

## SAN LUIS REY SAIL AND POWER SQUADRON

A Unit of the United States Power Squadrons®



Sail and Power Boating

OFFICIAL PUBLICATION



# AUGUST 2020



### SUNDOWNER

**SOCIAL DISTANCING  
RULES RESPECTED**

**SEE NOTES PAGE 2**

**FRIDAY 14 AUGUST 2020**

**6:00P.M.**



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ADVERTISING RATES AVAILABLE

*Santa Catalina Island Explorers*



Shawn Goit, Jennifer Goit, David Nack, Leslie Johansen Nack, Chris Peavey, Nancy Kangas, Lety Ruiz, Darryel Simmons and Dylan Nack with Alice.



# 2020

## 5 MONTH CALENDAR

ALL PENDING COVID-19 RESTRICTIONS BEING LIFTED

### AUGUST

- 3 1830 Ex. Com Meeting —Zoom Conference Call
- 14 1800 Beach Sundowner—Marina Suites seaside lot—  
Oceanside Harbor

### SUNDOWNER—OCEANSIDE HARBOR Marina Suites Inn Lot

FRIDAY 14 AUGUST, 2020 @ 6:00P.M.

**Bring a chair, mask and your own picnic.  
No sharing of food please!**

Enquiries: Shawn Goit. Contact—See P. 12

### SEPTEMBER

- 7 1600 Labor Day Ex.Com—Home of Dan & Adele Rancourt
- 6-13 USPS Governing Board Meeting—CANCELLED
- 11-13 SLRSPS Cruise to Catalina—Organizer: Shawn Goit
- 16 All Member & Guest Event—Potluck Dinner —OYC
- 19-20 Oceanside Harbor Days
- 26—30 Lake Powell—Hosted by Phoenix Sail & Power Squadron

### OCTOBER

- 5 1830 Ex.Com. Meeting—Home of Janis Siems & Keith McDaniel
- 30—01 November SLRSPS Mission Bay Raft-up—Organizer:  
Shawn Goit

### NOVEMBER

- 2 1830 Ex.Com Meeting—Home of Chris Peavey & Nancy Kangas
- 18 1830 All Member & Guest Dinner—Location OYC  
Instructor Appreciation Celebration

### DECEMBER

- 7 1830 Ex. Com Meeting—Jolly Roger Restaurant—Hosts Richele  
& Barbara Daciolas-Semon
- 12 Oceanside Harbor Parade of Lights
- 13 San Diego Parade of Lights—organizer SDSPS
- 16 1830 All Member & Guest Christmas Party -  
Location OYC—Organizer: Shawn Goit

## A Note From the Commander



The year 2020 will be known as a year of losses. Lost jobs, lost wages, lost loved ones, lost freedoms, lost time with friends and family.

San Luis Rey Sail and Power Squadron has suffered a substantial loss with the passing of our beloved **Van Diehl**. I will always remember attending my first **General Membership Meeting** as a new member and honestly was very nervous. Van was one of the first people to greet me and I'll never forget how he instantly made me feel comfortable. A smile always on his face and the sparkle in his eyes is the part of Van that sticks in my memory. Van was a great proponent of boating safety and he loved SLRSPS and what the club stands for. He had great patience and a positive attitude while teaching the different classes and was always willing to give extra help to his students. I'm sure I probably tested his patience a time or two. I have so many great memories of Van that they won't fit in this edition of **The Mariner's Needle**. Hopefully the state and county restrictions will lift in the future so we can get together and share our memories and condolences with Van's family. **God speed Van. You're greatly missed. Editor's Note: See Page 3 for update.**

As of the end of **July** we continue to be unable to get together. **Editor's Note: See Page 2 Calendar for 14 August invitation. Let's try this!** Under these circumstances volunteer opportunities to earn merit marks will be more of a challenge. At some point (hopefully) things will get back to normal and we'll need to schedule as many events as possible into the remaining year. Note that with the departure to **Illinois** of **Cheryl Veldhuisen** as **Merit Mark** chair **Sandra Lippert** will be filling that role. She'll establish a separate email address to track the data and will post it in the next issue of **The Mariner's Needle**. One positive note on this subject is National is getting rid of the **DB2000** computer system and is establishing a new system for tracking merit marks. Should be a better system. I'm keeping my fingers crossed.

We are well into the third quarter of this year. I hope everyone is safe and been able to get outside to enjoy our **southern California weather**. Out on the water, whether it's a lake, bay or the ocean is always good for the mind body and soul. **God bless all.**

*Cdr Kirk T. Lippert, AP*

## P/D/C and D/Lt/C WANDERLEY "VAN" DIEHL, SN-ON

13 August 1932 - 14 July 2020

P/D/C and D/Lt/C Van Diehl, SN-ON, passed away Tuesday afternoon July 14, 2020, at the age of 87. Van leaves behind his wife and assistant Cida Diehl and the members of our District. Van Diehl was our **Past District Commander** and our current **District Education Officer**. He was also one of the founders and the **Assistant Regional Director** for the **On-The-Water** program and the **Boat Operator Certification** program at all levels. Van would have celebrated his 20th Merit Mark this year.



Commander Van Diehl left an indelible mark on all he touched in the organization. He was a man of incredible intelligence, energy, ever proud and always ready to take on the most difficult tasks in leadership and intellectual challenge. At the squadron level Van "owned" the instruction of **Celestial Navigation**, **Cruising**, and many of the courses and seminars we have to offer. In leadership Van left his mark on all levels of squadron and district leadership, demanding at times, but always ready to set the example and give it his all.

Here is a link to an interview with Van taped by **Historian D/Lt Nancy Kangas, AP** in honor of **San Luis Rey Sail & Power Squadron's 60th Anniversary** on 13th June 2020: [VAN INTERVIEW 60TH ANNIVERSARY](#)

**So we have a choice to make:** be sad about his passing or pick up where he left off. Without a doubt, Van will be missed by many members of **District 28**. But in his honor we should focus on where we can make a difference.

Van was enthusiastic on what could be improved and outspoken on what he disagreed with.

***May we all strive to make our voices heard in that way.***

*Contributors: Adriaan Veldhuisen, Shawn Goit and Jill Powell*

**You are invited to .....**

*Join Cida Diehl for the interment of Van's ashes in the  
Mission San Luis Rey Columbarium.  
When: Friday 21 August @ 3:00p.m.  
Address: 4050 Mission Avenue, Oceanside, CA. 92068.  
Coordinates: 33°13'57" N 117°19'13" W*

*RSVP: Text (760) 716-1675 with your name or email to:  
sanluisrey@earthlink.net SAN LUIS REY SPS*

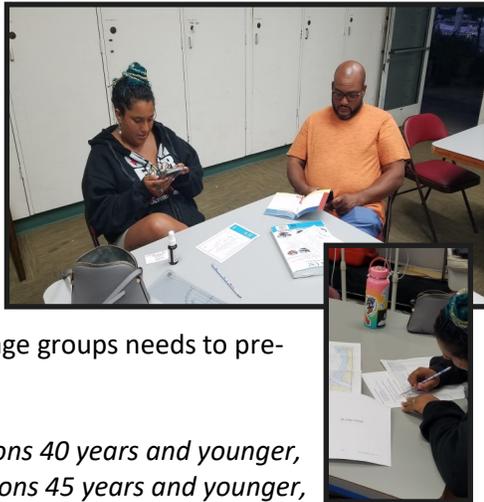
# S.E.O. EDUCATION UPDATE



The **ABC class** that began in January 2020 has finely finished. Two of the students were in the class when we were able to teach. As soon as they received their certification pictures were taken of the certificate and mailed electronically with payment to **California BOATER CARD** requesting the card.

Picture of this action shows the two students doing this.

As a reminder the **California Boater Card** is now needed for all persons 35 years and younger. Being without the Boater Card is the same as driving without a driver's license.



This is how the other age groups needs to prepare themselves:

*January 1- 2021 persons 40 years and younger,  
January 1 – 2022 persons 45 years and younger,  
January 1 - 2023 persons 50 years and younger,  
January 1 – 2024 persons 60 years and younger,  
January 1 – 2025 all persons regardless of age.*

From this table: **San Luis Rey Sail & Power Squadron** can make a plan for its education program. The following is my first take. Your input is welcome.

As soon as possible after the virus threat is passed and we feel good going back to the classroom, we need to offer the following:

- Two or three classes for ABC students a week, trying to accommodate as many students as possible, Monday, Wednesday and Friday. Each class needs an instructor and a helper. There should be more homework checking. (*A place where we can give the students life vests?*)

From these groups we can offer “ **Boating On-TheWater**” and “ **Piloting**” classes for the students wanting to know more about the use of charts and also offer squadron membership.

Membership in San Luis Rey Sail & Power Squadron gives each one an opportunity to sail with us to close destination. (*We can offer to sail with them as a helper*).

It will be a good to have one or more elective classes like “**Engine Maintenance**”, a “**Sailing Class**”, “**Use of GPS**” or “**Hands-on-training**”. The elective courses let us hold on to the students longer and possibly members.

**ABC Classes** for all the boaters that need the California Boater Card will give us a chance to grow again.

**Work agenda for the next months are:**

- ◆ *Team Monday, Team Wednesday and Team Friday. All teams should teach the long course?*
- ◆ *Flyers ready for ABC, Piloting, Engine Maintenance and Sailing. Cards printed with this information.*

Let me know if you can help in this “*lifting of membership*” in our Squadron, let's not just talk but take action.

The old books we had for **Seamanship** were donated to the **Oceanside Yacht Club Junior Sailing Program**. Jr. Director / Director **Ron Dreyer** of Oceanside Yacht Club was happy to receive them and told me that the books will come to good use. This is the group **Suzy Cooper** had contact with and they are our neighbor, using the same class room as us.

Please get back to me with how you can help with the classes so we can get education going again. The students out there are ready to go. They have been locked up as have the rest of us.

Kindly your Educational Officer

*Lt/C Jan Follestad, SN-CN*

<https://AmericasBoatingClubOceanside.org/> to register on-line for classes and seminars or contact

**Lt/C Jan Follestad, SN-CN**

at [follestad71@gmail.com](mailto:follestad71@gmail.com)

or

**1/Lt Janis Siems, AP**

at [janis@kamtel.net](mailto:janis@kamtel.net)

for registration and information about the educational opportunities available for you.

# The Devil is in the Details

By Leslie Johansen Nack  
July 26, 2020



Our **SLRSPS** seven-day trip included stops in **Dana Point, Two Harbors** and **Avalon**. We were a group of four sailboats; *Mainbrace* (**David, me** and our son **Dylan** and his four-month-old puppy **Alice**), *Passing Wind* (**Shawn & Jennifer Goit**), *Dream Weaver* (**Jim and Suzi Weaver** with their son **Ryan**) and new member *Coquette* (**Darryel Simmons & Lety Ruiz**).

David worked hard to finish the installation of our new batteries and solar panels in time to test everything on the trip. He had spent his entire Coronavirus quarantine doing projects on the boat.

We left for Dana Point with high hopes on Sunday morning at 10am. The wind was calm and the seas rolled. The entrance to **Oceanside Harbor** had been filling up with sand after the storms of the spring. It was low tide and the path to get out of the harbor was increasingly narrow with the waves practically breaking in the entrance. Parallel to the outside jetty, our engine



died while running at 2500 RPM's. But we were able to start the engine right away and putt-putt at a low RPM out towards the harbor entrance buoy, getting us away from danger. Any time the RPM went higher than 1000, the engine died. Not trusting our engine to get us back to our slip safely,

we called **BoatUS** and were towed. The next 2 ½ days revealed a delaminated exhaust hose that would blow up like a balloon at higher RPM's and plug the exhaust. It was part of a problem we had encountered the previous summer when the water muffler exploded 5 miles off the coast of **Avalon**.

By Tuesday at 2pm, the engine was fixed. We headed to **Two Harbors** (56 miles away) anxious for our vacation to begin. We knew we would arrive in the dark but reasoned that the moon was practically full and would guide our way. Also, Shawn had agreed to come out in his dinghy and guide us into our pre-arranged mooring. We felt safe and believed it would all work out. (Read: warning, warning, warning)

*But NOTHING serves a sailor so well as the actual doing of these things on their own boat.  
The hands-on experience is vital!!*

The wind was blowing 12 knots directly head on and the seas continued to swell as we motor sailed to Two Harbors. We bashed west northwest soon discovering that our radio wasn't working because we could get absolutely no traffic on **Channel 16** or any other channel, and with the weather channel coming in scratchy and far away. A mild panic ensued as we discussed our options already 5 miles out of Oceanside Harbor. (Our son had gone up the mast a few days earlier to get some wireless electronics to talk to each other and we were concerned he may have knocked off the cable for the radio antenna.) During discussions of turning around for lack of a radio, the **Coast Guard** transmitted one of their regular sécurité broadcasts from **San Diego** (the navy ship *Bonhomme Richard* was on fire in San Diego Harbor that day).

With everything finally settled, we began our uncomfortable bash towards **Catalina**. The boat met the waves head on and was great until a larger wave hit us every ten minutes or so and the boat dropped with a bang so loud, we thought something had broken. I tried to lay down in the V berth but was soon seasick and returned to the cockpit. The wind blew colder as the sun set ahead of us. Dinner consisted of a few crackers of cream cheese and lox on rye crisp. Nobody was feeling well with the motion of the boat. I began to wonder if we'd made a mistake. We were still 25 miles from Two Harbors.

Reality set in when we realized we would not arrive until 2am. Discussions of staying in the channel between Catalina and



## Justin's Culinary Corner

### BBQ CHICKEN THIGHS

*Easy, sweet, sticky caramelized outside, juicy and tender on the inside, and so freakin' delicious. This is how BBQ chicken should taste.*

#### INGREDIENTS:

3 pounds chicken thighs (skin on, bone in)  
1/4 cup dry rub  
1 cup BBQ sauce

#### INSTRUCTIONS:

- Apply the dry rub to the thighs and refrigerate overnight, or for at least 2 hours.
- Remove the chicken from the refrigerator to bring up to room temperature while you set up the grill for two-zone cooking with the direct side on medium-high.
- Lightly oil cooking grates, then place the chicken thighs skin-side down over direct heat with the lid closed until browned, about 3 to 5 minutes. Turn thighs over and cook on the second side until browned.
- Move the thighs over to the indirect heat side of the grill and use a heatproof basting brush to apply about 1/2 cup of BBQ sauce to both sides of the chicken (finish with skin side up).
- Close the lid and cook for about 20 minutes before brushing both sides again with about 1/4 cup more BBQ sauce.
- Continue to cook until the internal temperature of the thighs reaches 175° F, about 20 minutes longer. (Verify with a probe thermometer.)
- Transfer the chicken to a cutting board or serving platter and rest uncovered for 10 minutes before serving with more BBQ sauce.

#### NOTES:

This recipe serves 4, but can easily be scaled up to any quantity.

- ◇ Optionally, you can drizzle a little oil as a slather on the thighs before applying the dry rub to help it stick.
- ◇ Temper the chicken (*bring to room temperature*) before grilling for quicker and more even cooking.
- ◇ Maintain a grill temperature of around 325° to 350° F with the lid closed after the initial sear.
- ◇ Want to skip the dry rub? No problem. Of course, it will be less flavorful, but you can substitute simple kosher salt and freshly ground black pepper if you are in a pinch.
- ◇ If the chicken is sticking to the grill grates, don't touch! It needs to cook a little longer.

- ◇ If the sauce is too thick, heat it up a bit, so it's easier to baste on the chicken.

FEEDBACK: [justin@saltpepperskillet.com](mailto:justin@saltpepperskillet.com)

WEBSITE/READ MORE AND SEE PHOTOS:  
[HTTPS://SALTPEPPERSKILLET.COM](https://saltpepperskillet.com)



**PATRICK BRICKNER**  
**ISAAK BRICKNER**  
**FRANCESCA CUSTODIO**  
**CRISTIE SWAN**  
**CHRIS SWAN**  
**JO ANNE WALLER**  
**JEFFREY WALLER**

the mainland until sunrise were had, but our wish was to be moored and secure in Two Harbors. I called ahead to the harbor patrol and secured the confirmation that they were open overnight and would help find our mooring. A text to Shawn let him know of our ETA and he went to bed.

We approached **Bird Rock** outside Two Harbors at 1am with me at the helm having major misgivings and a knot of tension in my shoulders. David navigated and planned our arrival, with the GPS on our iPad and our radar screen lit up. The night was black. The moon and stars were hidden under a thick clouded sky.

Bird Rock, by the way, does not have a light on it.  
**Why Adriaan? Since you are the expert in these navigation things?**

We called the harbor patrol from the VHS and found the green lighted entrance buoy. The night was calm and quiet. To say we were nervous would be an understatement. I had visions of grounding the boat or running her onto the rocks and accepting the **Bilge Award** for the year. Of course, we had the GPS and could see there was nothing in our way, but the mind does play tricks at strange hours (and so do the eyes). I called Dylan up on deck to sit on the bow and verify we were clear ahead without obstruction.

My eyes raced between the depth finder, the iPad and the bow of the boat when the map on the iPad (which was sitting on the podium so I could see it) began flipping around in circles. In my attempt to grab the iPad but not lose my course and focus, I grabbed the air horn and it went off in the silent night. Man! Gave us a heart attack. And still the map on the iPad flipped around and around for no apparent reason. David reached for the iPad at the same time as me, and again the air horn went off and we nearly jumped out of our skin. A few choice words were exchanged (which aren't fit to print here) and Dylan came running back to the cockpit to find David and I having those words. (Not a proud moment by any stretch. The stress was palpable.) The iPad stopped rotating and settled so that "heads up" was no longer the orientation and I finished steering to the entrance buoy with the course line going down (like we needed another obstacle to overcome!). I hated it. Everything was flipped and I had to ac-



count for that.

As we circle the entrance buoy, the radio bellowed, "Mainbrace, do you see the spotlight I'm shining now?" We did see it. "Follow the light," he said. We did and were guided to our mooring where we tucked in between two boats and picked up our mooring without a problem (and without waking up other boaters) and were in bed within 30 minutes. Whew!

I think the experience we gained was wonderful, but it came at a price. David and I now know we can navigate our way to the Two Harbors at night. We earned some experience and we both felt prouder for it. But we also learned that the details of a trip are just as important as the big picture. Details like when the moon rose (it didn't rise until 12:30am), what the sky would look like overnight (it was overcast), and the fact that Bird Rock didn't have a light. We never checked into those things. Next time we will....

The rest of the trip was enjoyed without incident. We had a dinghy raft up to keep our social distance and we rented golf carts in Avalon. We wore our masks the entire time while ashore and although there were lots of people, we avoided big crowds and ate out only once, at Shawn's favorite restaurant, **Buffalo Nickel**, on the outside patio a good distance from other customers. It was a great trip. The water was 72 degrees and we swam and kayaked, and paddle boarded and even ran into some old friends on a power boat.

Leaving Avalon for home at 7am on Sunday, and after a few failed attempts at remembering how to use the spinnaker pole to hold out the jib, we finally got it and sailed wing and wing. With the engine off, David served lunch of fried hot dogs, chips and watermelon while we glided on top of the waves, wind at our backs, a following sea, sun shining bright and big smiles on our faces.

We learned so much in our USPS classes and we are so grateful.

But NOTHING serves a sailor so well as the actual doing of these things on their own boat. The hands-on experience is vital!!

The rest of the trip was enjoyed without incident. We had a dinghy raft up to keep our social distance where we toasted our recently deceased friend, **Van Diehl** and shared a few stories about him with great respect and laughter. We wore our masks the entire time while ashore and although there were lots of people, we avoided big crowds and ate out only once, at Shawn's favorite restaurant, Buffalo Nickel, on the outside patio a good distance from other customers. It was a great trip.

The water was 72 degrees and we swam and kayaked, and paddle boarded and even ran into some old friends on a power boat.

**Puppy news:** We have drafted Alice, an Australian cattle dog, to be third mate. She never got seasick, and in fact ate her dinner fully while bashing the waves to Two Harbors the first night and slept like a dream on the boat. She had a few mistakes with the artificial turf we bought her for her "business," but all in all, she did wonderfully. ***She's a sailing dog!***



## A Ghost Ship “Saved” Us

By Ian Tasman Powell

*Yes, my name is Tasman—named after the island and the Tasman Sea.  
I belong on the water.*

Moving our newly purchased S/V Albin Vega “Blue Fin” #1553 from **Siusin City, CA.** to **Treasure Island, CA.** last weekend was not only magical but a great bonding experience. *And no masks required!*

My two sons, **Kaegan Tasman** (10 1/2) and **Lachlan Bering** (going on 8) and I took 2 days to make the delivery trip, up-wind the entire way. We traveled 4 hours from Siusin City down the **Siusin Slough** (at high tide) which empties into **Grizzly Bay**. After entering **San Pablo Bay** at **Vallejo**, we motor-sailed across the water which was extremely choppy with both the wind and current traveling in totally opposite directions. We could only muster about 2 knots of speed. Our sought after port for the night was **China Camp**, located on the west end of the wide **San Pablo Bay** and north of the **Richmond Bridge**. It was a tough assignment looking for the entrance to the anchorage at 7p.m. Daylight was diminishing as evening approached and we needed to be anchored very soon.

We knew that the entrance to **San Pablo Marina** was small, but in the fading light we couldn’t pick it out. We had charts, but it was still difficult at that time of the evening and we began worrying and peering into the fading light trying to spot the breakwater. Out of nowhere and in the distance, about one mile ahead of us, the three of us saw a sailboat hugging the shore line, with 3 crew members aboard, its fenders down—obviously returning home. It knew the entrance and entered the breakwater. We saw it turn and headed for the same location. Entering the tiny marina we looked around for the sail boat—it *absolutely vanished!* There was no where for it to go! There were only 11 sailboats in the anchorage. There wasn’t even a **Harbor Master** around. Truly a “ghost ship”. *She saved the day for us!* We anchored but stayed awake most of the night because the current was so strong that I was afraid of drifting. We discovered ourselves anchored next to **Randall Reeves**, the first person to solo navigate both the **American** and **Antarctic** continents in one season, called the **Figure 8 Voyage**. A 40,000 mile journey in a 45’ aluminum boat.

Next morning we departed for **Treasure Island** and motor-sailed under the **Richmond Bridge** to our awaiting home-slip



under the **Oakland-Bay Bridge**.

**LACHLAN’S WISDOM:** “Don’t throw up, bring food, gummy worms and a game or two”.

**SIDELINE:** Kaegan learned to **Jack Sparrow** from the halyard.

Our **Beta Marine Diesel** earned its reputation. *Yes we were scared a time or two and ‘someone’ was seasick, but it was all a magical journey.*

**WIKIPEDIA:** The Vega is considered a solid sailboat and it has cruised around the world on many occasions, the more extreme being trips made by **Jarle Andhoy** and his crews to Antarctica and to the north of Spitsbergen in *Berserk*.

A 36-year-old Albin Vega sailboat, christened *St. Brendan* in honor of the 6th-century Irish explorer monk St. Brendan, was used by **Matt Rutherford** of Annapolis, Md. in his successful 314-day, 27,077-mile solo circumnavigation of North and South America.

## New Benefit: Americas Boating Channel Subscription

Sponsored by the **U.S. Coast Guard** and produced by **United States Power Squadrons, America's Boating Channel** is the official showcase for the nation's most highly viewed boating safety and boater education videos. Covered topics include important safety considerations for all aspects of recreational boat operations.

Currently offering a new title every week, America's Boating Channel sends subscribers automatic updates each time a new video premieres on the service's **YouTube** channel.

*Chuck Wells*

Happy -  
August Birthday Folks

DAVE DUET 05

DARRYEL SIMMONS 16

RICHELE DACIOLAS-  
SEMON 16

### FOR SALE - 37.5 HUNTER "DREAMQUEST"

1994 Hunter 37.5 Legend

Located: Per 32 National City, California. It is listed with **Yachtfinders/Windseakers, Inc.**

1994 Hunter 37.5 Legend National City, California - Yachtfinders Brokerage

Some of you have had the opportunity to know "Dreamquest". She is a wonderful, very fast boat, a perfect boat for the California coast and Baja. She has sailed to the Channel Islands, all Catalina harbors (*about 30 times*), visited most the southern California harbors (*Mission Bay being one of the best*), and about ten times to Ensenada. "Dreamquest" goes to Baja Naval for bottom painting, professional waxing and polishing, along with other maintenance projects.

Many San Luis Rey OTW classes of Piloting, Advance Piloting, and Junior Navigation (*position finding with a sextant*), etc. have been held aboard. Also she has certified several members in Coastal and Advance Coastal Navigation.



She joined many raft-ups in Oceanside, Mission Bay and San Diego.

**"Dreamquest"  
needs a good home!**



You are invited to join a special group event for members  
of



## FEBRUARY 2021 WESTERN CARIBBEAN CRUISE

7 days: 21 to 28 February 2021

Roundtrip from Fort Lauderdale on the BRAND NEW **CELEBRITY EDGE®**

**ITINERARY: KEY WEST, COSTA MAYA, COZUMEL, GRAND CAYMAN**

**NEW, LOWER GROUP PRICING FROM \$1319pp**

Outside stateroom from \$1319pp

Infinite verandahs from \$1399pp

Concierge class from \$1639pp

Aqua class from \$2039pp

*Price does not include \$144.65 pp taxes & port fees. Travel protection & transfers are additional.*

**PRICING INCLUDES 2 PERKS TO CHOOSE FROM:**

**Classic beverage package, onboard credit, free gratuities or free wifi**



**This is the HOTTEST ship in the industry-voted the best new ship of the year &  
was voted one of TIME's World's Greatest Places in 2019!**

**Feel free to invite your friends, family and neighbors to join us.**

*Everyone must book through Dawn Eckhart in order to be included in our group & receive the exclusive group benefits. USPS will receive remuneration from proceeds of this group event.*

Email [dawnstraveldeals@gmail.com](mailto:dawnstraveldeals@gmail.com) or call

**(727) 403-0406 to join our USPS/ABC group on this exciting cruise!**

# UNITED STATES POWER SQUADRONS®

*Come for the Boating Education...Stay for the Friends<sup>SM</sup>*

## SAN LUIS REY SAIL & POWER SQUADRON : 2020—2021 BRIDGE



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### EXECUTIVE COMMITTEE

P/C Cida Diehl, SN-CN  
1st/Lt Jill Powell, AP

### FLAG LIEUTENANT

Position Open

### MERIT MARKS

Lt Sandra Lippert

### COMMANDER'S AIDE

### IMMED. PAST COMMANDER

P/C Suzy Cooper, AP

### MEMBER AT LARGE

1st/Lt Barbara Daciolas-Semon, S

### BOATING ACTIVITIES

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Position Open

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Position Open

### CO-OPERATIVE CHARTING

Position Open

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