be manufactured from 316 stainless steel as a minimum. Cheaper clamps are made using 304 stainless, a lesser grade that doesn't contain molybdenum and is more prone to corrosion. Also note that sometimes the band may be stainless, but the screw or gear housing isn't; these, too, should be rejected. Avoid buying hose clamps from the local hardware store unless you can verify the brand and type.

Hose clamps may either have a perforated band, where the thread is stamped out, or embossed. The latter is better; the thread is formed on the clamp band without making holes. Avoid using hose clamps with perforated bands because the holes reduce the strength of the clamp and offer a place

for corrosion to start, issues that can be avoided by using embossed bands.

One Clamp Or Two?

There's a lot of misinformation on the web and internet forums. One myth is that all thru-hulls should have two clamps. This is untrue. American Boat & Yacht Council (ABYC) standards only recommend two clamps for exhausts and fuel fill systems. That said, you can use two clamps to secure any hose if there is enough space on the fitting so the second clamp won't crush or cut it. (The edges of some hose clamps are sharp.) This can be especially true of T-bar clamps used on exhaust systems that are tightened with a socket wrench. Many of the better clamps have a slightly rounded edge, often referred to as "relieved," to avoid this issue.

In all applications, it's essential to use the right size clamp. One that's too small may barely fit around the hose, or not at all, and won't secure the hose in a clamp that's too large, once tightened, will often leave a long tail sticking out that can slice skin or nearby components. Further, a too-large clamp may form a malformed circle, damaging the underlying hose while providing less-than-perfect grip.



Don't fit a clamp over hose with no proper nipple underneath; the clamp may cut the hose. place.

Installing Hose Clamps

To work properly, install hose clamps correctly and carefully. Slide the clamp onto the hose before the hose is pushed onto the barbed fitting. Once the hose is correctly seated, slide the clamp into place over the fitting and tighten. There should be between one-quarter to three-eighths of an inch of hose showing between the clamp and the end of the hose.

In many cases, clamps can be tightened sufficiently using a screwdriver, but many installers prefer using a nut driver as it is less likely to slip. It can be tempting to use a small ratchet, but doing so can

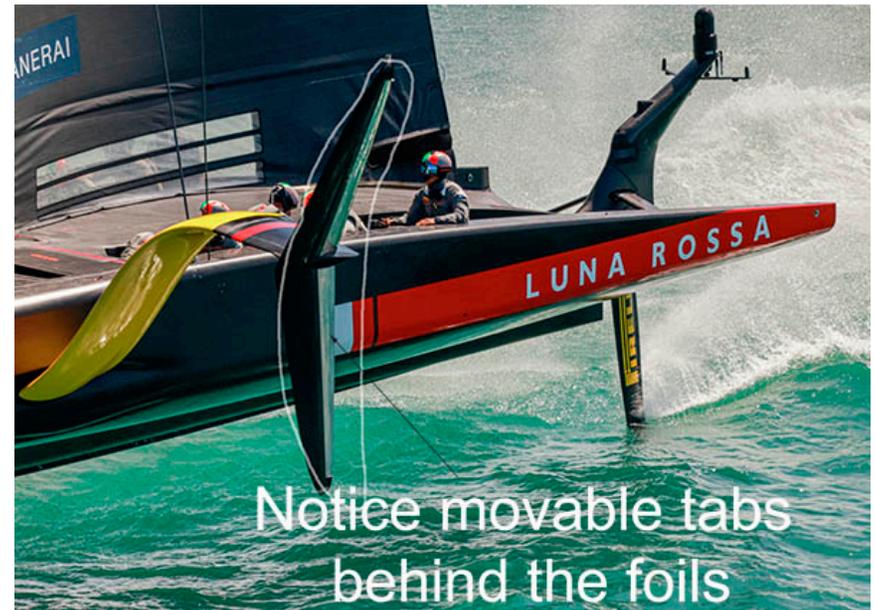
easily lead to overtightening, which can damage the hose.

Some larger and more robust hose clamps, like those used on many exhaust systems, must be tightened with a suitable socket and ratchet. These are often T-bar clamps, which, instead of having a worm-type screw and thread, have a threaded stud and cross piece on one end attached via a swivel to the band. The other end passes

through another separate bar attached to the other end of the clamp. Tightening the nut on the end of the threaded stud forces the two T pieces toward each other, thus tightening the clamp.

No matter how good quality a hose clamp is, it can't be expected to work wonders. A common error is where a hose is clamped around a threaded fitting. The clamp may feel like it is holding the hose in place, and may well be, but liquid or, worse still, exhaust gasses can travel down the threads and leak into the boat. Similarly, it's bad practice to connect

a hose to a plain pipe, for no matter how much you tighten the hose clamps, there's a good chance that a hose may, over time, work its way off the pipe. Hoses should, in almost every situation, be connected to a barbed fitting that, in concert with properly tightened hose clamp, makes a near-perfect joint.



Notice movable tabs behind the foils

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 Bender Apparel, please contact Cdr Moore for details.

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

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AMERICA'S BOATING CLUB®
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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.