

AMERICA'S BOATING CLUB

New Bern 

Cape Lookout Sail and Power Squadron
December 2025 Volume 66, Issue 8

Upcoming Events:

Saturday, December 13, 1600-1900
December Holiday Party
Eastern Carolina Yacht Club

Monday, January 5, 1900
CLSPS ExComm Mtg
Via Zoom

Thursday, January 8, 1800-2000
Annual Meeting and Election of Officers
Paula's Restaurant

February 9-15, 2026
ABC/USPS Annual Meeting & Change of Watch
Myrtle Beach, SC

Saturday, February 28, 1130-1330
Change of Watch
Paula's Restaurant

CLSPS Chili Cook-Off, November 1, 2025

Chili Cook-off photos by Cdr Bud Ellis



Chili Cook-Off Winners:
Carolyn Smith, Linda Whitley, Lydia Ash, Clair Mixon, Elaine Lechner, Rhoda Fort

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United States Power Squadrons®.

**CAPE LOOKOUT SAIL and
POWER SQUADRON BRIDGE**

Commander:

Cdr Bud Ellis, SN
906 Capstan Ct
New Bern, NC 28560
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Executive Officer

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Educational Officer

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clair.mixon@comcast.net

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Treasurer

**Lt/C Raymond Whitley,
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Commander

Bud Ellis, Jr., SN



It sure is hard to believe the end of 2025 is just a few days away. Looks like the old saying “that time flies when you’re having fun” really is true because Cape Lookout has really had fun this year. We went to lots of places, had lots of activities, learned some new things, and made some good friends. I still believe the best thing about this squadron is all of you. Being a small squadron does have the advantage of getting to know each other well. I know the Christmas party is going to be a blast, and I hope to see everyone there.

On a business note, we are still in need of some bridge officers. We need an Executive Officer, an Education Officer, and a secretary. John Kwak and Jane Moore have served in these jobs for several years, and now it is time to give them a break. Please consider stepping up to one of these jobs.

We are going to offer some more classes this winter. Right now, we are looking for students for Advanced Piloting and Cruise Planning. If you want to exercise your brain and have some fun, let Duane Mixon or me know so we can order the materials.

Finally, let us remember the reason for Christmas, not Xmas. The Hallmark Channel has several good ideas that are fun to watch, Amazon loves to sell stuff, and snow is nice to look at (on television), but none of these are the reason that started it all. We saw these dolphins jumping on about the third day of our West Crossing of the Atlantic—Canary Islands to St Maarten. Maybe they were trying out for Sea World! Please remember the reason happened two thousand years ago on the very first Christmas when Jesus was born.

Merry Christmas and Happy New Year to everyone from Bev and me.
Fair Winds,
Bud

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

<http://www.clsps.org>

Below is the proposed slate of officers as it currently stands. As you can see, there are a few open slots that it would be terrific to fill. If you would consider stepping up to take an open position, please contact me at your earliest convenience.

Texting to my cell is best: 310 804-2274.

Thank you!

Lydia

Proposed CLSPS Slate of Officers for 2026–2027

Commander -	Glover L. (Bud) Ellis, Jr., SN
Executive Officer -	Open
Squadron Education Officer -	Open
Asst. Education Officer -	Duane Mixon, P
Administrative Officer -	Lt/C Clair Mixon, P
Asst. Admin Officers -	Lt Linda Whitley and Lt Annalee Ash, S
Treasurer -	Lt/C Raymond Whitley, AP
Asst. Treasurer -	Lt Rhoda Fort, S
Secretary -	Lt/C Jane Moore, AP
Asst. Secretary -	Open

Executive Committee

P/C Lydia Ash, S
P/C Robert D. Burget, AP
Charles T. Cleveland, S
Mary Ann Cleveland
P/C John Kwak, JN
P/C Elaine Lechner, AP
Lt Roger Martin Warner, JN

Nominating Committee Chair: P/C Lydia Ash, S

Rules and Audit Committees Chair: P/C Lloyd Moore, JN

Respectfully submitted,
P/C Lydia Ash, S
December 1, 2025

We saw these dolphins jumping on the third day of our West Crossing of the Atlantic—Canary Islands to St Maarten. Maybe they were trying out for Sea World!



**Administrative
Officer**
Lt/C Clair Mixon



Not much to say

I'd like to thank everyone for your support this year. May your Christmas be cozy, your New Year be bright, and your boat always find calm waters.



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



I have often wondered why people choose not to have a voluntary vessel safety check for their boats. I have heard of several reasons such as: "I know it won't pass right now, but as soon as...."; "I don't have the time right now", etc. etc. I suspect one major reason might be that if the boat does not pass, the boat owner thinks the results would be reported to an enforcement agency. This reason could not be further from the truth. Vessel Safety Examiners do not report the results of any safety check (pass or fail) to anyone except the squadron VSC chairperson. The squadron VSC chair reports the results to the USPS Vessel Safety Chair to be entered into the National Data base. These data do NOT include any information about the boat owner, i.e. no name, address, etc.

Perhaps one reason owners do not elect the voluntary/free Vessel Safety Check is they don't know exactly what is involved. Therefore, I have included in this issue of the newsletter, the front and back pages of the VSC form we use to check your boat.

A couple of things I want to point out. First, some items on the form only apply to vessels of specific length. For example, if your boat is under 26 feet, you are not required to have a POLLUTION PLACARD, or the MARPOL TRASH PLACARD on board. If your boat is 39.4 feet or larger in length, you ARE required to have a current copy of the NAVIGATION RULES on board.

Boats with gasoline engines have specific requirements for fuel storage depending on whether or not the fuel is contained in a closed compartment. Those requirements specifically are POWERED VENTILATION and BACKFIRE

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>

FLAME ARRESTER. Boats with diesel engines do not have these requirements.

Note on the first page of the form that the left hand column are VSC Decal Requirements as applicable to the

specific boat, i.e. length or fuel type. The back side of the form explains what each item of the front entails.

Owner/Operator has attended a CGAUX, USPS, State or _____ Boating Safety Class: Yes No

Location of VSC - County: _____ State: _____

Replaced decal was: Last Year Outdated First time

Registration or Documentation Number: _____

HIN: _____

Length: <16 16-25 26-39 40-65 >65

Powered by: Gas Diesel Sail Other

Area of Operations: Inland Coastal

Type: PWC Open Cabin Other

VESSEL SAFETY CHECK DECAL REQUIREMENTS

Item	Yes	No	N/A
1. Display of Numbers			
2. Registration/Documentation			
3. Personal Flotation Devices (PFD)			
4. Visual Distress Signals (VDS)			
5. Fire Extinguishers			
6. Ventilation			
7. Backfire Flame Control			
8. Sound Producing Devices/Bell			
9. Navigation Lights			
10. Pollution Placard			
11. MARPOL Trash Placard			
12. Marine Sanitation Devices			
13. Navigation Rules			
14. State and/or Local Requirements			
15. Overall Vessel Condition: as applies			
a. Deck Free of Hazards / Clean Bilge			
b. Electrical - Fuel Systems			
c. Galley - Heating Systems			

RECOMMENDED AND DISCUSSION ITEMS
(While encouraged, items below are not VSC requirements)

Item	Yes	No
I. Marine Radio		
II. Dewatering Device & Backup		
III. Mounted Fire Extinguishers		
IV. Anchor & Line for Area		
V. First Aid and PIW Kits (**over)		
VI. Inland Visual Distress Signals		
VII. Capacity/Certificate of Compliance		
VIII. Discussion Items: as applies		
a. Accident Reporting - Owner Responsibility		
b. Offshore Operations		
c. Nautical Charts / Navigation Aids		
d. Survival Tips / First Aid		
e. Fueling / Fuel Management		
f. Float Plan / Weather & Sea Conditions		
g. Insurance Considerations		
h. Boating Check List		
i. Safe Boating Classes		
j. Maritime Domain Awareness		

I certify that I have personally examined this vessel and find it meets the above requirements at the time of this Vessel Safety Check. I am a qualified Vessel Examiner of the: CGAUX USPS State of _____ or _____

Printed Name of the Examiner _____ Examiner Number _____

Examiner Signature _____ Telephone Number _____

Additional Comments: This is not an official boarding for law enforcement purposes. It is recommended that you correct any deficiencies noted. This checklist is furnished for your information. There is no assumption of liability of any kind for advice given or opinions expressed in connection to this examination. By accepting the Vessel Safety Check decal you are pledging to maintain your boat and equipment to the standard of safety exhibited during this examination. Please remove the Vessel Safety Check decal if the boat is sold or no longer meets these requirements.

I am consenting to this Vessel Safety Check of my watercraft with full knowledge that it is provided to me as a public service on a volunteer basis without cost, and I understand and agree that my receipt of a Vessel Safety Check shall not constitute or be construed as a warranty or guarantee as to either the qualification, knowledge, or skills of the operator; the seaworthiness of the vessel; or the serviceability or adequacy of any equipment on board.

Owner/Operator Signature: _____ Date: _____

2. REGISTRATION/DOCUMENTATION: Registration or Documentation papers must be on board and available. Documentation numbers must be permanently marked on a visible part of the interior structure. The documented boat's name and hailing Port must be displayed on the exterior hull in letters not less than 4 inches in height.

3. PERSONAL FLOTATION DEVICES (PFDs): Acceptable PFDs (also known as Life Jackets) must be U.S. Coast Guard approved and in good, serviceable condition. A wearable PFD of suitable size is required for the each person on the boat. Children must have properly fitted PFDs designed for children. Wearable PFDs shall be "readily accessible." Boats 16 Feet or longer, must also have one Type IV (throwable) device, which shall be "immediately available." PFDs shall NOT be stored in unopened plastic packaging. For Personal Watercraft riders, the PFD must be worn. An impact rating is recommended, but not required.

4. VISUAL DISTRESS SIGNALS: Recreational boats 16 feet and over used on coast waters or the Great Lakes are required to carry a minimum of either 1) three day and three night pyrotechnic devices, 2) one day non-pyrotechnic device (flag) and one night non-pyrotechnic device (auto SOS light) or 3) a combination of 1) and 2). Recreational boats less than 16 feet on coastal waters or the Great Lakes need only carry night visual distress signals when operating from sunset to sunrise.

It is recommended, but not required, that boats operating on inland waters should have some means of making a suitable day and night distress signal. The number and type of signals is best judged by considering conditions under which the boat will be operating.

5. FIRE EXTINGUISHERS: Fire extinguishers are required if one of the following conditions exists: 1) Inboard engine(s); 2) Double bottom hulls not completely sealed or not completely filled with flotation materials 3) Closed living space 4) Closed stowage compartments that contain flammable materials or 5) Permanently installed fuel tanks. Recreational boats less than 26 feet, and propelled by outboard motors are NOT required to have fire extinguishers unless one or more of the conditions (2-5) listed above applies. *NOTE: Fire extinguishers must be readily accessible and verified as serviceable.*

Boat Length	No Fixed System	With Fixed System
Less than 26'	one B-1	0
26' to less than 40'	two B-1 or one B-2	one B-1
40' to 65'	three B-1 or one B-1 & one B-2	two B-1 or one B-2

6. VENTILATION: Boats with gasoline engines in closed compartments, built after 1 August 1980 must have a powered ventilation system. Those built prior to that date must have natural or powered ventilation. Boats with closed fuel tank compartments built after 1 August 1978 must meet requirements by displaying a "certificate of compliance." Boats built before that date must have either natural or powered ventilation in the fuel tank compartment.

7. BACKFIRE FLAME ARRESTER: All gasoline powered inboard/outboard or inboard motor boats must be equipped with an approved backfire flame control device.

duced visibility. Boats 16 feet or more in length must have properly installed, working navigation lights and an all-around anchor light capable of being lit independently from the red/green/white "running" lights.

10. POLLUTION PLACARD: Boats 26 feet and over with a machinery compartment must display an oily waste "pollution" placard.

11. MARPOL TRASH PLACARD: Boats 26 feet and over in length, operating in U.S. navigable waters, must display a "MARPOL" trash placard. Ongoing boats 40 feet and over must also have a written trash disposal plan available onboard.

12. MARINE SANITATION DEVICE: Any installed toilet must be a Coast Guard approved device. Overboard discharge outlets must be capable of being sealed.

13. NAVIGATION RULES: Boats 39.4 feet and over must have on board a current copy of the Navigation Rules.

14. STATE AND LOCAL REQUIREMENTS: These requirements must be met before the "Vessel Safety Check" decal can be awarded. A boat must meet the requirements of the state in which it is being examined.

15. OVERALL BOAT CONDITION: As it applies to this Vessel. Including, but not limited to:

a. Deck free of hazards and clean bilge - The boat must be free from fire hazards, in good overall condition, with bilges reasonably clean and visible hull structure generally sound. The use of automobile parts on boat engines is not acceptable. The engine horsepower must not exceed that shown on the capacity plate.

b. Electrical and Fuel Systems: The electrical system must be protected by fuses or manual reset circuit breakers. Switches and fuse panels must be protected from rain or water spray. Wiring must be in good condition, properly installed and with no exposed areas or deteriorated insulation. Batteries must be secured and terminals covered to prevent accidental arcing. If installed, self-circling or kill switch mechanism must be in proper working order. All PWCs require an operating self-circling or kill switch mechanism.

Fuel Systems - Portable fuel tanks (normally 7 gallon capacity or less) must be constructed of non-breakable material and free of corrosion and leaks. All vents must be capable of being closed. The tank must be secured and have a vapor-tight, leak-proof cap. Each permanent fuel tank must be properly ventilated.

c. Galley and Heating Systems - System and fuel tanks must be properly secured with no flammable materials nearby.

I - VIII. RECOMMENDED AND DISCUSSION ITEMS: (Not required for the award of the "Vessel Safety Check" decal). For the very best boaters, we recommend these additional items. Meeting these requirements reflects your concern for Boating Safety.

**** Person in the Water (PIW) kit consists of one extra wearable PFD and a throwable type IV PFD w/line.**

For more information: Ask your Vessel Examiner, Visit <http://SafetySeal.net>



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/>





Annual Meeting
February 9-15, 2026
Myrtle Beach, South Carolina

We have a great opportunity to attend the upcoming 2026 America's Boating Club® United States Power Squadrons Annual Meeting at the Embassy Suites Kingston Resorts, Myrtle Beach, SC. The Agenda is posted on the usps.org website with all the information you need to attend events and meetings of your choice. Last date to register at the hotel is Jan. 15, 2026.

Special note, on Thursday, Feb. 12 from 8:00 am to 9:50 am, the Education Department is presenting an Instructor Recertification Seminar to renew your Instructor Certification. Preregistration is required.

The Annual Meeting is scheduled for Saturday Feb. 14 from 9:00 am to noon and resumes at 1:30 pm to 4:30 pm. The Change of Watch Celebration is planned from 7 pm to 9:30 pm.

Other fun events planned are the Carolina Opry Show - Tuesday, VIP Tour and Tasting at Twelve 33 Distillery – Wednesday, Extraordinary Tour of Duplin Winery – Thursday, Ripley's Aquarium of Myrtle Beach – Friday and a Fun Evening at Top Golf – GOLF IS NOT REQUIRED -Friday.

We look forward to seeing many members at our upcoming Christmas Holiday dinner party and gift exchange on Saturday, Dec. 13 at 4:00 pm to 7:00 pm at the Eastern Carolina Yacht Club.

We still have our CLSPS Squadron Burgee  and white baseball caps, a small selection of ladies knit shirts in navy and CLSPS magnets available if you would like to purchase for Christmas. My email is pc@clsps.org.

All best wishes for the coming holidays and happy New Year.

Lt/C Jane Moore



P/C William J. Ash,
SN, H



Schwadron Weihnachten Gedanken

P/C William J. Ash, SN, H Frohe Weihnachten und Gluckliches Neues Jahr

“I remember my first trans-Atlantic voyage on the MSTS *McRae*. We departed Staten Island on 9 December 1953, headed, overnight, to Norfolk, Virginia, then took the great circle route to Southampton England. It took ten days. The stormy North Atlantic was a cauldron of raging waters. Waves so high I thought I saw Table Mountain in Sud Afrika.”

“P/C, I doubt you saw table Mountain, but I agree the North Atlantic in December can be ugly. I experienced it many times. What else?”

“We continued to Bremerhaven, and I was in my ancestral home of Deutschland. I still love the place. ‘In München steht ein Hofbräu Haus.’”

“Years later, in October 1963, I crossed the North Atlantic on the SS United States. When I stepped aboard, in Southampton, I mentioned I was a member of the Peconic Bay Power Squadron with the rank of AP. I was treated as a king, given a bridge tour

with a member of the Deutsches Kriegs Marine and given the wheel of the ship, moving at 31 knots. I still get Gans bumps when I think of this experience.

“Then, in 1974, my son Bill and I were given a complimentary cruise on the schooner *Nathanial Bowditch*. We survived a line squall with winds over 80 knots on Penobscot Bay. Would’ve blown my boxer shorts off if they hadn’t been stitched to my jeans.”

“Listen, von Münchhausen, I believe that’s a bit of an exaggeration. Now are you finished?”

“Heck no, Horatio. That schooner adventure led to my launching a national program called ‘Sea Mester’ which used the schooner, *Harvey Gamage* taking university students on educational cruises for a semester at sea. I remember on a trial run I was on the ship’s radio, talking to my daughter, Annalee, who was to come aboard in New London, CT. She told me she was bringing my supply of underwear with her. Consequently, the entire eastern seaboard knew I was getting fresh boxers. Took some time to live that down. What’s wrong with clean boxers?”

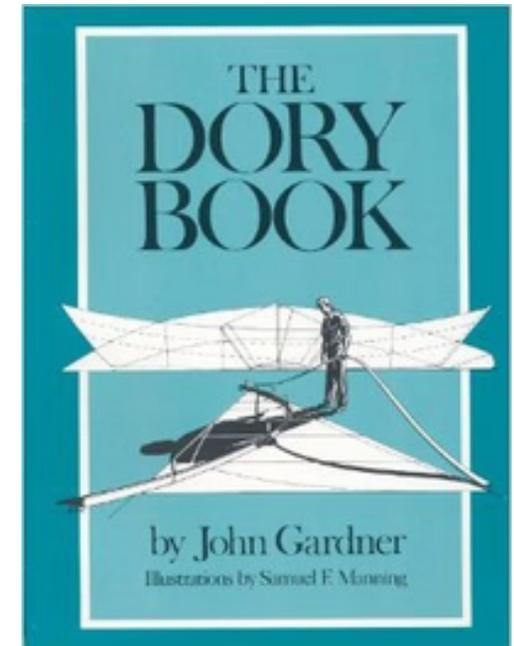
“At about this same time, I had the wonderful experience of spending some days at the Mystic Seaport with the late John Gardner, the dean of American small wooden boat building. The comfort and satisfaction of building a lapstrake boat in his workshop is something I’ll never forget. I was a

lucky fellow having so many wonderful experiences. Ah, the smell of wood.”

“Anything else to report, P/C? It’s still snowing and the gas logs are providing the needed comfort. Here, have a smoked eel. You’ve had these before, in Westerscheps Bei Oldenburg, I believe.”

“Thanks, Horatio. Yes here’s another. I cruised on a dhow, with Trudy, Lydia, and Jim, in the Arabian Gulf when I worked in Kuwait. It was built, traditionally, as all are, by hand and eye, without plans. Exceptionally seaworthy.”

“P/C, Let’s continue all this at a later date, it’s past midnight in this time zone.”



Happy Birthday
to the
Following Members



DECEMBER

Lloyd A. Moore — 1 Dec
Anne M. Brittle — 11 Dec



MSTS General J.H. McRae

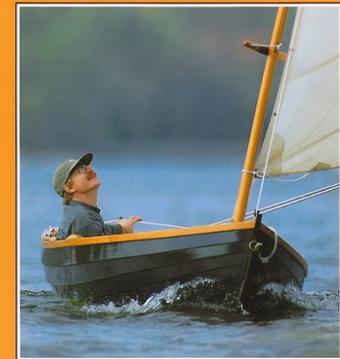


Harvey
Gamage



2025 CLSPS Chili Cook Off
Red Sail Park, 1 Nov

How to BUILD
GLUED-LAPSTRAKE
WOODEN BOATS



John Brooks & Ruth Ann Hill



Cape Lookout Sail and Power Squadron Annual Dinner Meeting



Thursday, January 8, 2026, 1800 – 2000

PAULA'S Italian Restaurant & Pizza, 3946 MLK Jr. Blvd, New Bern

Menu: Order off the menu. They will add 20% for tip.

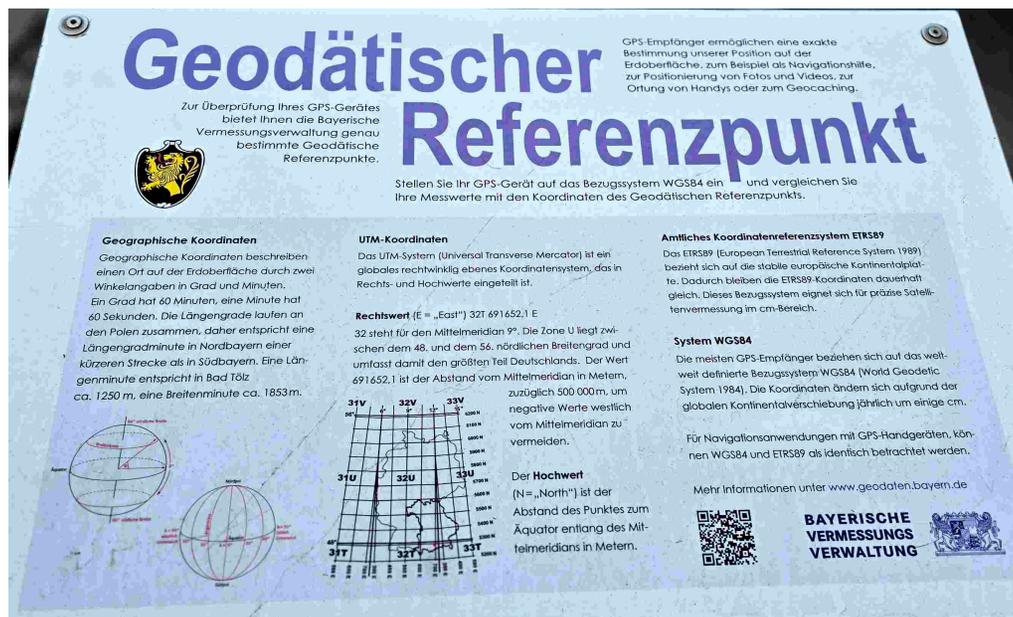
To look at their menu please go to: <https://www.paulaspizza.com/menu>

Please contact Linda Whitley to report the number of people in your party:

4606 Helen Lane, New Bern, NC 28560 or email her at: lindaswhitley@gmail.com or call her: 301-651-2445

Coop Charting — German Style *Photos Provided by Annalee Ash*

The words may not just jump out at you, but remember, they mean EXACTLY THE SAME in English



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/>

Contact P/C Jane Moore at pc@clsps.org 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:

Members can update their information through the Member Portal. Please notify Lloyd Moore (252-571-2391) 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. OR members can update themselves with iMIS Member Portal

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

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.

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

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