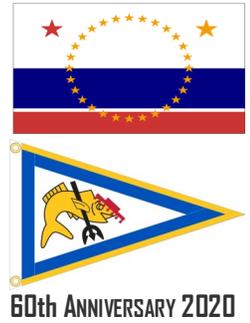




# THE MARINER'S NEEDLE



October 2020

Volume 60 Number 4

Celebrating 60 years!

District 28

## SAN LUIS REY SAIL AND POWER SQUADRON

A Unit of the United States Power Squadrons®



Sail and Power Boating

OFFICIAL PUBLICATION



# OCTOBER 2020



THE LAST SUNDOWNER FOR THE INFAMOUS 2020

**MISSION BAY RAFT-UP  
FRIDAY 30 OCTOBER TO  
SUNDAY 01 NOVEMBER**

**CONTACT SHAWN GOIT  
FOR DETAILS. SEE P. 12**

**COME FOR THE RAFT-UP OR  
COME FOR THE SOCIAL  
HOURS.**

**DINGHY PICKUP FROM  
SHORE AVAILABLE.**

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ADVERTISING RATES AVAILABLE



# 2020

## 6 MONTH CALENDAR

COVID-19 SOCIAL DISTANCING RESPECTED

### OCTOBER

- 5 1830 Ex.Com. Meeting—Zoom Conference Call  
 30—11/01 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

# 2021

### JANUARY

- 23 SLRSPS Change of Watch—Shadowridge Country Club, Vista, CA.

### FEBRUARY

- 1 1830 Exec. Com. Meeting—Hosts Jan & Emi Follestad  
 7-14 USPS Annual Meeting (107 Years) - Ponte Verde Beach, FL.

### MARCH

- 1 1830 Exec. Com. Meeting—Hosts Shawn & Jennifer Goit  
 5-7 D28 Conference—Hosted by Balboa Sail & Power Squadron  
 (Tentative Dates)  
 17 1830 All Member & Guest Event—Location: OYC St. Patrick's Day

## A Note From the Commander



I mentioned in my last report that the **2020 Fall Governing Board Meeting** was cancelled. I wasn't correct with that statement. The *in-person* meeting was cancelled. The national group worked very hard to have an *in-person* meeting at the **Hilton Raleigh North Carolina**. Once they realized there was no way to make that happen, much of it was moved online instead.

A virtual meeting calendar was sent out and the different departments were represented with many of the meetings held live. I was able to attend a few and overall was impressed. With virtual meetings you can always count on a few hiccups. Virtual and online meetings are part of doing business in today's environment. Sad to say I'm getting used to it and it appears this way of life is not going away soon. The new normal way to conduct business is what my boss says.

Our club schedule reminds me of a dry erase board. As our monthly events appear, we end up having to wipe them off the board. Except **September**. We realized the **All Member & Guest Event** for September was not going to be possible since the **Oceanside Yacht Club** continues to be closed. **Jill Powell** came up with a great idea. She said let's have another sundowner instead. Her idea was to move the time up a half hour to give us enough daylight and we scheduled it. Of course, a big chunk of the county was burning up and the air quality was not the best, but we all had a great time. Jill brought a game called **Washer Toss** and that was a big hit. There was plenty of boat talk and stories to go around. I always learn something new at these events. It was great to see **Jeff Olsen** attend. Jeff's bright personality always makes an event livelier. Those that have attended our sundowner know that we are mostly over 30 years of age and maybe older than that. I would be amiss if I did not mention my daughter **Sara** (21 years old) attended since my wife could not. I did have to bribe her with dinner. Driving home she did mention she had a good time.

I will be very happy when I can talk about monthly meetings, educational classes, vessel safety checks, boating safety and getting out to meet people face to face (*without a mask*). Those are the items that should be in a commander's report. I do need to mention **Shawn Goit** is continuing to schedule on the water classes when possible. I appreciate Shawn's efforts in taking this on. **Sandra** and I have taken the class and it's informative and fun.

*Cdr Kirk T. Lippert, AP*

# S.E.O. EDUCATION UPDATE



**USPS National Educational Department** is now suggesting that we look into and use, a blended teaching format for the boat handling seminar and the America's Boating Course. This idea was introduced during one of the Virtual Governing Board seminars held by USPS in September.

your license.

We have now a new Full Certificate member in our SLRS&P family. And he is: **Chris L. Peavey, SN**. We all congratulate you. Great job.!!

Kindly your Educational Officer,

*Lt/C Jan Follestad, SN-CN*

Squadrons were asked to consider using these "new" forms for teaching in their education programs: **Go to Meeting, Free Conference Call** and **Zoom** can be used for **Boating-on-the-Water** programs and for the **ABC** classes.

1. *This is a way to keep in contact with our community;*
2. *This will allow students living either far away, or not able or willing to attend in a classroom to have a chance to receive education;*
3. *Many places in the USA have traffic situations and with darkness closing in, some students will not drive after work.*

Both the **Boat Handling** course and the **ABC** class can have some parts (*lessons*) performed as virtual and students can prepare themselves ahead of the class. Charts can be concentrated in a classroom setting. Boat Handling can start with a virtual meeting, and then meet at the dock on a Saturday for driving the boat. Members can be trained by a member: "outsiders" must be trained by a licensed skipper.

If this COVID-19 continues and we do not have a good vaccination, we should look in to this and see if **San Luis Rey Sail & Power Squadron** can do it.

One of the attendees told us how they did the **Engine Maintenance Course** online with success. If they made a video of this we should try to see it. We had the course set up as a classroom course where the students were able to see the parts, how to take them apart and so on. The 20 students in the class loved the course. However, the social part of the class is lost in a virtual setting, but we would be building up goodwill.

I participated in the **Instructors Recertification Course** led by **Ann Peltier, SN Chair of Instructor Development Committee**. If National gives courses again our instructors should all sign up and pass them. You need the Certificate for teaching the "public" classes. If you have a teaching degree from either a College or University you do not need to apply, just present

<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)

Welcome  
New Members

**KARIANNE RHODES**

**KIMBERLY BATITUS**

**RYAN, MICHELE, KORI AND KENNEDI  
HESLIN**



4 **SAFETY LESSONS LEARNED FROM THE U.S. COAST GUARD for OCTOBER 2020**



Let me start with wishing you ALL safety from the fires on the west coast, and clean air coming in from the Pacific Ocean. We are now living in the Mid-West, (Southern Illinois) but even here the smoke in the air irritates the eyes and airways. I remember the fear, discomfort, smoke and ash particles from the many years that we lived in San Marcos while the wildfires were nearby. My accident, breaking four ribs, is now two months past but it is still painful; I may not be as resilient as I once was.

In my previous article we looked at a concept that is seemingly very basic, though much debated in our Southern California harbors: lights on human-powered vessels. So my question was: *If a rowboat underway does not show the lights specified for a sailing vessel underway, what lights shall she show?*

Of course, the answer can be found in PART C – LIGHTS AND SHAPES, but this is a long and complex section with 12 RULES.

I asked about a rowboat, underway. In other words a “Vessel Under Oars” which points us to Rule 25. Subsection (d) says that she shall exhibit sidelights and a stern light, but if that is not practicable she shall exhibit an electric torch or lighted lantern. That leads to answer D and many of my readers sent me that answer. This rule is identical for INLAND and INTERNATIONAL. This light is only shown “in time to prevent collision” so how do you know when you were in time? Well, if no collision happened you were likely in time.

For this month’s challenge I will discuss a sound signal in the fog as fog is a common phenomenon on the southern California coast. I find it hard to remember all the sound signals and I have succumbed to carrying a cheat sheet on the boat, the **Mariner’s Guide to Rules of the Road**, which I purchased from the **Maritime Institute in San Diego**.

So here is my question: *You are underway, in fog, when you hear a whistle signal of one prolonged blast followed by two short blasts. This signal could indicate a vessel*

- A) not under command.
- B) being towed.
- C) aground.
- D) all of the above.

Maybe more interestingly, in what interval does one sound this signal, what else could this mean?

As usual, this question should be answered with the Navigation Rules & Regulations Handbook. If you write me an email I want to know the Rule that applies.

<https://AmericasBoatingClubOceanside.org/>

or contact

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or 1/Lt Janis Siems, AP at [janis@kamtel.net](mailto:janis@kamtel.net)

*Be safe out there.*

*Lt/C Adriaan Veldhuisen, SN-ON  
awveldhuisen@gmail.com*

<b>Happy October Birthdays</b>	
--------------------------------	--

PATRICK ATTARDO	06
MARLYSS MCELROY	29

 <i>Happy Golden Anniversary</i>	
<b>Jill &amp; Loie Powell</b>	<b>31</b>



## Justin's Culinary Corner

### SEARED SCALLOPS

Pan-seared sea scallops with a lemon-brown butter pan sauce. Simple, yet so delicious. A restaurant treat you can easily make at home, and quick, too.

#### ***You will love them, but do you know how to make them?***

After reading this, you definitely will. Pan-seared scallops are a quick-cooking masterpiece just waiting for your dinner party table.

A little experience goes a long way when it comes to cooking scallops. But don't worry, you can perfect it on your first try, too.

#### **INGREDIENTS:**

- 1 pound sea scallops (preferably dry-packed, defrosted)
- Diamond kosher salt
- Freshly ground pepper
- Canola oil or other neutral oil
- 1 Tbsp unsalted butter

#### **OPTIONAL TO FINISH:**

- 2 small chopped shallots (optional)
- 1 Tbsp chopped Italian parsley
- 1/2 lemon

#### **INSTRUCTIONS:**

- ◆ Prep the scallops by rinsing under cold water and removing the side connector muscle. Place the scallops on a paper towel-lined baking sheet or plate and pat dry with more paper towels.
- ◆ Preheat a large skillet over high heat with enough oil to just coat the bottom of the pan.
- ◆ While the pan heats, season the scallops on all sides with salt and pepper.
- ◆ When the oil just starts to smoke, carefully place the scallops presentation side down in the skillet and sear for about 2 minutes, or until golden brown.



- ◆ Turn the scallops to the second side with a fish spatula (or spoon). Reduce the heat to medium-low and add the butter and optional shallot.
- ◆ Using a spoon, baste the melted butter over the scallops while they finish cooking for about 1 to 1 1/2 more minutes. Cook to 115° F internal temperature, which will continue to rise by 10 to 15° as they were cooked in a high heat pan, to a perfect 125° F.
- ◆ Finish with fresh parsley and a squeeze from half a lemon and immediately remove from the skillet from the stove (to stop the cooking) and serve with the lemon-butter pan sauce.

#### **NOTES:**

- ◇ If you're using frozen scallops, defrost them for 10 minutes in a bowl of water.
- ◇ Remove connector muscle before cooking as it will become tough.
- ◇ Olive oil is not recommended for searing scallops as it has a lower smoke point.
- ◇ The cook time will vary depending on the size of the scallops. Cook to an internal temperature of 115° F, which will rise another 10 to 15° after they are removed from the skillet.
- ◇ 1 pound of scallops can serve 2 to 4 people, depending on the size and how many you serve per person.

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

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

*Photos and graphics provided by Shawn Goit and Ian & 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](mailto:sanluisrey@earthlink.net)*



# Safe Raft-Up

**In time like these, we have to be extra careful about how we interact with the world around us.**

**Activities that we used to do together now carry risks, and make it difficult to engage in the fun we used to have with one another.**

Rafting up is an excellent way to spend time on the water and neighbor with friends in a unique, yet safe fashion. It is the process of tying a group of boats together either in an anchorage or tied to a dock. Although it is a lot of fun, the proper steps should be taken to have a safe and injury-free endeavor.

**Here are some helpful tips to ensure that experience:**

- *Have the heaviest boat be the first to arrive, acting as the host boat. The host boat sets the anchor while other vessels should arrive and tie up heaviest to lightest.*
- *Ensure that you have enough fenders to cushion between rafted vessels, and enough line to secure a tight connection between cleats.*
- *Move slowly and take your time when pulling up beside another vessel while remaining mindful of current and wind direction.*
- *Like anchoring anywhere, take into consideration your party's swing radius as the wind changes direction. A stern anchor attached to the host boat is handy for a fixed position in the water.*

**Lastly, I think it's important that we remember to maintain a clean and disinfected environment at all times, and stay reasonably aware to aid in the prevention of COVID-19.**

*Overall, stay safe and happy boating!*

D/Lt Jake Alcantara, P

## **Killer Whales Launch "Orchestrated" Attacks on Sail Boats**

*Susan Smillie THE GUARDIAN Sun 13 Sep 2020 07.27 BST  
Submitted by Cheryl Veldhuisen*

*Scientists have been left baffled by incidents of orcas ramming sailing boats along the Spanish and Portuguese coasts. In the last two months, from southern to northern Spain, sailors have sent distress calls after worrying encounters.*



Two boats lost part of their rudders, at least one crew member suffered bruising from the impact of the ramming, and several boats sustained serious damage.

The latest incident occurred on a Friday afternoon just off A Coruña, on the northern coast of Spain. Halcyon Yachts was taking a 36ft boat to the UK when an orca rammed its stern at least 15 times, according to Pete Green, the company's managing director. The boat lost steering and was towed into port to assess damage.

Around the same time there were radio warnings of orca sightings 70 miles south, at Vigo, near the site of at least two recent collisions. On 30 August, a French-flagged vessel radioed the coastguard to say it was "under attack" from killer whales. Later that day, a Spanish naval yacht, *Mirfak*, lost part of its rudder after an encounter with orcas under the stern.

*'It broke the rudder!'*

Highly intelligent social mammals, orcas are the largest of the dolphin family. Researchers who study a small population in the Strait of Gibraltar say they are curious and it is normal for them to follow a boat closely, even to interact with the rudder, but never with the force suggested here.

*Continued on P. 7*

*Killer Whales continued from P. 6*

The Spanish maritime authorities warned vessels to “keep a distance”. But reports from sailors around the strait throughout July and August suggest this may be difficult – at least one pod appears to be pursuing boats in behavior that scientists agree is “highly unusual” and “concerning”. It is too early to understand what is going on, but it might indicate stress in a population that is endangered.

On 29 July, off Cape Trafalgar, Victoria Morris was crewing a 46ft delivery boat that was surrounded by nine orcas. The cetaceans rammed the hull for over an hour, spinning the boat 180 degrees, disabling the engine and breaking the rudder, as they communicated with loud whistling.

It felt, she said, “totally orchestrated”. Earlier that week, another boat in the area reported a 50-minute encounter; the skipper said the force of the ramming “nearly dislocated the helmsman’s shoulder”.

At 11.30 the previous night, British couple Beverly Harris and Kevin Large’s 40ft yacht was brought to a sudden halt, then spun several times; Harris felt the boat “raise a little”. Earlier that evening, Nick Giles was motorsailing alone when he heard a horrific bang “like a sledgehammer”, saw his wheel “turning with incredible force”, disabling the steering as his 34ft Moody yacht spun 180 degrees. He felt the boat lift and said he was pushed around without steering for 15 minutes.

It is not known if all the encounters involve the same pod but it is probable. Dr Ruth Esteban, who has studied the Gibraltar orcas extensively, thinks it unlikely two groups would display such unusual behavior.

Alfredo López, a biologist from the Coordinator for the Study of Marine Mammals in Galicia, said orcas made their way up the coast each September from the Gulf of Cadiz to chase tuna into the Bay of Biscay.

Morris’s sailing job was abandoned after the boat was lifted for repair, and she was diverted to another delivery. She is currently sailing down the Spanish coast and in the early hours of Friday a VHF radio warning came in. “All ships, all ships,” it began. “Orca just north of Vigo” – five miles from her location.

After her last experience, Morris is a little jumpy, but, as a science graduate with plans to study marine biology, she is concerned for this vulnerable population of orcas and interested to learn more. She’d just prefer not to get too close a view next time.

# Chubby Girl



My name is

**WILBUR SPAUL** and I have created this blog to record my attempt to sail single-handed from **San Francisco to Hawaii** in the smallest boat to attempt this passage. I am setting off from San Francisco on September 27, 2020, and hope to complete the

trip in 2 to 3 months. During my trip, I’ll be updating my latitude and longitude position, and will provide an internet link so you can see my current position.

*Sailing solo across either the Atlantic or the Pacific in a small sailboat has been a plan of mine for over 40 years.*

<http://chubbygirlcruising.com/>

When I arrive in Hawaii I will be 71 years old. I have lived on sailboats for over 20-plus years, and have sailed extensively since the early 1970s. The shortest sailboat that I had sailed prior to **Chubby Girl** was three times her length at 24’, called **Aquaholic**, and she was a 24’ 1967 **Columbia** sloop. I have sailed from **San Diego to Mazatlán Mexico**, then back to **San Francisco** in a 42’ **Piver Victress** trimaran, which I had lived on for many years. Then after a few years in the San Francisco Bay area while going to graduate school at **UC Berkeley**, I sailed from San Francisco to **Tampa** via **Panama** on the Piver Victress **Wind Rose**. On other boats that I have owned, I have extensively cruised the **Caribbean** and north coast of **South America**, and most islands in the Caribbean. I have also traveled the US **Atlantic** coast from Tampa to **Baltimore Maryland** and back, cruised the **Chesapeake Bay**, and have spent a lot of time cruising the **Bahamas**.

This trip will be unlike any cruising trip I have ever taken in a boat.

There is a class of small sailboats called pocket cruisers or micro-cruisers, and they are generally in the range of 13’ to 24’, but are not generally considered ocean passage “blue water” sailboats. At 9’ Length-Over-All, **Chubby Girl** is a very tiny ocean sailboat.

*Continued on Page 8*

*Chubby Girl* continued from P. 7

The original **Chubby Girl** is an one-off custom blue-water design that was designed and built by me. I rented a garage at a house in **Walnut Creek California** and built the boat after work and over weekends. During the first launching of **Chubby Girl**, she was so unstable that I was not even able to get on the boat without it rolling over.

I contacted **Jim Antrim**, a San Francisco Bay area **Naval Architect** with over **11 TransPac Sailboat Races** behind him to figure ways to correct this instability problem. He is a very easy-going and brilliant Naval Architect, and he was very pragmatic in his approach to these instability problems. He recommended I add about 6" of width to each side, increase the keel depth 15", and add about another 200 lbs of ballast to the keel. Jim also recommended I change the single mast sloop design to a twin mast A-frame sailing rig with twin down-wind jibs. **Kame Richards** of **Pineapple Sails** in **Alameda**, California recommended I use a small mainsail to improve weather helm.

The empty boat weight was about 1200 lbs and fully loaded including my weight, the boat was about 2200 lbs.

The changes that Jim recommended made the boat extremely stable and his calculations showed that it should be self-righting, if rolled over. Although I have lined the inside walls with 1-gallon plastic jugs, there is no other designed internal positive displacement, so if the boat fills with water, it will very likely sink. That is the reason I carry an abandon-ship immersion suit and a satellite emergency positioning beacon system (EPIRB).

After a year of sea trials and several modifications, I scrapped the original **Chubby Girl** in February 2020, and asked Jim Antrim to give me a lighter and faster design, which ended up being a 9' boat. I started work on the new design in February 2020, and **Cree Partridge**, who is the owner of **Berkeley Marine Center**, has been extremely helpful in the construction of the new boat. He had a 9' dinghy mold, which he allowed me to use and provided considerable hands-on time instructing me on vacuum infusion foam core construction. Without his very helpful assistance this project would have taken at least another year, and there is no guarantee the boat would even be as good as the one he has helped me build. Jim and Cree are two professionals and gentlemen, who have come into my life and made me realize how lucky I am to have met them. I have also employed **Rafael Pietrowski**, a young

and very enthusiastic fellow from **Brazil** to help me during the construction to help speed things along. We all worked very hard and many long hours for me to be able to set sail in the next 2 months — about September 2020.

**Chubby Girl** is too small to carry a lift raft, so I built six water-tight compartments under the cabin sole, which is also where I will store my food.

Periodically I will send my latitude and longitude by a **Garmin** satellite text device to update my position in an internet link, which I will provide. Jim Antrim has agreed to send me a text to the Garmin device about any storms that might present a problem — not that I can do much about that since I travel so slowly. Other than that, there will be no other outside contact, and no support vessels will accompany me during this passage.

After I leave SF Bay, my next contact other than my periodic position transmission, will be when I get to **Hawaii** since there is nothing between California and Hawaii but open sea.

Upon arrival in Hawaii, the **Kaneohe Yacht Club** on **Oahu** has graciously extended an offer to temporarily berth **Chubby Girl**.

The estimated passage time is about 60 days, and could be longer if **Chubby Girl** passes too close to the "**Pacific High Pressure Zone**" and becomes becalmed until the winds return.

The biggest risk factors during a trip like this include being run over by a large ship, being rolled over by large and breaking waves, muscle atrophy from a lack of movement, serious illness or accidental injury, and skin infections from a lack of water and hygiene during extended exposure to salt water.

<u>Date</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Comments</u>
27 Sep	N37 52.06	W122 19.01	leave Berkeley Marine Center dock
9/27/20	N37 52.00	W122 19.08	left Berkeley Marina, Hawaii bound!
14:21PDT	N37 49.34	W122 28.73	passed under Golden Gate Bridge



Photo by Ian Powell who was on the scene to wave adieu!





**Our Last  
Sundowner  
for 2020**

Sara Lippert,  
Darryel  
Simmons,  
Jennifer Goit,  
Jeff Olsen and  
Kirk Lippert

**Jeff won the  
match!**



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## Merit Marks

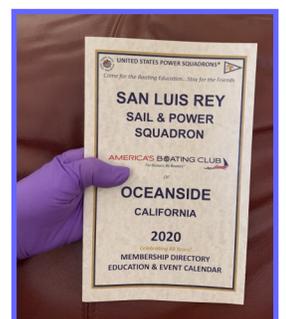
***This is the last call for Merit Marks! What does that mean?***

Member volunteers who donate a certain amount of time to their local squadron or district, or work in 2 different activities while showing an on-going contribution to the work of the squadron, may earn 1 Merit Mark per year. So if you would like to earn a merit mark for this year, please consider what you could be doing. **Here is a request:** write an article for *The Mariner's Needle* this month for publication in the **November 2020 issue**. Do some research, provide an article and photos and perhaps add some of your own comments. **Deadline 25th October 2020.**

Members who own a uniform or uniform shirt may wear one embroidered gold bar on the sleeve for each merit mark earned.

Those members who have earned 5 merit marks are recognized as **"Senior Members"**. You may check as to how many merit marks you have by going to the **San Luis Rey Sail & Power Squadron** membership Roster and look underneath your name for the initials **"MM"**. The number written after that is the number of merit marks you have earned since joining the squadron.

***The Editor & Publisher***



2020 has presented us with some new and unique challenges. The coronavirus has affected our lives in ways we've never experienced before. It's changed the way we interact with each other and our fellow boaters.

To protect the safety of vessel examiners and the public, the **U.S. Coast Guard** issued a "**Stand Down Order**" for both **Auxiliary and USPS examiners**. The USCG has subsequently authorized a release of that order on a district-by-district basis. To date, not all districts have been released.

In response to those USCG orders, we have been relaxing restrictions in our districts as they became available for vessel safety inspections. Some regions opened slowly and some opened with restrictions for age and health conditions. This meant that many of us weren't authorized to perform inspections even though younger inspectors were.

In consideration of the restrictions imposed on the majority of examiners, USPS will waive the requirement that vessel examiners complete five inspections to retain their qualifications for 2020. This one-time amnesty ensures that vessel examiners will not be penalized for complying with the stand down order.

We thank you for your patience and cooperation, and we hope you will all be healthy and safe so we can continue our commitment to safety in the upcoming years.

We would also like to thank those members who adhered to the regulations and showed the patience, restraint and personal integrity to adhere to the regulations even though they would have liked to violate them.

Sincerely yours,

***Stf/C Charles Meany, AP-JN***

***R/C Allan Furtado, SN***

## **SAN LUIS REY SAIL & POWER SQUADRON MEMBERS:**

Do you need a new/updated nametag? Cost is \$10 per tag.

If so, contact Shawn and tell him how your name should read.

And whether or not you wish to have your USPS/ABC Education grade included.

**Shawn Goit, JN-ON**   [District28USPS@gmail.com](mailto:District28USPS@gmail.com)   **(760) 468-6212**

# UNITED STATES POWER SQUADRONS®

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



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### FLAG LIEUTENANT

Position Open

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### IMMED. PAST COMMANDER

P/C Suzy Cooper, AP

### MEMBER AT LARGE

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Position Open

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