

SAN LUIS REY SAIL AND POWER SQUADRON

A Unit of the United States Power Squadrons®

AMERICA'S BOATING CLUB
OCEANSIDE, California

Sail and Power Boating

OFFICIAL PUBLICATION



SEPTEMBER 2020



SUNDOWNER

**SOCIAL DISTANCING
RULES RESPECTED**

SEE DETAILS PAGE 2

**WEDNESDAY 16 SEPTEMBER
2020**



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ADVERTISING RATES AVAILABLE



2020

4 MONTH CALENDAR

COVID-19 SOCIAL DISTANCING RESPECTED

SEPTEMBER

- 7 1830 Labor Day Ex.com— Zoom Teleconference Call
- 11-13 SLRSPS Cruise to Catalina—Organizer: Shawn Goit
- 16 All Member & Guest Sundowner—Picnic
- 19-20 Oceanside Harbor Days—cancelled due COVID-19

SUNDOWNER—OCEANSIDE HARBOR Marina Suites Inn Lot

WEDNESDAY 16 SEPTEMBER, 2020
@ 6:00P.M.

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

Enquiries: Shawn Goit. Contact—1-760-468-6212

OCTOBER

- 5 1830 Ex.Com. Meeting—Home of Janis Siems & Keith McDaniel
- 23-25 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 TBA
Instructor Appreciation Celebration

DECEMBER

- 7 1830 Ex. Com Meeting—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



An amazing thing happened on
Friday August 14, 2020.

America's Boating Club, Oceanside (SLRSPS) held a **Sundowner** event. I'm sure this Sundowner holds the record for the lowest attendance ever. Even so, it was so nice to get out of the house and see some familiar faces. Face masks and social distancing were practiced. Thanks to those able to attend, **Jill & Loie Powell, Chris Peavey, Nancy Kangas, Sandra Lippert** and **Darryel Simmons**. Darryel is one of our newer members and it was great to be able to meet him in person. Also attending via cell phone/Facetime was **Adriaan & Cheryl Veldhuisen**. It was wonderful to hear their voices. For those that missed this Sundowner you also missed out on Cheryl's famous brownies. She mailed them to Jill and Jill delivered them. *Obviously, they did not last long.* Lucky winners of dinner at **The Broiler** were **Chris Peavey** and **Darryel Simmons**.

Our club's plans keep getting pushed out further and further towards the end of the year. The executive committee continues to hold meetings online via Zoom (*thank you Janis*). The national meeting scheduled for September 2020 in Raleigh NC has been cancelled. You can see not much has changed since my last report.

I'm keeping my fingers crossed that some of our upcoming events will remain on schedule. We'll have to wait and see what the latest state and county restrictions are and plan from that point. We'll make sure everyone is notified. We might have to wear masks and social distancing might still apply. Whatever it takes we'll have to follow the rules.

Van Diehl was laid to rest this past week at **Mission San Luis Rey**. See photos on Page 8. He was an amazing man. Please keep Van's wife **Cida** and Van's sons, **Sergio** and **Paul**, in your prayers.

Cdr Kirk T. Lippert, AP

SAFETY LESSONS LEARNED FROM THE U.S. COAST GUARD for SEPTEMBER 2020



You may have missed my **August** article. On July 24 I fell off an unstable ladder while changing the outside lightbulbs, my own stupidity, and fractured four ribs.



Lesson learned: *old men (78) should not climb ladders because their brain tends to ignore the laws of gravity.* After four weeks I am mending well, though still in pain, and I feel up to writing another article about safety-at-sea.

For the last challenge I went back to a topic that I have written about be-

fore: **dredging**. Two boats capsized and three others needed assistance in **Oceanside Harbor** over the **July Fourth** weekend this year. **City and U.S. Army Corps of Engineers** officials say the entrance to the Oceanside harbor will have to be dredged again this fall, the second time this year, to keep it open and safe for navigation through the winter. Sand bars are growing and areas near the harbor jetty are as shallow as 8 feet, according to an update issued recently to the **Oceanside City Council**. The shallow areas create breaking waves and make the passage hazardous for small boats.

In my article we looked at the Rules involved in dredging so we can recognize their actions. These dredging actions aren't always clear during the day, although their maneuvers give us a good idea, but at night this can be confusing. Let's start with stating the obvious: **dredging or underwater operations restrict the vessel in her ability to maneuver**. By day this vessel shall exhibit three shapes in a vertical line; the highest

and lowest shall be balls and the middle one a diamond. By night, more importantly, there shall be three all-around lights in a vertical line; the highest and lowest shall be red and the middle light shall be white. So my question was: *at night, what additional lights are required to be shown by a dredge on the side of the dredge which another vessel may pass?* The answer was D and can be found in Rule 27 (d) (ii) two all-around green lights in a vertical line to indicate the side on which another vessel may pass.

For this month's challenge I will discuss another topic that is much debated in our **Southern California** harbors: lights on human-powered vessels. So my question is: *If a rowboat underway does not show the lights specified for a sailing vessel underway, she shall show a*

- A) *white light from sunset to sunrise.*
- B) *combined lantern showing green to starboard and red to port and shown from sunset to sunrise.*
- C) *combined lantern showing green to starboard and red to port and shown in sufficient time to prevent collision.*
- D) *white light which shall be exhibited in sufficient time to prevent collision.*

As usual, this question should be answered with the **Navigation Rules & Regulations Handbook**. I want to know the Rule that applies.

And one more thing: classes are still postponed until it is safe to get together again, and our classroom facility at the Oceanside Yacht Club is available to our instructors. Check our website <https://AmericasBoatingClubOceanside.org/>

Check out our website!

<https://AmericasBoatingClubOceanside.org/>

or contact

Lt/C **Jan Follestad**, SN at Follestad71@gmail.com

or 1/Lt **Janis Siems**, AP at janis@kamtel.net

Be safe out there and be careful climbing ladders!

Lt/C Adriaan Veldhuisen, SN-ON



Justin's Culinary Corner

BBQ BAKED BEANS

Sweet, smoky and bacon-y, with a little zing. How can you go wrong? An essential side for your favorite barbecue spread, or for any comfort food. Ready for the crowd to devour in about 90 minutes.

INGREDIENTS:

- 1/2 pound smoked thick-cut bacon , sliced crosswise
- 1 Small yellow onion , diced
- 2 garlic cloves , peeled and minced
- 45 oz. cooked or canned beans (4 1/2 cups or 3 cans, rinsed and drained) , pinto, butter beans or red kidney
- 1/2 cup dark brown sugar
- 1/4 cup maple syrup
- 1/4 cup barbecue sauce
- 1/2 cup ketchup
- 1 Tbsp. Worcestershire sauce
- 2 Tbsp. Dijon mustard
- 1/4 cup apple cider vinegar
- 1/2 tsp. liquid smoke
- 1 tsp. kosher salt & freshly ground black pepper

INSTRUCTIONS:

- ◆ Preheat your oven to 350° F.
- ◆ Heat a 3 to 4 quart Dutch oven over medium heat and sauté the bacon until the fat is rendered and it just starts to brown but doesn't get crispy, about 10 minutes.
- ◆ Remove all but about 2 tablespoons of the bacon fat (you can save it for another use).
- ◆ Add the diced onion with a pinch of salt and continue to cook over medium-low until the onion is soft and translucent, about 3 to 5 minutes. Add the chopped garlic during the last minute.
- ◆ Add the beans and remaining ingredients to the pot. Gently stir to fully combine and bring to a simmer. Taste for seasoning.
- ◆ Cover the pot and then transfer to the middle rack of the oven.
- ◆ Bake covered for 1 hour, then remove the lid and bake for an additional 10 minutes.
- ◆ Remove from oven and let cool for at least 5 to 10 minutes before serving.

NOTES:

- ◇ If you don't have a Dutch oven, you can bake the beans in a 13 x 9-inch baking dish and cover with foil.
- ◇ Use a single type or a combination of beans.
- ◇ I prefer to cook my own from dried, as the texture ends up better and they are a lot cheaper. Use a slotted spoon to transfer the beans, so you don't bring all the bean liquid into the pot.
- ◇ Add water as needed to adjust how saucy your beans are.
- ◇ Different BBQ sauces will change the flavor of the beans. I love to use my Sweet & Tangy version that goes great with the baked beans.



FEEDBACK: justin@saltpepperskillet.com

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



Photos and graphics provided by Adriaan Veldhuisen, Chris Peavey, Sandra Lippert, Shawn Goit and Jill Powell.

If you would like to see either yours or more photos, please make sure you send them to the Editor prior to the 25th of each month. sanluisrey@earthlink.net

NANCY KANGAS & BEST FRIEND



SUNDOWNER AUGUST 2020



SHAWN GOIT & CREW ARE OFF TO CATALINA ISLAND AGAIN!



Seller Beware

By Daniel Harding

Taken from *Power & MotorYacht* submitted
by Chris Peavey



Scam artists are preying on boat sellers nationwide during uncertain times, and getting away with it.

Selling my boat was, in short, a nightmare. The boat in question was a relatively low-cost fixer-upper that I bought when I was 23. Surely I could save a few bucks by listing the boat on Facebook and Craigslist and selling it myself, I thought. I thought wrong.

As the old saying goes, you get what you pay for. I received interest from tire kickers, snobs and slobs. More than a few people reached out to me with no intention of ever buying a boat; they just wanted to talk. I had more pen pals than a prison inmate, but I did have some serious buyers. Some were exceptionally young and others exceptionally seasoned. One “interested buyer”, 75, challenged me to arm wrestle for the boat—I kid you not. He lost.

Just about the time the pandemic was hitting its zenith, and with the birth of my first child closing in with each passing day, I was eager to find a new owner. That’s when I got the email: **“Is this item still for sale? Can you text me?”**

We started texting, going back and forth over my asking price, which was firm.

“OK. I’d like to buy it. Send me your name and address and I’ll mail you a check.”

For a couple minutes my pulse quickened, and I thought, Oh man, I have a live one here. I wanted to believe my new friend was legit and the money was as good as gold.

Then my skeptical inner New Yorker slapped me across the face. “Too good to be true, dummy,” it shouted, with a cup of 7/11 coffee in one hand and a bagel in the other.

“But he’s offering to send me money, not the other way around. If the check clears what’s the harm?”

I sent a text to the potential buyer: “Don’t you want to see her?”
“No, I live in Texas so I’m going to ship her down here.”

I smelled a liar all the way from the Longhorn state, yet I didn’t quite understand how the scam was going to work if he was offering to send me the check first.

I called a friend in law enforcement and asked if he had any insight into this obvious scammer. He wasn’t sure either but suggested, smartly, **that I ask the buyer to text me a photo of his license.** I did. He didn’t.

A bit of online sleuthing revealed that some scammers send fake checks that will appear to land in your bank account but are really still being processed by the bank. While the money is in limbo is when the ask comes. Something like, “Hey, I’m not going to be able to pay the shipping company. If I send you x-thousand extra dollars can you send it to the shipping company?” And just like that, they get your money.

As I opened up to friends and colleagues about this strange encounter, I heard more and more stories about how they or someone they knew almost got scammed in a similar way. I reached out to the experts at **BoatUS** for more background on how these scams work and was put in touch with **Rich Carroll**, a native of **New Jersey** and a law enforcement veteran with experience as a fire investigator, polygraph examiner and currently the director of the **Special Investigations Unit** at BoatUS—essentially a human B.S. detector.

As I began recounting my story to Carroll, it quickly became clear that he’d heard versions of my tale a thousand times.

“Cracking the door is your need and willingness to sell the boat. That’s the first point of weakness. The first chink in the armor is that you have a product you want to sell,” Carroll said.

“The second invitation is how you choose to advertise this. At the end of the day, there is no vetting on **Craigslist** or **Facebook** marketplace. Zero vetting. The minute you respond to a text [from someone who received your information through those sites] you kicked any protection to the curb.”

Carroll continued in a direct, no-time-to-mince-words barrage: “If they get in the door, now they have your phone number and email, and in five minutes they know who you really are. Once that is breached you really better be on your A-game or you can become a victim.”

The best way to protect yourself, explained Carroll, is to think like a boat buyer, not a seller. “Who buys a boat using a third party? If I’m buying a boat, I want to see every inch of a boat. I’m not sending a representative.”

I asked Carroll if times of financial strain like the pandemic cause an uptick in scammers. “The number of scams are consistent. If the sun is shining, there are scammers; the number of victims is what goes up. Desperate people are more likely to fall into a trap.”

Okay, let’s say you do fall for a scam and they get possession of your money or boat. Is there recourse?

“You have plenty of recourse. Your recourse would be to go to law enforcement and say you got ripped off. They’ll say ‘that’s a civil matter: You need to sue him. That’s not theft or larceny; we’re not going to investigate them.’ **Translation:** You were too stupid for us to get involved. You can get a lawyer who’ll take all your money and charge by the hour. You go to your insurance company and say your boat was stolen—no it wasn’t, you signed your boat over. Your insurance policy ended. You have no recourse.’ This happens with boats, cars, trucks, trailers...”

What’s the safest way to accept payment?

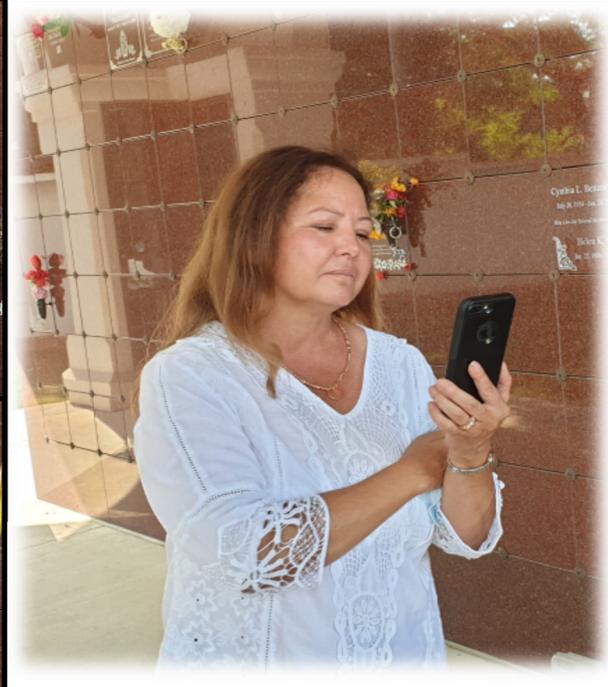
“Cash is king. Electronic transfers are a little safer. I wouldn’t give anyone anything. I’ll take a bank check if I’m there when the teller creates it. It comes down to how much risk are you willing to accept. Don’t get involved with **Western Union.**”

Much of the advice Carroll extols sounds like common sense, and I guess in many ways it is. But I can now attest that sometimes it’s easy to see what you want to see and believe what you want to believe. You don’t need to be a detective to sniff out a scam, you just need to, like Carroll said, think like a buyer. Be careful of where you post a listing and, of course, when possible, hire a professional broker who is best suited to protect your investment and take the stress out of selling.

Editor’s Note: When your landline rings and someone representing Amazon says you may have an unauthorized charge and to speak with an agent “Press 1” : DO NOT press 1!!!! You will regret it for the rest of your life!!!! I know. JP.



Shawn Goit & Cida Diehl



Dave & Leslie Nack



Cida Diehl

WANDERLEY "VAN" DIEHL, SN-ON
1932 — 2020



Friday 21 August 2020
Mission San Luis Rey, Oceanside,
CA.



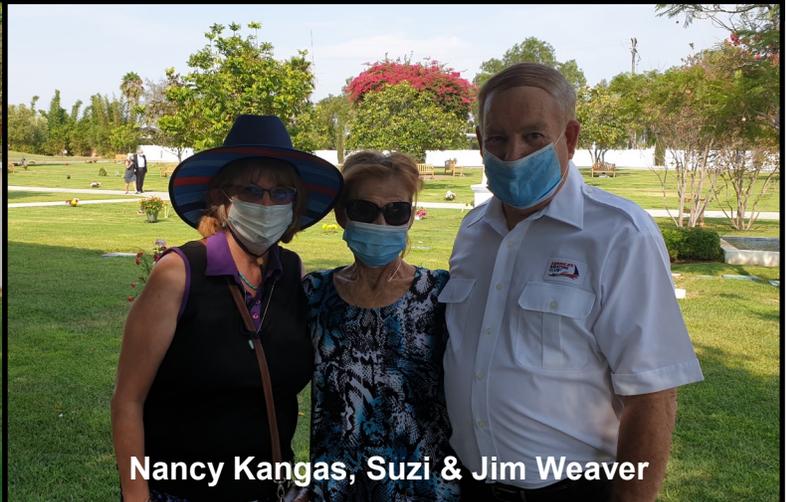
Suzy Cooper & Mike Crumley



Kirk Lippert & Jan Follestad



Shawn Goit, Bob & Jeanne Gibbs



Nancy Kangas, Suzi & Jim Weaver



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BARRY BEAN	14
MIKE CRUMLEY	23
CHRIS SWAN	24

AirTahitiNui Alaska volaris



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!**



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



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