



CAPE LOOKOUT SAIL and POWER SQUADRON

A Unit of the U.S. Power Squadrons District 27

**Boating is fun...
We'll show you how**

June 2014 Volume 54, Issue 5

CLSPS Website: <http://www.clsps.org>

Upcoming Events:

Monday, June 2
CLSPS ExComm Meeting
Morgan's Restaurant
Dinner: 1745; Mtg: 1900

Sat-Sun, June 6-8
Ocracoke Festival
Ocracoke, Island

Saturday, June 14
Full Moon Raft Up
Upper Broad Creek

Fri-Sat, June 20-22
D/27 Rendezvous
Pecan Grove Marina, Oriental

Tuesday, June 24
**Shallow Water Cruise to
Cape Lookout**

Friday, July 3-5
**Fireworks at BridgePointe
Marina**

Thursday, July 10
**Land Cruise to Foscue
Plantation**

Monday, July 14
CLSPS ExComm Meeting
Morgan's Restaurant
Dinner: 1745; Mtg: 1900

Friday, July 18
Coastal Shrimp Boil with Charlotte Sqdn
Holiday Inn Express, Morehead City

Monday, July 21, 1700
CLSPS Pot Luck/Flea Market
Red Sail Park, Fairfield Harbor

Blessing of the Fleet May 3, 2014



**CAPE LOOKOUT
SAIL AND POWER
SQUADRON
BRIDGE**

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**Commander's
Report**

Cdr Wayne Fretwell, P



May 19th was a very educational and informative meeting of CLSPS. Lloyd Moore presented a program on Cooperative Charting by showing a film on the history and then telling us what Power Squadrons can do to help keep our water ways safe and charts up to date.

I reported on three events that we are sharing with other squadrons and said I would get details in this newsletter. First, Pat Hakanson, Commander of the Charlotte Power Squadron has invited us to join them in **Morehead City on Friday July 18th for their Coastal Rendezvous.** Hospitality starts at 1700 followed by a shrimp boil at 1800—at no charge for CLSPS members. It will be at the Holiday Inn Express at 5063 Executive Drive. If anyone wants to join Elaine and I for this event, please let me know by Tuesday, July 15 (waynief@hotmail.com or 288-4653) so that I can let Pat know how many of us will join them.

Second, we have been invited (along with Cypress Cove Cruising Club) to **join Raleigh Sail and Power Squadron for their Dowery Creek Cruise August 15-17.** Arrive Friday and have shrimp boil, Saturday AM breakfast, and steak dinner that night. Cost of each meal divided among participants. You need to make your own reservations directly with Dowery Creek Marina – website is www.dowerycreekmarina.com. Then let me know that you have made reservations and are planning to go. Good chance to meet some great folks and have FUN chatting, fishing, or gunk holing.

Third, we have invited **Fort Macon Squadron to join us for our August meeting/event on the 18th at Fort Macon Beach.** Come down and visit the new center, the fort, or hang out on the beach. We will have a joint pot luck picnic at the picnic area that evening. Respond to Jim Reynolds to let him know you are coming (288-6944 or jim_352@msm.com).

I hope by now you have planned to join us at **Pecan Grove Marina in Oriental for the D27 Rendezvous June 20-22.**

Our Fleet Captain or Cruise Planner, Richard Tobacco, has lots of **great water and land cruises** planned—see rest of the Outlook and read the email posts from Richard for details. So let's have FUN and get out there "where the buoys are".

Executive Officer

Lt/C Roger Brown, S



BLESSING OF THE FLEET

The Annual Blessing of the Fleet was held May 3rd, 2014 dockside at Persimmons Restaurant. Rob Thompson began the ceremony with a bagpipe salute along with the Colors Presentation by the Marine Corps League Honor Guard. The Rev. Jeff Stockwell of the West New Bern Presbyterian Church, laid a wreath in the Neuse River to honor fallen military men and women.

Participating boat owners came from the Cape Lookout Sail and Power Squadron, New Bern Yacht Club, and Newcomers Boating Group. Twenty Seven boats participated in the ceremony.

Commander Wayne Fretwell presented a history of the tradition of blessings of the fleet, and Tom Hartman, past commander of the New Bern Yacht Club, spoke about always honoring our service men and women.

Rev Stockwell and Rev. Laura Johnson, of Broad Street Christian Church, Blessed the Fleet. The ceremony was followed by lunch at Persimmons Restaurant.

Rob Thompson



Marine Corps League Honor Guard



Tom Hartman

**Education
Department**
P/D/C Mike McCulley,
JN



The educational program in our squadron beginning in January was very active, although the level of participation was somewhat disappointing with four of the seminar classes having only two or three students. Seven public seminars were conducted between January and May, but three were canceled due to lack of students. Roger Brown did a very good job of publicizing the public seminars in the local press and neighboring squadron newsletters. Additional ways of getting the word out will be considered in the future.

I'm grateful to Jim Scheer, Jim Starr, Lloyd Moore, and Kevin Pimm for conducting the seminars on Rules of the Road, GPS, Onboard Weather Forecasting, How to Use a Chart, Coastal Navigation, Trailering Your Boat and Radar. For the three classes that were cancelled, Carolyn and I were scheduled to teach Power Boat Handling, and Jim Starr and Kevin Pimm were prepared to teach Rules of the Road and Partner in Command, respectively.

A very successful America's Boating Course (ABC) was taught by Lloyd Moore with Bud Ellis assisting during the plotting section. Twenty students started the class. But, attrition due to various reasons reduced the class to eleven, all of whom took and passed the exam. Kurt Weinheimer taught a Seamanship class at his home to two non-members.

We were very fortunate to have had outstanding facilities with projection equipment to conduct our classes. Our thanks go to Garber United Methodist Church for the use of a room in their new Ministry Center for the ABC Course. And, I am very grateful to Jane Moore for her assistance in arranging for us to use a classroom at the Fairfield Harbour Activity Center for the seminars.

I will end this article by encouraging you, our members, to be more active in pursuing the

education opportunities available in USPS. There was a time when new squadron members would be anxious to begin taking advantage of the outstanding classes offered and qualify for at least a Seamanship classification. There will be no classes during the summer. My plan is to begin with a Seamanship class in September followed by Piloting. If there are any Advance Piloting members who wish to take Junior Navigation, please let me know, and I will coordinate with Bill Reasons to schedule that class.

Have a great summer!

**Administration
Officer**

Lt/C Jim Reynolds P



Here are some of our upcoming events:

Full Moon Raft Up. On Saturday, June 14, join Richard Tobacco's Raft Up in Upper Broad Creek to watch the Full Moon. Call Richard for more details (649-0975).

D/27 Rendezvous at Pecan Grove Marina, in Oriental, June 20-22. We are co-hosting this event. Full details are available on the District 17 website (<http://www.uspsd27.org/calendar.htm>). The Agenda is posted on page 8. Contact Mike McCulley, Lloyd Moore, or Richard Tobacco to help out.

Shallow Water Cruise to Cape Lookout, June 24. See announcement on p. 8.

Watch the **Fireworks from BridgePointe Marina** by joining the Fairfield Harbour Yacht Club for a weekend event. See page 9.

Join the **Land Cruise to Foscue Plantation** on July 10. Call Richard Tobacco (above) for further details.

The **Pot Luck Dinner/Flea Market/Auction, and Meeting** is on July 21. Standby for further details.

Vessel Safety Check Program



The team is at work doing safety checks but it is obvious there are many CLSPS members who have not requested a check. Remember they are free, do not hurt to have conducted on your vessel, may be done at your home, garage, dock or a public parking lot. We are very flexible. So get ready for the season and call one of us for a home or marina visit.

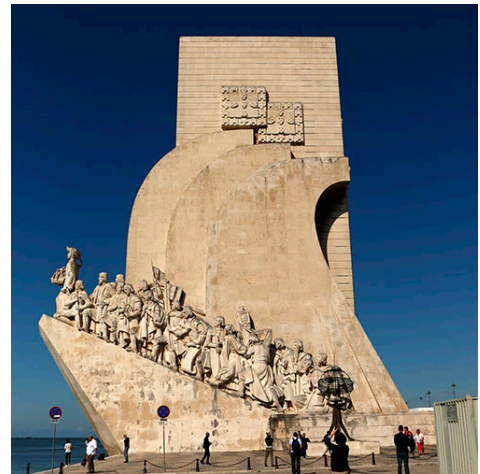
Vessel Safety Examiners are listed on the last page of the Outlook--give one a call! We cover River Bend, Trent Woods, New Bern, Havelock, Cherry Point, Oriental and all parts of Craven, Pamlico, Jones, Carteret and all points in between.

Booster Club is back!

After a few years absence, The Booster Club has returned. We all know we pay a fair amount of dues to USPS, but only about \$17 of that comes back to Cape Lookout Squadron. To help build up our bank account we are asking donations to our Booster Club--\$10 minimum, but \$20 recommended per person. Help us out at the next Dinner Meeting!

CLSPS 2014 Booster Club Members

Lloyd Moore	Jane Moore
Bill Reasons	June Reasons
Marty Warner	Tiki Warner
Bud Ellis	Kevin Pimm
Wayne Fretwell	Elaine Lechner



Discoveries Monument, Lisbon, Portugal

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

<http://www.clsps.org>

P/C William J. Ash,
SN, H



DARWIN'S SHIP, H.M.S. BEAGLE P/C WILLIAM J. ASH SN H

"Captain, in the fall semester of 1950, my professor of genetics lectured about Gregor Mendel's research papers describing work carried out in the years surrounding 1865. The monk, studying the common garden pea in Brno, Czechoslovakia, was the first to report how genes managed to cause visible characters in his experimental plants. Genotypes caused phenotypes. The science of genetics was born. It took a small garden plot, peas, some fertilizer, water and Mendel's keen observations recorded with pen and paper."

"P/C, I seem to remember another fellow, I think his name was Warner, Charles Warner. He took a voyage in a vessel with a different sort of a name, H.M.S. *Bagel*. Does this ring a bell?" I had to chuckle; Horatio didn't have it quite right.

"Almost, but no cigar, old man. It was Charles Darwin who set sail in H.M.S. *Beagle*. Here, let me tell you something about this famous vessel. Her keel was laid down in June 1818. Her 235 tons was launched on 11 May 1820. As England was at peace, the ten gun brig lay 'in ordinary' at Woolwich for five years. Her services were not essential to the fleet."

"Ah, let me add this as I know a little about the Cherokee class vessels. She was relatively small, P/C, but she would be a devil in battle. Brigs of her size would have carried blistering firepower using the new, small carronade effective at 100 yards. The guns were manufactured in Carron,

Scotland."

"Very interesting, Horatio. Let me go on. *Beagle* was only 90 feet long overall and her keel measured 73 feet, 7 inches. She was constructed of oak; the main wale was four inches thick, the bottom was three inches thick. The squaresail complement consisted of a mainsail, topsail and topgallant.

"One had to feel a bit of discomfort moving through the vessel as there were only 63 inches between decks at midship. I remember, in 1964, knocking my head half silly as I made my way below decks on the U.S.S. *Constitution* tied up in Boston Harbor. Thank God, the officers and men serving on warships in the early days of our nations were much smaller than those serving today. Blame today's bigger personnel on better nutrition, more knowledgeable medical practices and very interesting genetic mechanisms. Horatio, I'll bet you hit your head more than once scrambling through H.M.S. *Lydia*.

"Also, there were about 65 officers, men and boys serving on vessels the size of *Beagle*. Add additional personnel when Darwin and his assistants joined on for the second voyage of the *Beagle*. Strict discipline was necessary to maintain a delicate hierarchy of everyone who sailed. Robert FitzRoy, captain of *Beagle*, usually dined by himself. Occasionally he would invite someone to share his dining area. Other officers dined in the messroom.

"Various modifications were made during her years at sea. Eventually, she grew tired and, ultimately, was towed to mud flats of the Thames estuary and left for history. Horatio, there exists no trace of her except in the pages of textbooks on evolution. The little bark served as a laboratory bench for Darwin during the remarkable voyage to South America and the Galapagos Islands. She played an important role in the development of evolutionary theory, an important subject taught in most universities worldwide."

Pre-Season Checklist

Randy Troutman

Spring is the time our thoughts turn to boating. Plans for fishing trips, cruises and family outings are made. What better time to give the boat a good check over and replace or repair questionable items.

Check for cracks or soft areas in the transom; these signs can lead to major problems. Check seating fixtures for loose fittings or deteriorated bases. Check steering cables and connections as well as fluid levels. If there are stiff or sticky spots in the steering, making corrections prior to operating the boat could avoid major problems.

Check I/O's around the transom boot; if cracks are detected, replace it. It can prevent the vessel from flooding or sinking at dockside or while underway.

Check fittings: bow eyes, cleats and chocks. Stanchions and rails can work loose; these fittings are easier to tighten or replace while preparing for the boating season. A close inspection may reveal cracks around the base of a fitting and indicate the need for backing to avoid it pulling through the hull when under a heavy strain.

Pre-season examination is a good time to change fuel filters and water separators. Doing so may prevent a loss of power at sea. When checking fuel lines, look closely to be sure they are not rubbing or flexing to the point of possible fracture. In the case of rubber fuel lines, look for cracking from drying out.

Wiring is a smart pre-season thing to check. Electronics may have been added with poor splices or cheap connectors. Failure of equipment, draining of the battery or even a fire may be the result. The recommended splice is a solid connection such as one soldered and sealed with shrink-wrap.

Look for mold in closed areas, lube hinges and clean window tracks. Canvas enclosures or covers have fasteners — usually snap-type. Lubricating the inside of the snap can save the material from tearing or pulling the fitting loose. Checking around windshields, windows and hatches may reveal a need to clean or

replace seals.

Each boat owner should develop a pre-season checklist tailored to the vessel. This list has only scratched the surface. Let's all remember when boating we want to avoid "Murphy's Law," "Anything that can go wrong — will!"

Boating In Fog

Randy Troutman

Navigating in fog is not an everyday occurrence. When it rolls in, some boaters feel insecure and most would prefer dealing with wind and waves than fog. Visibility is restricted and all vessels in the area are experiencing the same conditions.

Some think they can outrun fog by increasing speed, others head for shore and a few panic. All of these responses are improper and can lead to problems. If on a large body of water, you may be able to spot a heavy fog bank approaching. How fast the bank is moving or how soon it may engulf your vessel is unknown. You may have time to make safe moorage, but the best action to take is to prepare for a reduction in visibility.

Slow to a safe operating speed and be prepared to stop within the distance of visibility.

Verify your position via your electronics and constantly monitor them.

Appoint lookouts and advise them to look and listen for unusual sounds.

Dial your VHF radio to monitor Coast Guard broadcast channels. Listen to learn the area under fog conditions and if boats nearby are in trouble.

Sound the appropriate signals by bell or horn as required by Coast Guard Rule 35 of the Inland/International Rules of the Road.

If you hear an odd sound, **stop** and shut down your power and determine what you heard: another vessel, traffic on shore or perhaps a call for help.

If you spend time on the water, undoubtedly you will find yourself in fog. Be prepared. Your best option may be to anchor and wait out the fog.

District 27 Rendezvous

Hosts: Rocky Mount & Cape Lookout Power Squadrons. Dates: June 20-22, 2014

Place: Pecan Grove Marina, - Oriental, NC

This year's events:

Friday June 20th

All day - Vessels and vehicles arriving

1730-1830: Meet & Greet Reception

1830-1930: Pig Pickin' provided by the Oriental Rotary

Saturday June 21st

0830-0900: Flag Raising Ceremony (D/27 Bridge Officers Dress; white polo shirt, white D/27 cap, khaki pants, deck shoes. Squadron Commander or their representatives Squadron polo shirt & cap, khaki pants, and deck shoes D/27 Shirt and cap can be worn if you have it.)

0900-0930: Special Guest Speakers (Oriental Mayor, Bill Sage; Pamlico State Representative, Michael Speciale; and Bill Hines from the Neuse River Foundation)

1000-1130: Kayak tour or Games (Corn Hole & Bean Bag Baseball)

1200-1400: Tours of the Pamlico County 6,000 square foot museum located in Grantsboro NC, and Neuse River Winery in Oriental NC. (Note: lunch and transportation to events are not provided but maybe arranged)

1430-1530: Conch Blowing contest

1545-1700: Finals for Corn Hole & Bean Bag Baseball (if needed)

1715-1800: Meet and Greet reception

1800-1930: Shrimp Boil by the Rotary

1930-2000: Closing comments from our D/27 Commander and Awards presentation for Conch Blowing Competition, Bean Bag Baseball and Corn Hole games

4th Annual Summer Solstice -- Shallow-Draft Boat Cruise CAPE LOOKOUT NATIONAL SEASHORE "Inside" Route. Tuesday, June 24

Depart from Beaufort City Docks, 1100

Karl Lichty, Cruise Leader – Invited Clubs: New Bern Yacht Club, Cape Lookout Sail & Power Squadron, and Newcomers Boaters Club

Activities:

- One-day "inside" cruise to Cape Lookout (shallowest anticipated water, 3 ft)
- Wade to shore; enjoy the beach inside the Cape or take a short boardwalk to the Atlantic; bring a picnic!
- Tour the Visitor's Center
- Climb the lighthouse with advance reservations: <http://www.nps.gov/cal/index.htm> (closed-toe shoes required)
- Depart for home mid-afternoon



Launch Options – Wildlife Ramps: Oriental Wildlife Ramp 0930 (join the "LuSea"), Radio Island, Morehead City, or Town Creek, Beaufort.

Boats will rendezvous at the Beaufort City Docks, 1100. Hail the "Cape Lookout

Adventurers" on Channel 16; then switch to 71.

This is a very fun day! Boats will head towards the Beaufort inlet, follow Shackelford Island,

cut across to Harkers Island and follow the aids to navigation to Cape Lookout. We will have a low tide, so prudent mariners will stay in the channel and consider carrying a push pole or poling



oar due to ever-changing shoals. A second “picnic” anchor is beneficial at the Cape to keep stern to shore (Med-style). The cruise is subject to weather cancellation; check e-mail Tuesday morning 0800! Reply to karlkorker@yahoo.com. Karl cell: (805) 451-8984. Please leave your e-mail and cell phone number.

Each year, the timing of the Solstice depends on when the sun reaches its farthest point north of the equator. This occurs annually on June 20 or June 21 in North America, depending on your time zone. The word Solstice is from the Latin solstitium, from sol (sun) and stitium (to stop), reflecting the fact that the sun appears to stop at this time (and again at the winter solstice).



July 4th at BridgePointe Marina (July 3, 4, & 5, 2014)

This event is being held in conjunction with the Fairfield Harbour Yacht Club.

Plan on spending two nights at the [BridgePointe Hotel and Marina](#) to celebrate the July 4th holiday.

The Marina has provided us an opportunity to come to the marina on July 3rd and spend two nights, at a rate of \$45.00 per boat for both nights, plus an electric cost of \$5 /night – 30 amp or \$7/night – 50 amp. (It is always a good idea to have a 50 to 30 amp splitter, in case you end up in a 50 amp slip, although I will provide your requirement in advance.)

The fireworks are to be a Lawson Creek Park again this year and the view from the marina should be spectacular. This is a great opportunity for a 4th of July celebration, a multi-night cruise to New Bern, and an opportunity to meet additional boaters. Come and join in the fun.

The first night plan on an early ‘splash’ – dinner will be on your own (you could walk across the bridge into town). A catered picnic (cost to be determined) is being considered for the evening of July 4th – if there are enough people who sign up for the event. There are also barbecue grills and picnic tables with the possibility of doing our own barbeque. Land cruisers are invited to join us for the picnic, but you will be required to get wrist bands in advance. This has been a popular event and there have been as many as 90 people gathered to celebrate.

BridgePoint Marina has reserved 6 slips for CLSPS, so get your reservation in early. The CLSPS cruise leader is Richard Tobacco. There will be a captain’s meeting Wednesday, July 2nd in the Fairfield Harbour Activities Bldg. Room 2 starting at 11 am. If you have questions, please call Richard at 649-0975. You will need to get wrist bands at the captain’s meeting to enter the marina docks on the 4th whether you come by car or boat. (If you cannot attend the captain’s meeting, contact Richard in advance.)

Reservations no later than Thursday, June 19, 2014 to Richard Tobacco at:
903 Coral Ct. rtobacco@suddenlink.net, 649-0975

Captain’s Meeting in the FFH Activities Bldg. Room 2 Wednesday, July 2, 2014 at 1100

Check One: Sailboat _____ Powerboat _____ Auto _____

Captain _____ Boat Name _____

Make of Boat _____ 50 amp _____ 30 amp _____

Boat: Length _____ Beam _____ Draft _____ Number of People on Board _____

Home Phone _____ Cell Phone _____ Email _____

By car? Number of people in car _____

**Happy Birthday
to the Following
Members**



JUNE

McCulley, Michael D. -- 1 June
Ewan, Richard B. -- 4 June
Ficken, Jill -- 4 June
Sink, S. Craig -- 11 June
Fretwell, K. Wayne -- 28 June

Junes Jokes
P/C June Reasons, P



23 ADULT TRUTHS

1. Sometimes I'll look down at my watch 3 consecutive times and still not know what time it is.
2. Nothing sucks more than that moment during an argument when you realize you're wrong.
3. I totally take back all those times I didn't want to nap when I was younger.
4. There is great need for a sarcasm font.
5. How the hell are you supposed to fold a fitted sheet?
6. Was learning cursive really necessary?
7. Map Quest really needs to start their directions on # 5. I'm pretty sure I know how to get out of my neighborhood.
8. Obituaries would be a lot more interesting if they told you how the person died.
9. I can't remember the last time I wasn't at least kind-of tired.
10. Bad decisions make good stories.
11. You never know when it will strike, but there comes a moment when you know that you just aren't going to do anything productive for the rest of the day.

12. Can we all just agree to ignore whatever comes after Blu-ray? I don't want to have to restart my collection...again.

13. I'm always slightly terrified when I exit out of Word and it asks me if I want to save any changes to my ten-page technical report that I swear I did not make any changes to.

14. I keep some people's phone numbers in my phone just so I know not to answer when they call.

15. I think the freezer deserves a light as well.

16. I disagree with Kay Jewelers. I would bet on any given Friday or Saturday night more kisses begin with Miller Light than Kay.

17. I wish Google Maps had an "Avoid Ghetto" routing option.

18. I have a hard time deciphering the fine line between boredom and hunger.

19. How many times is it appropriate to say "What?" before you just nod and smile because you still didn't hear or understand a word they said?

20. I love the sense of camaraderie when an entire line of cars team up to prevent a jerk from cutting in at the front. Stay strong, brothers and sisters!



21. Shirts get dirty. Underwear gets dirty. Pants? Pants never get dirty, and you can wear them forever.

22. Even under ideal conditions people have trouble locating their car keys in a pocket, finding their cell phone, and Pinning the Tail on the Donkey - but I'd bet everyone can find and push the snooze button from 3 feet away, in about 1.7 seconds, eyes closed, first time, every time.

23. The first testicular guard, the "Cup," was used in Hockey in 1874 and the first helmet was used in 1974. That means it only took 100 years for men to realize that their brain is also important.

Cruise up the Trent River



<p>Ship's Store P/C Diana Thompson, AP</p>		
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If you are in need of anything from the Ship's Store, please check the list below. If you have special requests, please don't hesitate to call me (see end of article for contact information).

Knit Shirts: Ladies and men's short sleeve knit shirts are \$30.00. Sizes 2X and 3X sell for \$33.00. They are available in red, white, and navy. Sizes:

Ladies Sm., Med., Lg., X-Lg., and 2X. Ladies shirts have no pockets.

Men's: Sm., Med., Lg., X-Lg., 2X and 3X. We also have men's knit shirts with and without pockets available in both white and navy.

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

They are priced at \$25.00. Sizes--same as above.

Squadron Burgee sells for \$25.00.

Pennant magnets are priced at \$5.00. They can be placed on your vehicle or used on the refrigerator.

Hats and Visors sell for \$10.00.

Fleece jackets: Men and Women--sizes S, Med, Lg, and XLg sell for \$42.00. XXLg sells for \$45.00.

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

Sizes S, Med., Lg., and XLg (Ladies and Mens) sell for \$36.00. XXLg sells for \$40.00.

If anyone has any suggestions for other items to be carried in the Ship's Store, please let me know.

You can contact me at 252-638-2565, or email me at michris@embarqmail.com. If you send an email and I do not contact you in a timely manner, please call me as it might not have gone through.

NOTICES:

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.

Don't forget to 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 Bill Reasons (637-6685 or reasons-usps@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-
rwarnr4@ec.rr.com

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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