

# AMERICA'S BOATING CLUB

New Bern 

Cape Lookout Sail and Power Squadron  
June 2025 Volume 66, Issue 5

## Upcoming Events:

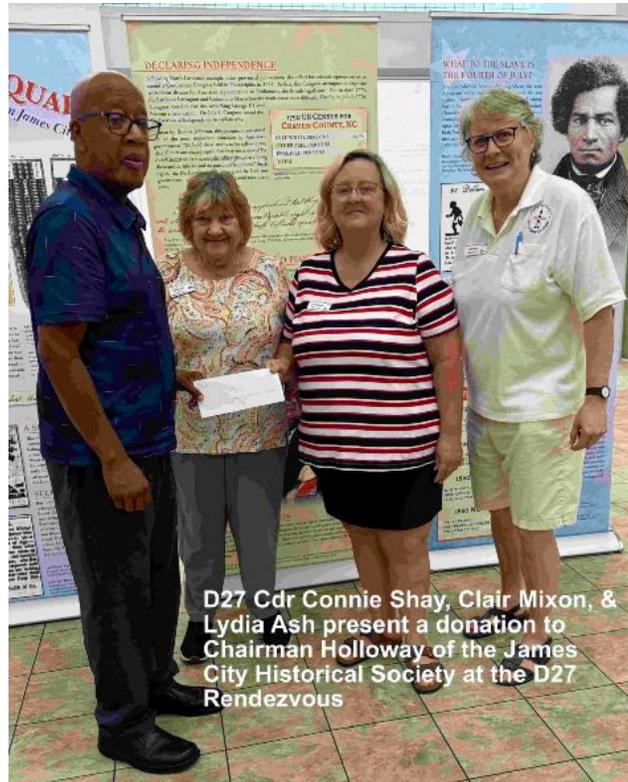
Sunday, July 6 at 12:00 Noon  
**Social at Firefly Cafe**  
901 Pollock St..

Monday, July 7, 1900  
**CLSPS ExComm Mtg**  
Via **Zoom**

Monday, July 21 1800  
**July Dinner Meeting**  
TBD

Monday, August 3, 1900  
**CLSPS ExComm Mtg**  
Via **Zoom**

## District 27 Rendezvous



D27 Cdr Connie Shay, Clair Mixon, & Lydia Ash present a donation to Chairman Holloway of the James City Historical Society at the D27 Rendezvous

**CAPE LOOKOUT SAIL and POWER  
SQUADRON BRIDGE**

**Commander:**  
**Cdr Bud Ellis, SN**  
906 Capstan Ct  
New Bern, NC 28560  
252-671-0490  
ki4tvs@gmail.com

**Executive Officer**  
**Lt/C John Kwak, JN**  
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845-532-7394  
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**Educational Officer**  
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**Administrative Officer**  
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240-626-4681  
clair.mixon@comcast.net

**Secretary**  
**Lt/C Jane Moore, AP**  
505 Mulligan Court  
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252-637-5547  
pc@clsps.org

**...Treasurer**  
**Lt/C Raymond Whitley, AP**  
4606 Helen Lane  
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(252)631-4083  
[rawhitley2@gmail.com](mailto:rawhitley2@gmail.com)

**Commander**  
**Bud Ellis, Jr., SN**



**WELL DONE EVERYONE!**

The D/27 Rendezvous was a huge success. All I heard was how much fun everyone had. I know how much work went into the event and I can't thank everyone enough. Thank you, Clair, for all the hours you and your team put in to make this such a huge success. There were times when tempers were short, but everyone pulled together and Got 'er Done. Now we can draw a deep breath and enjoy the rest of the year.

I hope everyone now has time to check and see if your boats are still floating and spend some time on the water with friends and family. I plan to anchor off Union Point to watch the fireworks on the 4<sup>th</sup> of July. Sometimes it's more fun to watch the other boats than it is to watch the fireworks. If you are planning to do the same thing, please check your boat before you go. Check that you have plenty of fuel, water, and all the required safety equipment. Make sure your lights all work not just because it's the law, but because it may prevent another boat from hitting you. Pay special attention to your surroundings. Not everyone knows the Rules of the Road. When the fireworks are over, I always turn on every light on the boat and stay anchored until the other boats clear the anchorage. Unfortunately, many boaters never heard of them, so we need to act accordingly. No matter what you do, hold off on the alcohol until you are safely back home. Every year the Wildlife officers, Sheriff's deputies, and the New Bern Police boats are on the water looking for unsafe boaters. Let's not be one of them.

Have a Safe and Happy Summer, and Fair Winds.

Bud

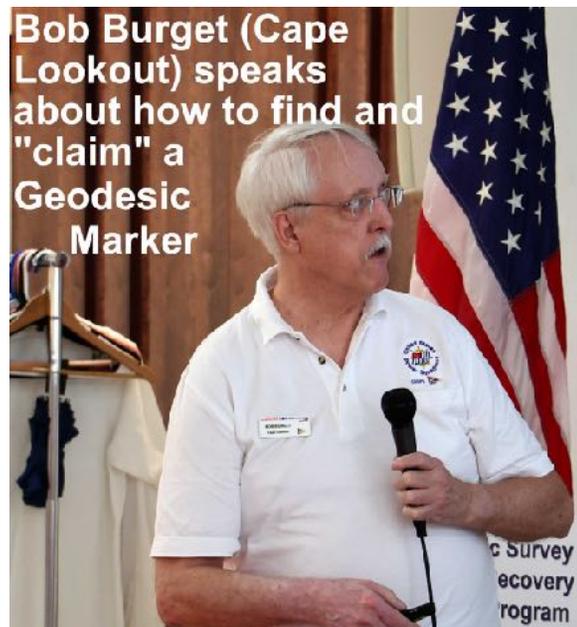
The Outlook and other great information are available at the CLSPS website:

<http://www.clsps.org>



CLSPS has traditionally supported the Bike MS fundraiser. It will take place on September 6 and 7.

We are looking for volunteers to man the Rest Stop in Arapaho on Saturday. Since I will be in California, we also need a volunteer to lead this event. I will have a sign up sheet at the next meeting and if you can lead this endeavor, please let me know.



Thank you all so much for the help with our 2025 D27 Rendezvous. It was a team effort and I think it was very successful especially given all the challenges we faced in planning. I'd love to get your input on your personal experiences both good and bad. Send me an email with honest feedback.

Back to CLSPS, we have been so busy that I don't have much to report other than I look forward to our brunch on July 6 at 12pm at the Firefly Cafe. I'll start planning some things soon, I just need to decompress now. I did hear back from Parker Boats if anyone would like to tour their facility and have lunch in Beaufort. I know this is a repeat for some, but we have several members who haven't been. Again, thanks to everyone for your kind words of support and for all the donations and your time. I really felt supported in planning the rendezvous. Stay cool and have a happy summer.



As of the writing of this article, CLSPS has 11 Vessel Safety Checks logged in at National. Of those 11, Commander Ellis is the only member to have his vessel checked.

We will be doing VSCs at the Eastern Carolina Yacht Club on the 28th of June. Contact one of the Vessel Safety Examiners listed in this issue of The Outlook to schedule a vessel safety check of your vessel.

## Cooperative Charting Newsletter – June 2025 “Is that Mark Poor, Destroyed or Not Found?”

Cooperative Charting has three programs, the Marina Program, the Nautical Program, and the Geodetic Marker Recovery Program (GMRP). While the marina survey program is relatively new and still growing, the nautical program and the geodetic programs continue to be very popular with an average of 600 reports submitted annually for each over the past three years.

For the geodetic program, the Cooperative Charting Committee submits nearly 2000 individual mark reports annually to the National Geodetic Survey (NGS) along with the associated photos.

There are four conditions for reporting a geodetic survey mark: Good, Poor, Destroyed, or Not Found. The Good condition is most obvious. However, sometimes deciding which of the other conditions to report can be challenging. Often difficulties arise between deciding if a mark is Poor and Destroyed, or deciding between Destroyed and Not Found. This newsletter addresses those conditions with text and pictorial examples.

**Poor** (damaged, disturbed, needs maintenance) – some examples are:

- if the mark’s surface has been defaced, distorted, or corroded, but is still in place
- if the monument and mark are in the correct location but the monument is leaning



the mark is missing, but the stem is still in place and possibly could be reset

**Destroyed** – for a mark to be reported destroyed, there must be “irrefutable evidence.” The following are Destroyed condition examples:

- if the mark (disk) is found lying on the ground separated from the monument
- if the monument (with or without the disk) is found lying on the ground or the monument is “severely” leaning
- if the monument is in the ground but both the “mark and stem” are missing
- if there is a “record” that a new bridge or other major structure was built replacing the previous structure that had contained the mark – be sure to

get a picture of the location for your report.

Note, sometimes, concrete is poured over a base structure with the mark in between and with a message or arrow showing where it is. That condition should be reported Not Found.

**Not Found** – basically, if there is any doubt about whether a mark is still there, it should be reported Not Found. You should still take a picture of the location where the mark should be. Here are some examples of Not Found.

If the mark is in a ground location and you “searched for it for some time” (e.g. 15 min) by probing and/or with a metal detector and could not locate it

If the mark location is now under more recent asphalt or concrete (often roads are widened or new sidewalks poured etc.) – it still might be under there somewhere and should not be reported Destroyed

If there is a new building where the mark location was, it should be reported not found as it still might be under that building

Duane Mixon

Assistant Education  
Officer



I am starting the ball rolling to nominate **Bud Ellis** for the educational **Chapman Award**. I need your assistance with filling out the nomination form that will need to be submitted.

**Open linked document.** You should all have access to edit the document. If you do not have access, please email me or Clair and we can accommodate.

Separately, if you have the willingness, please provide your own letter of recommendation since we can submit up to 3.

I have started the bulk of the text for recommendation. [@lloyd.moore@suddenlink.net](mailto:lloyd.moore@suddenlink.net) or [@jmoore13721@gmail.com](mailto:jmoore13721@gmail.com), I need your assistance in looking up previous classes using HQ800.

Thank you in advance for helping to get this nomination completed.

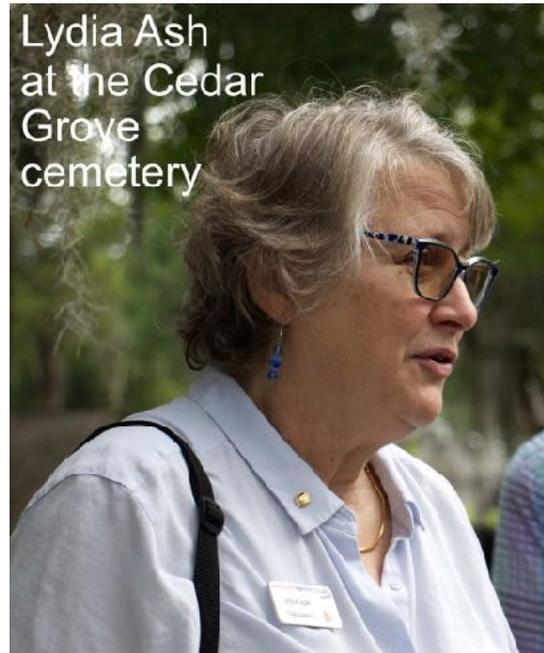
Unfortunately, this form is due by the end of June. But I know that we will get the information submitted on time.

Regards,  
1st/Lt Duane Mixon (ASEO)

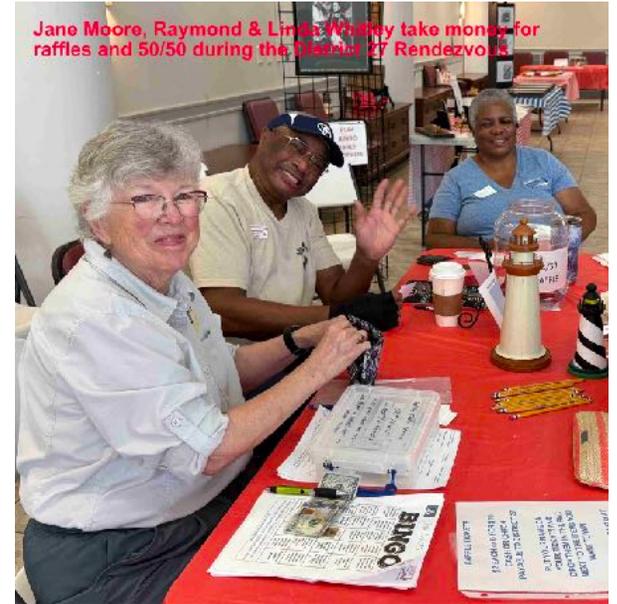
Bev Ellis (Cape Lookout), Printer, Bryan Hamilton, and Analee Ash (Cape Lookout)



Lydia Ash  
at the Cedar  
Grove  
cemetery



Jane Moore, Raymond & Linda Whaley take money for raffles and 50/50 during the District 27 Rendezvous



Happy Birthday  
to the  
Following Members



une

Brown, Carole — 3 June  
MacGregor, Cam — 11 June  
Voelker, Juli — 16 June



P/C William J. Ash,  
SN, H



## LOOKING ABAFT THE STARBOARD BEAM P/C WILLIAM J. ASH SN EMERITUS

On the last day of August, 1963, I stepped aboard a rather large KLM jet at a rather large airport on the south side of Long Island to fly to The Netherlands. This plane held a rather large percentage of geneticists from the U.S.A. headed for an important conference in Den Hague. The flight was smooth and without incident. Upon arriving at Amsterdam, however, the huge jet blew all four starboard tires when it hit the runway. Things were rather chaotic as the plane bounced and veered left and right, up and down along the tarmac. We never made it to the terminal. They came out to the plane with buses. It was a frightening experience. Had I not had a seatbelt fastened to me I would have been flung about the interior of the plane and likely killed. Fortunately I survived to tell the tale, and the science of genetics was safe. I'll bet it was that experience which, weeks later, made me switch from aircraft to passenger ship

for the last lap back across the Atlantic to home. I'll bet it was.

I was finished with aircraft for some time to come. There I was, walking along a very busy business street in London looking for the office of the United States Lines. I found it. In I went. I asked what ships might be headed from Southampton to New York? "You may wish to sail on our flagship, the S.S. *United States*. It departs in two days" belted a reply. I booked a cabin for a reasonable cost and prepared myself for four days at sea. Four days? Yup, perhaps a tad bit over, but not much.

We were taken from London to Southampton by rail. The passage from train to ship was painless, very well organized and we were ready to go. I seem to remember a puff of dark smoke exiting from one of the stacks, but I, very well, could be wrong. However, we were off and under way, for a short layover in Le Havre, France before pointing west to make a wake towards the U.S.A. Now, for a bit of a surprise.

I had never been seasick. Even the monstrous waves in December '53, on the North Atlantic onboard a military ship taking me to 'The Communication Zone', which it did not, were not monstrous enough to have me turn inside out. But here on the English Channel I had a 'wheezy' feeling which was a bit uncomfortable. I did not get sick; I escaped by going to sleep for a couple of hours. Truly, the slow up and

down motion of the following sea was enough to initiate an uncomfortable feeling in the pit of my gut, even onboard the world's fastest and most comfortable passenger vessel, the S.S. *United States*. But, I did not become sick; honestly, no big gulps, just a funny haze. Still, I never have been seasick. You must understand this. Never have I, W. J. Ash, been seasick.

It is impossible for me to relate to you the overpowering 'whatever' I experienced when I came to the realization that I was on a deck of the S.S. *United States*. I don't remember the number of steps I took to get from the gangway to what, today, I call the main deck. I guess that was where I was. The impeccably designed smooth lines gave me the sensation the ship was under way. She was headed to France. She was moving. Actually, she was dead in the water. We were still tied to the pier in Southampton, England. This baby was like a racehorse at the starting gate of the Belmont Stakes. I couldn't help but think of my late lovely spouse who took this very ship from New York to Bremerhaven in 1954 to join me as a military wife, an adventure that changed our lives forever. Unfortunately, Trudy was seasick for the entire voyage. I suspect she just had the wrong genes.

After I rolled out of the sack, after the first night at sea, I headed for a large information board with all sorts of data to satisfy the questions passengers would ask. The speed of the vessel was,

as I recall, 31 knots. Unbelievable, 31 knots! That was  $6076' \times 31 = 188,356$ ;  $188,356 / 5,280 = 35.67$  mph (am I correct?). That's humming right along. Cruising headlong into a 20 mph wind equates to approximately 56 mph headwind. The XO of the old gal never even took off his cap as we stood together on the port bridge wing looking at the sea. Now that is professionalism. Also, I remember him telling me we would spot the Nantucket light house at 1800 +/- a wee bit. I remained out in the open to see how close he was. At 1800 I spotted a wee light about a point off the starboard bow. Smack on! I suspect this fellow has passed, but I hope I meet him again, on the theological seas, somewhere; he was older than I, and I draw 93 years from the calendar. Shouldn't be too long, now.

The *United States* was retired without much ceremony into mothballs at the port of Philadelphia, Pennsylvania. The hull was drab, the sparkle had diminished. You did not need a diploma to understand the situation; upkeep was not keeping up with decay. Efforts, by so many to salvage the fastest passenger ship ever, had faltered. She would not serve as a plush hotel /museum in the Hudson River by Manhattan Island, NYC. The persons with the credentials decided to use the Lady as an artificial reef off our southern coast. My heart is truly saddened. We lost her to the elements

after so many hopeful years. Those who cruised on the S.S. *United States* shall remember her as the gem of the oceans.

I will miss her. Keep her in your prayers! I'd like to post a picture of her here at the end of my article.





**Cape Lookout Sail and Power Squadron  
July Dinner Meeting  
Monday, July 21, 1800  
To be Determined**



**Menu: Buffet**

**Dinner is \$35.00 (plus tip) per person.**

Name: \_\_\_\_\_ Number attending \_\_\_\_\_ x \$35.00 each =

Amount enclosed \$ \_\_\_\_\_

**Please contact Linda Whitley** Please send \$35 for each person attending. Submit check made payable to "CLSPS" and mail to : Linda Whitley, 4606 Helen Lane, New Bern, NC 28560

If it is more convenient for you, payment can be made at venue the night of the dinner. I will however, still need you to contact me as I need to report the number of dinners to the restaurant by July 15, 2025 with your name. Email me at: [lindaswhitley@gmail.com](mailto:lindaswhitley@gmail.com) Linda Whitley, Assistant Admin Officer, 301-651-2445



Men from Cape Lookout: lft to rt, Bill Ash, Bob Burget, John Kwak, Duane Mixon, & Bud Ellis (Cdr)



Piano Man:  
Phil Routszong  
Morehead City, NC  
Musician/Director



1<sup>ST</sup> NC Provincial Congress  
and  
"The Newbern Resolves"  
**Gary & Tammy  
Gillette (from DAR &  
SAR) spoke about  
Colonial  
Clothing**

## Ships Store Inventory

**Base Ball Caps:** White with CLSPS Logo  
In Stock (6). \$15.00

**Knit Polo Shirts:** Ladies short sleeve  
knit shirts - \$15. navy.  
Navy sizes: Ladies: XS,M, & L

**Ladies Long Sleeve Denim Shirts:**  
\$12.50, Available size: L

**Squadron Burgee** sells for  
\$30.00. In Stock.



**Pennant magnets** are priced at \$5. They  
can be placed on your vehicle or  
refrigerator. (6 left)

**Cotton Visor - Navy (1 left) CLSPS  
logo USPS D27 \$10.**

**Reflector Safety Vest — ABC Geodetic  
Marker Recover Team, Size L, \$30.00**

The inventory on hand has Cape Lookout  
Sail & Power Squadron logo and United  
States Power Squadron logo, with CLSPS

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

Contact P/C Jane Moore at [pc@clsps.org](mailto:pc@clsps.org) or  
252-637-5547 and our burgee.

**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  
(252-571-2391)

[Lloyd.moore@suddenlink.net](mailto: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-  
[rwarner4@ec.rr.com](mailto:rwarner4@ec.rr.com)



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

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### **Vessel Examiners:**

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Lloyd Moore -- 252-637-5547  
Owen Smith -- 252-444-5420  
Rob Thompson -- 252-638-2565



Articles in the Cape Lookout Outlook  
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welcome. Please contact any of the  
bridge officers.





