



United States Power Squadrons®

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The Outlook



Cape Lookout Sail and Power Squadron, District 27

March 2016 Volume 56, Issue 3

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

Upcoming Events:

Monday, 7 March, 1900

CLSPS ExComm Mtg

Christ Episcopal Church Library
in the Parish Hall Bldg

Meet for dinner at Morgans 1730

Friday-Saturday, 18-19 March

D/27 Spring 2016 Council/ Conference

DoubleTree by Hilton Hotel
Atlantic Beach Oceanfront
2717 West Fort Macon Rd.
Atlantic Beach, NC

Monday, 21 March

March Dinner Meeting

The Chelsea

1700 — Social Hour

1800 — Dinner

1900 — Meeting

See Page 8

Late March

Parker Boats Factory

Tour

More to come

Monday, 4 April, 1900

CLSPS ExComm Mtg

Christ Episcopal Church Library
in the Parish Hall Bldg

Meet for dinner at MJ's 1730

Fri-Sun, 8-10 April

Oriental Boat Show w/

CLSPS booth

Monday, 18 April, 1730

CLSPS Fish Fry Social

Water's Edge Restaurant

River Bend Marina,

Sign up at Page 9

Saturday, May 7

Blessing of the Fleet

New Bern Grand Marina

Monday, 16 May

May Dinner Meeting

The Chelsea

1700 — Social Hour

1800 — Dinner

1900 — Meeting

Speaker will talk about the Restoration & Preservation of Cricket II

Think the Sextant is Dead?

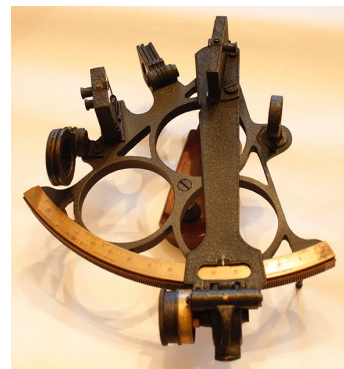
US midshipmen are learning the ancient art of sailing by the stars

by Andrea Peterson (Washington Post)

Peter Hogan was surprised at how heavy the sextant felt in his hand when he squinted through its eyeglass this week, the first time he had every held one. For centuries, sailors used sextants to plot their location on the trackless sea, lining up stars in the sky to find their own place on earth.

Hogan is a sailor, too—a midshipman at the US Naval Academy in Annapolis, Md., surrounded by some of the most advanced geolocation technology ever devised. But even though GPS can pinpoint Hogan and his shipmates on the most remote oceans on the planet, the Navy is once again teaching them the ancient art of celestial navigation. (the training was stopped altogether in 2006.)

Continued on page 5



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AND POWER SQUADRON
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Commander
Jim Reynolds, P



Our Executive Committee and various committee chairs have started their event and training sessions planning for the year with things getting kicked off with our membership meeting on the 21st of March at the Chelsea. In the following articles, will be further details concerning other events being planned. I did want to mention though, that we will be participating this year in the Oriental Boat Show where we hope to be setting up a virtual boat trainer that District is providing. Jim Starr and several of our squadron trainers will be providing seminars to help promote our upcoming classes. We hope that our participation will be a springboard for upcoming events and attracting new members.

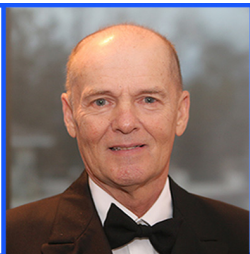
We do need your help to what we hope will be a great year for CLSPS. The Oriental Boat show runs from Friday, April 8th through Sunday, the 10th. Your help manning our booth will be a great way to meet people and promote the CLSPS, as well as, a great excuse to come down to Oriental and see the rest of the boat show. Paul Manganaro will coordinate booth volunteers. Please drop him a note at pamanganaro@gmail.com to find a time that best works for you. Your help will be greatly appreciated!



Bluenose II

Executive Officer

Lt/C Neal Byrne, S



With the weather turning more boating friendly, it is time to make preparations for getting out on the water. A good place to start of course is a free Vessel Safety Check from a member of Larry Lovvern's group of qualified Vessel Safety Examiners. The schedule of boating and social events has something for everyone.

On May 7, 2016, The United States Power Squadron and the New Bern Yacht Club will co-sponsor the Annual New Bern Blessing of the Fleet at the New Bern Grand Marina. "In the tradition of ancient mariners, each boat will be blessed by local clergy. A floral wreath will be placed on the waters of the Neuse in memorial of fallen mariners." An integral part of the ceremony will be remembering members of The Cape Lookout Sail and Power Squadron who have passed this last year. More information is available on line at:

newbernblessingoffthefleet.com.

Anyone interested in participating in a Geodetic Survey outing, please give me your name either by phone or e-mail. Typically, we will set out in two to four person teams and everyone meet at a pre-arranged time and place in approximately three hours. Starting out at 10:00 AM and meeting for lunch at 1:00 PM sounds like a fair plan, but we are open to different options.

Booster Club

Only a small portion (about \$17) of our dues to USPS is returned to the Cape Lookout Squadron. 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 2016 Booster Club Members

Lloyd & Jane Moore
Bill Ash & Lady Gwen
Neal & Valerie Byrne
Owen & Carolyn Smith
Marty & Tiki Warner
Bill & Sharon Gewain
Bill & June Reasons
Wayne & Elaine Fretwell
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Education Officer

P/C Jim Starr, JN



There are two upcoming events that will give you an opportunity to help promote CLSPS and increase our membership.

In order to improve the skills of local boaters and raise awareness of CLSPS educational opportunities in our local boating community, the Education Department is planning a seminar titled “Essential Knots for Boaters,” which will be presented as part of the Oriental In-Water Boat Show on Saturday, April 9. The plan is to present a short overview of the knots, followed by hands-on instruction in each knot given by CLSPS instructors. Seminar attendees will rotate between training stations for each knot and will have ample opportunity to develop their skills. We’re going to need ten CLSPS instructors—contact me if you’re interested in helping. We’ll get our instructors tuned up before the seminar. This is a great way to promote CLSPS, and also to show off your knot skills! We have an America’s Boating Course (ABC) session coming up in April, and we’re trying out a new approach. We’re going to run the course in two 8-hour Saturday sessions, followed by an afternoon on the water where students will get the opportunity to try out their new knowledge. Lloyd Moore will lead a team of several instructors. The dates for the class are April 16 and 23 for the classroom portion, and April 24 on the water. Students will pass the NC boat operator’s exam after the first session. If you know anyone interested in this course, please have them contact me. ABC students are our largest source for new members, and this is a great opportunity to gain essential boating information quickly and efficiently.

Another thought—if you’re a CLSPS member who hasn’t taken ABC and are unsure about committing to one of our longer courses, our ABC class in April would be a great place to get a quick dose of CLSPS boating expertise.

Other education plans:

- We’ll run a second ABC class in the fall, starting on October 15.
- Seamanship starts on June 7, taught by Kurt Weinheimer.
- Piloting is planned to start on July 9.
- Cruising and Cruise Planning, taught by Ed Gagnon, will start in September.

So get out your calendar and plan for the courses you want!



Vessel Safety Check Program

The VSE Team had begun the vessel visits and are ready to do yours. The schedule of marina visits has been developed with the first undertaking on April 30 when we will blitz Oriental and do all if the marinas. So get in touch with us and we will come do yours.

Congrats to Jim Dugan who has completed and turned in the first visit reports and also organized the Oriental trip.

Administrative Officer

Lt/C Jane Moore, AP



Happy Birthday to the Following Members



March

Adams, John H. — 1 March
Collyar, Susan, — 4 March
Dail, Asa B. — 17 March
Thompson, Robert B. — 25 March

Sextant Article cont.

That's because batteries run out, systems get hacked, and even advanced technology can be balky. In a pinch—or in a war—sailors need something to fall back on. And stars and sextants have been working pretty well for hundreds of years.

"I thought that we had computers and all that for navigation." Hogan, 20, a Charleston, SC native said this week during a class on the subject.

Students such as Hogan are aware of the necessity of having a backup. Lt. Alex Reardon, who taught three sections of the class, opened one session by asking students why they thought the Naval Academy brought back celestial navigation training. One said cyberattacks, and another EMPs — electromagnetic pulses that could be weaponized to knock out power.

"Especially if you're in a wartime scenario, maybe the GPS or the satellites are shot down—radar isn't working or jammed—and you're forced to go dark so you can't use your electronics," Hogan said.

That sort of nightmare scenario isn't the only mishap that could cause a ship's high tech gear to stop working, Reardon said. During one of his recent tours at sea, flooding in his vessel's generators caused the whole ship to lose power—and while some systems had battery backups, they don't last forever, he said.

"It was a little scary not being very comfortable with celestial navigation and being in that situation," Reardon said.

Of course, power problems aren't limited to the Navy, noted David Raymond, the deputy director of Virginia Tech's IT Security Lab. He recalled that when he was deployed in Iraq with the Army in 2005, his base had regular power outages—sometimes because people just forgot the put fuel in the generators. So they always made sure to have paper maps pinned to the walls to track operations

Boating season is just around the corner with the first day of spring almost upon us. On your way to our **dinner meeting** on 21 March, the moon will be more than 90 percent illuminated and visible before dusk. We are looking forward to our fellow Squadron member, **Mike Power, and his topic of "Reflections on Guarding the Tomb of the Unknown Soldier."** Please send your reservation and entrée choice to me before 14 March.

For our social on Monday, 18 April, at 5:30 pm, we've made arrangements with a caterer, Mr. Jack Webb (formerly Crabby Jack's Restaurant), to prepare a **fish fry** for us at the Water's Edge Restaurant at the River Bend Marina. There are boat slips available if you would like to "dock and dine."

Our Squadron Activities Chair, Bill Gewain, has been organizing on the water activities for us including the **Blessing of the Fleet** on 7 May at the New Bern Grand Marina, **cruise** by boat or land yacht **to River Dunes Marina** on 13 June for dinner, and a **summer solstice cruise** to the Bight at Cape Lookout National Seashore on 20 June.

Elaine Lechner, Linda Whitely and I have met to plan other Squadron activities this year and we will have some information available at the next dinner meeting for proposed **day trips** to Parker Boats in Beaufort, the Estuarium in Washington, NC and a wine tasting at Cravin' Wine.

We are still in need of a Membership/Member Involvement Committee Chair with the primary responsibility of leading the squadron membership in developing and implementing ways of involving all members in squadron activities. This committee plays an important role in the future growth and success of our squadron.

in addition to the digital ones projected onto screens.

“You just couldn’t always trust you were going to have power,” said Raymond, a former West Point instructor.

A power loss on the open ocean could be even more consequential because Navy ships are generally isolated at sea. A wrong turn could mean the difference between sailing in safe waters or those claimed by Iran or North Korea.

In fact, over reliance on emerging navigation technology has resulted in Navy disasters in the past.

In 2013, a Navy minesweeper, the USS Guardian, went aground on a World Heritage site coral reef near the Philippines due in part to a digital chart that misplaced the obstacle and its navigation team’s reliance “exclusively on electronic fixes derived from GPS” to guide them while failing to heed lighthouses, according to a Navy report on the incident.

Problems like those, as well as the threat of losing access to high-tech tools altogether, are why basic celestial navigation training is important for sailors, says Sal Mercogliano, a Campbell University professor. “We shouldn’t get too comfortable with our technology—there should always be an ability to double check,” he said.

Indeed, for much of human history, seafarers looked to the sky for guidance. Even Homer’s “Odyssey” mentioned using the stars to stay on course, with the goddess Calypso telling Odysseus to keep “the Bear”—the constellation Ursa Major—on his left-hand side during part of his voyage in the fictional epic.

In the 1700s, sailors started using a device known as a sextant to track their position using the heavens. Sextants use a series of mirrors and a sliding arm to help measure the angle between celestial bodies and the horizon. Those measurements, the precise time they were taken, nautical almanacs and a series of complex calculations allow sailors to triangulate their locations even when far out at sea.

Newer technologies have all but replaced the humble sextant. During World War II, the United States began using land-based radio beacons known as the LORAN system to help guide ships. And the space race helped hasten celestial navigation’s obsolescence: The Navy sponsored the development of the first operational satellite navigation system, dubbed Transit, which went into active service in 1964, providing navigation assistance for naval submarines and surface vessels. That system was retired in the mid-1990s after the Air Force completed the modern GPS network, which uses dozens of satellites circling the globe.

GPS pinpoints a location by measuring how long it takes for messages from at least three of the satellites to arrive at a receiver—almost akin to an

automatic version of the sextant measurements and calculations that navigators once did by hand but using man-made satellites instead of the stars. And GPS can nail down an exact spot within meters, while even a skilled celestial navigator may be off by several miles, Reardon said.

Given the limited training in the Naval Academy course, the midshipmen who go through Reardon’s class probably won’t be plotting courses via the stars right away.

“These classes teach you the theory behind it very well,” said Hogan, but actually using a sextant out in the field would offer another set of challenges. “I think you could go through a whole year of class just trying to learn that.”

The Navy stopped training its fleet on celestial navigation in 2006 but restored lessons for navigators and assistant navigator officers in 2011, said Lt. Cmdr. Kate Meadows, a Navy public affairs officer. It is rebuilding a curriculum for some enlisted ranks, she said, as well as setting up pilot courses within some ROTC programs.

And there may be at least one other fringe benefit for sailors: It may give them extra appreciation for the nighttime views when out at sea.

“You just have stars from horizon to horizon—there’s really nothing like it,” Reardon said.



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



BLUENOSE

P/C WILLIAM J. ASH SN, H

It was a Saturday morning in early March with the wind suggesting I stay in bed. Rain played the drums on the bedroom window recommending I pull the flannel sheet up to my chin. Courageously I disobeyed and stuck my hand out to fetch my cell-phone lying asleep on the night table. I pushed the icon for the weather. The machine read, 'wind, rain and 34 degrees.' Umpf, no surprises here. It will take a team of horses to move me from my warm, dry berth. The sky was just now indicating a new day was at hand. I yawned. Then I heard the clop, clop-- clop, clop of a horse out front. It was directly out front. Then politely, someone was knocking at the front door. Opening the window I came forth with an abrasive, "Who, in blazes, is it?"

"P/C, 'tis I, Horatio, soaked to the skin and asking to be swallowed into a warm, dry *Waldhaus Ash*. I'm dreadfully sorry to be so early, but I have something, for only a day, which I must share with you." This woke up Lady Gwen who stated, "Hey pal, there is someone at the front door." I responded with, "Really, is there really?" I threw on my robe and slipped into my slippers.

"Horatio, are we at war? Are we expecting a tidal bore? Why so early? This better be good!" Horatio looked like a soaked captain of HMS *Lydia*. I told him to put on my dry work clothes hanging by the door. "P/C, look at this!" as he pulled from his leather sac a small booklet entitled, *The Saga of the Bluenose*, written by Ernest Fraser Robinson.

"Where did you find this?" I asked. The *Bluenose* is a well known fishing/racing schooner from the Canadian Maritimes. The original schooner, her keel laid in 1920, fished the Grand Banks and elsewhere until running out of luck off

Haiti in 1946 when she hit a coral reef, broke up and sank. "She is a Canadian legend, as famous as the *Montreal Canadiens Club de Hockey*."

Horatio answered, "Yesterday, I was treated at IMEC for a mild respiratory problem and my physician, originally from Nova Scotia, had the book on his desk. I asked to see it. It is about the life of the original *Bluenose*. I thought you would like to read it and asked the fellow if I could borrow it to pass along for you to enjoy. He said it would please him, but indicated it was to be borrowed, not given. He wants it back for his library."

"Horatio, you are a gem. Yes, I'll read it and pass it back." Well, to date I have read most of it and will finish in a week or so. I shall continue this story with you after Horatio gets dry and warms himself with some hot tea and a jigger of rum. Wait 'till he learns I have seen, with my own eyes, *Bluenose II*. I need to remember where I saw it, but I can still see it lying, tied up, in a pure nautical setting. Yup, I saw *Bluenose II*, looking just as the original. Stay tuned! This is fun.

**June's
Jokes**

P/C June Reasons, P



Astute Observations

(Thanks to P/D/LtCdr Dave Simons-Raleigh
Power Squadron)

There are two sides to every divorce: Yours and dips---'s.

The closest I ever got to a 4.0 in college was my blood alcohol content.

I live in my own little world, but it's OK. Everyone knows me here.

I saw a very large woman wearing a sweatshirt with "Guess" on it. I said "Left Tackle?"

Cont. next page

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

Junes Jokes cont.

I don't do drugs. I find I get the same effect just by standing up really fast.

I don't like political jokes. I've seen too many get elected.

The most precious thing we have is life, yet it has absolutely no trade-in value.

If life deals you lemons, make lemonade. If life deals you tomatoes, make Bloody Mary's.

Shopping tip: You can get shoes for a buck at bowling alleys.

Every day I beat my previous record of consecutive days I've stayed alive.

No one ever says, "It's only a game!" when their team's winning.

Ever notice that people who spend money on beer, cigarettes and lottery tickets are always complaining about being broke and not feeling well?

Isn't having a smoking section in a restaurant like having a peeing section in a swimming pool?

Marriage changes passion . . . suddenly you're in bed with a relative.

Why is it that most nudists are people you don't want to see naked?

Snowmen fall from Heaven unassembled.

Now that food has replaced sex in my life, I can't even get into my own pants.

I signed up for an exercise class and was told to wear loose fitting clothing. If I HAD any loose fitting clothing, I wouldn't need the freakin' class!

Don't argue with an idiot; people watching may not be able to tell the difference.

Wouldn't you know it! Brain cells come and brain cells go, but FAT cells live forever.

Why is it that our children can't read a Bible in school, but they can in prison?



March Dinner Meeting

Registration Form

Monday, March 21, 2016

The Chelsea, 335 Middle Street, New Bern, NC

1700 Social Hour 1800 Dinner 1900 Meeting and Member's Activity

Our Speaker is CLSPS Squadron Member, Mike Power

Topic: Reflections on Guarding the Tomb of the Unknown Soldier



Dinner will include: Mixed Green Salad with House Vinaigrette, Dinner Rolls with Butter, Iced Tea, Coffee, Water and Carrot Cake

Main Course choices are:

Beef Tenderloin Shoulder with Cabernet Demi-Glace, Garlic Smashed Potatoes and Sautéed Green Beans

Honey Rum Chicken with Rice Pilaf and Sautéed Green Beans

Shrimp and Grits

Names(s): _____

Please indicate Dinner Choice: Beef _____ Chicken _____ Shrimp and Grits _____

Number attending _____ x \$23.50 each = Amount enclosed \$ _____

Please send your entree choice and check, made payable to CLSPS, prior to Monday, March 14, 2016 to: Lt/C Jane Moore, AP, 6008 Booty Lane, New Bern, NC 28560



April Social Meeting
Registration Form
Monday, 18 April 2016
Water's Edge Restaurant, River Bend Marina
1730 Social Hour 1800 Dinner



Fish Fry catered by Jack Webb (formerly Crabby Jack's Restaurant)

Cup of Chowder, Fried Haddock, French Fries, Cole slaw, hushpuppies, dessert, coffee, tea, water included. **BYOB, if desired.**

Boat slips are available if you would like to come by boat.

Names(s): _____

Number attending _____ x \$20.00 each = Amount enclosed \$ _____

Please send your check, made payable to CLSPS, prior to Wednesday, 13 April 2016 to:

Lt/C Jane Moore, AP, 6008 Booty Lane, New Bern, NC 28560, 252 637-5547

Ships Store

P/C Diana Thompson, AP



Do you need anything from the Ship's Store? What about a new knit shirt? They come in various colors. Ask me and I will show/tell you what is available. Also, we now carry ladies shirts with more of a "v" neck style. There have been requests for this style. See them at the next membership meeting, and see what nice colors they come in. If a burgee is starting to show its age, a new one would probably be most welcome. For any 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, navy, and other colors by request.

Sizes: Ladies: Sm., Med., Lg., X-Lg., 2X, and 3X.

Men's: Sm., Med., Lg., X-Lg., 2X and 3X.

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 X-Lg 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—
rwarn4@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.

Cape Lookout Sail and Power Squadron 2131 Neuse Cliffs Circle New Bern, NC 28560-6819	Cape Lookout Sail and Power Squadron A Unit of the United States Power Squadrons® District 27 America's Boating Club	
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