



THE MARINER'S NEEDLE



January 2021 Volume 60 Number 7 Celebrating 60 years! USPS District 28

SAN LUIS REY SAIL AND POWER SQUADRON

A Unit of the United States Power Squadrons®



OFFICIAL PUBLICATION



JANUARY 2021



HAPPY NEW YEAR 2021

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ADVERTISING RATES AVAILABLE



2021

4 MONTH CALENDAR

COVID-19 SOCIAL DISTANCING RESPECTED

JANUARY

- 23 1800 - SLRSPS Change of Watch—*Currently via Zoom unless notified otherwise. Installations by D/C Barry Bean, JN-CN*

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
- TBA D28 Conference—Hosted by Balboa Sail & Power Squadron
(Tentative Dates)
- 17 1830 All Member & Guest Event—Location: OYC St. Patrick's Day

APRIL

- 5 1830 Exec. Com. Meeting—Hosts TBA
- 21 1830 All Member & Guest Event—Location: TBA



A Note From the Commander



I hope everyone had a wonderful Christmas. Our family holiday was uneventful which nowadays is a positive thing.

As we move forward into 2021 most of us would just as soon forget the pandemic year of 2020.

For the **San Luis Rey Sail & Power Squadron** the year 2020 meant that our monthly events were cancelled. Our educational classes had to be put off and the worst yet was that we had to cancel our biggest planned event, the **60th Anniversary** of the club. A lot of planning went into this proposed celebration which made cancelling and rescheduling a real disappointment. Many thanks to the committee for hanging in there. Even though it will be 61 years we hope to reschedule it in 2021.

I'm really looking forward to 2021 though. In January we'll be installing a new a new bridge for San Luis Rey Sail & Power Squadron. If you look closely, you'll notice the names for 2021 are nearly the same as 2020. I can't speak for all, but I really felt cheated by this pandemic year. I believe after experiencing the results of 2020, the coming year of 2021 will seem extra special.

The elections are behind us and the **COVID-19** vaccine is beginning to be distributed. Hopefully we'll turn the corner and our **Southern California COVID** numbers will drop and we can stop the lockdowns and stay at home orders. It will be nice to write a report detailing how successful and fun we've had at potlucks, sundowners or raft ups. I can't wait to see everyone again and finally meet some of our new members. **Zoom** is a great tool but it's not even close to the same as meeting in person.

One of the best parts of our club is the social aspect that results in the people we get to meet and know. I first met **Patrick Attadaro** (Photo on left) at one of our GMM's (general membership meetings—all member & guest event). Patrick has one of those smiles that you always remember. It's infectious. You can't help smiling back. We ended up taking some classes together and Patrick's friendly greeting, "how's it going bro" always made me feel like I'd known him for a long time. Currently, Patrick is experiencing a serious medical challenge. Fortunately, he has the support of a strong and loving family. Please keep them all in your prayers.

Cdr Kirk T. Lippert, AP

Happy January Birthdays



KEITH McDANIEL	01
BENJAMIN SOOY	04
ALLAN BOMBARD	12
TODD MADDEN	13
LAURA SHOUSE	15
JANIS SIEMS	19
BARBARA DACIOLAS-SEMON	22
LESLIE NACK	22
CATHY MANGEN	24
FRANK "DOUG" REGAN	30

The **36th America's Cup Match** will be held in **Auckland, New Zealand**, from **6 to 21 March 2021**.



The "defender-on-record" is **Emirates Team New Zealand** racing against the winner of the **PRADA CUP**, the *Challenger Selection Series*. Winner will be the first team to score seven points.

The PRADA Cup begins on 15 January and runs through 24 February 2021. The winner of the PRADA Cup will meet the Defender, **Emirates Team New Zealand**, in the 36th America's Cup Match starting on 6th March 2021.

To ensure both the most accessible and most complete live and highlights coverage from broadcasters in well over 195 territories, the 36th America's Cup has partnered with free-to-air and pay networks including:

**USA AND CARIBBEAN
HOME COUNTRY OF NYYC AMERICAN MAGIC (CHALLENGER)
WATCH ON NBC SPORTS**

The **AC75 (America's Cup 75 class)** is a 75' sailing hydrofoil monohull class, governing the construction and operation of the yachts. The class features a unique combination of sailing systems for a monohull such as hydrofoils mounted on port and starboard topside longitudinal drums, a double-skinned mainsail and no keel. The highest speed actually recorded on the water is 49.1 knots by *Te Rehutai* on 17 December, 2020.

The return to monohulls with soft sails, after three America's Cups on multihulls with wingsails, is reminiscent of the old America's Cup classes and seaworthy traditions, but the rule includes hydrofoils to attract high performance crews and large TV audiences.

Under the protocol, each competing club may build two yachts, but two-boat testing is not allowed except during the *PRADA Christmas Cup* 17-20 December, 2020 and for the defenders during the *PRADA Cup* January 15 - 22 February, 2021. In order to reduce design and testing costs of the class's unique features, the rule specifies foil controlling systems all manufactured by the defending club's team and foil arms all manufactured by the Challenger of Record's builder **Persico Group**.



Photo courtesy of NBCSN & Jill Powell

Royal New Zealand Yacht Squadron

Emirates Team New Zealand
Challenger of Record



SLRSPS NOMINATING COMMITTEE REPORT

In accordance with **San Luis Rey Sail & Power Squadron Bylaws** the **Nominating Committee** proposes to elect the following members to serve on **Bridge Year 2021-2022**.

SQUADRON BRIDGE

COMMANDER:	Kirk T. Lippert, AP
EXECUTIVE OFFICER	James "Jim" Weaver
ADMINISTRATIVE OFFICER	Richele Daciolas-Semon, AP
A/ADMINISTRATIVE OFFICER:	Barbara Daciolas-Semon, S
EDUCATION OFFICER:	Jan Follestad, <u>SN</u> -CN
A/EDUCATION OFFICER:	OPEN
SECRETARY:	Shawn Goit, <u>JN</u> -ON
TREASURER:	Chris Peavey, <u>N</u> -IN
A/TREASURER:	Dan Rancourt, AP

EXECUTIVE COMMITTEE

3 YEAR TERM:	OPEN
2 YEAR TERM:	OPEN
1 YEAR TERM:	Cida Diehl

IMMEDIATE PAST COMMANDER:	Suzy Cooper, AP
MEMBER AT LARGE:	Jeff Olsen, P

FINANCIAL REVIEW COMMITTEE

AUDITOR:	Sue Bean, AP
A/AUDITOR:	Darryel Simmons

NOMINATING COMMITTEE

3 YEAR TERM	OPEN
2 YEAR TERM	Jeff Olsen, P
1 YEAR TERM	Jude Fleming

RULES & LAW

Adriaan Veldhuisen, SN-ON

Respectfully submitted by:

Jeff Olsen, P

HOW DOES AMERICA'S CUP RACING WORK?

Following the **World Cup** race series in **December**, the three challengers go on to vie for the **Prada Cup** and the right to race against **Emirates Team New Zealand** in the **36th America's Cup Match** in **March**.

American Magic, **INEOS Team UK** and **Luna Rossa Prada Pirelli** compete in a series of one-on-one match races beginning on 15 January.

The round robins continue through the month before progressing to a semi-final match on 2 February.

The Prada Cup finals are settled over 13 races between 13 and 22 February, and will decide who goes on to challenge Emirates Team New Zealand in the final America's Cup Match starting on 6 March.

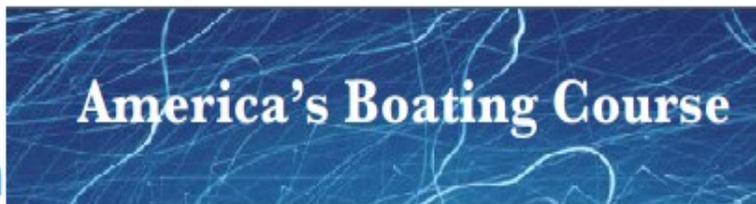


Emirates Team New Zealand plays no part in the challenger racing, but they will still be out training, keenly observing rivals and honing final developments and techniques in secret.

S.E.O. EDUCATION UPDATE



Visit www.AmericasBoatingClubOceanside.org to register on-line



<https://americasboatingcluboceanside.org/>

San Luis Rey Sail & Power Squadron in Oceanside has decided to start an **ABC class** via ZOOM on **February 2, 2021** at **7:00pm**.

DATES

Tuesday, February 2nd - March 23rd 2021
Time: 7:00 - 9:00 PM

ZOOM CLASS

All classes will be available on YouTube for those that missed the LIVE ZOOM session

COST

\$39.00 - Includes Textbook, plus 8 weeks of online instruction. Exams are optional.

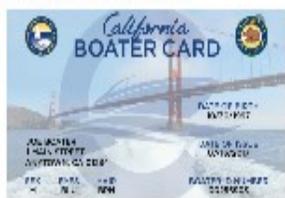


Many insurance companies will offer discounts to vessels of all types who take this course.



The technical details will be worked out between **Lt. Nancy Kangas, DEO Shawn Goit** and myself.

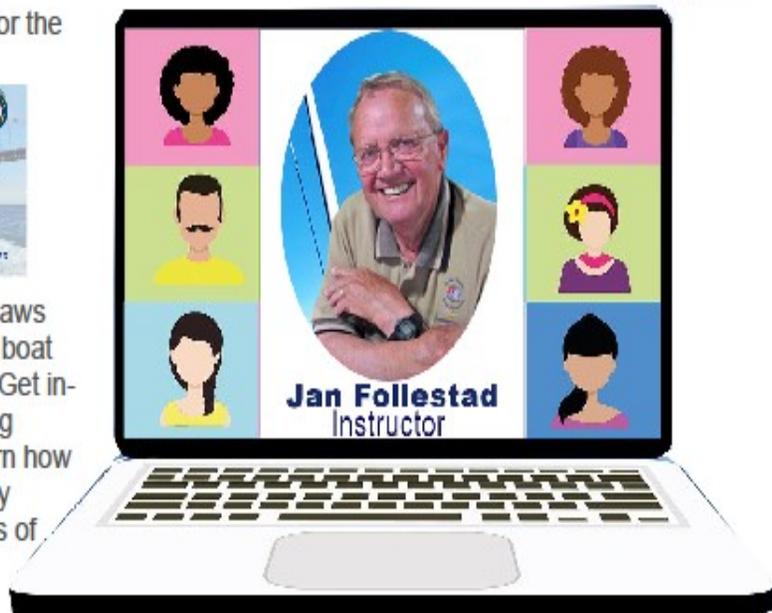
This course qualifies you for the CA Boaters License.



You'll learn about boating laws and regulations as well as boat registration and licensing. Get in-depth knowledge of boating safety equipment, and learn how to become a safe boater by learning the dos and don'ts of boater safety.

Interested students should contact me on the email address: follestad71@gmail.com.

We will teach rules and law. Plotting will not be included. *(This will be delayed until later).*



Email: info@AmericasBoatingClubOceanside.org | Call (760) 712-7161 or (760)-468-6212

SAFETY LESSONS LEARNED FROM THE U.S. COAST GUARD for JANUARY 2021



With all we've gone through in last year, an old wish came to mind, though I can't remember who I need to attribute it to:

*This is no idle story which now I write to you,
In a sudden blaze of glory your ship will come to
you.*

*This year she's coming to you from out the
Golden West,
And heavily she's laden with all that you love
best.*

*My simple wish to you is that your 2021 will
measure up and exceed, all your expectat-
ions as measured against a year before
2020.*

December's article dealt with restricted visibility. We have discussed in months past whether a vessel, equipped with radar, has to turn it on and we came to the conclusion that Rule 7 (b) says "Proper use shall be made of radar equipment if fitted and operational". So my question was: **When navigating in restricted visibility, a power driven vessel with radar shall respond in which way?** One of my readers pointed to Rule 35 (a) International to say that the only correct answer to the question was to operate at a

speed to be able to stop in the distance of her visibility (D). I see his point, but the answer is actually B "not alter course to port for a vessel forward of the beam". I base this on Rule 19 (d) which says that the following shall be avoided (i): an alteration of course to port for a vessel forwards of the beam.

For **this month's** (January 2021) challenge we will look at lights on a power driven vessel underway. And for those readers who follow my column "by the book" or look up what the **USCG Navigation Rules** exactly say, there is only one Rule that exclusively deals with Power-driven Vessels Underway. **So here's my question: the maximum length of a power driven vessel which may show an all-round white light and sidelights, instead of a masthead light, sidelights and a stern light, is _____**

- A) Less than 7 meters.
- B) Less than 12 meters.
- C) Less than 20 meters.
- D) Less than 50 meters.

For all practical purposes the length of a meter is 3.3 feet, so for example if your vessel is more than 20 meters she is more than 66 feet length overall; there is a conversion table on the page before Rule 1. And just in case you wonder, the USCG definition of an all-round light can be found in Rule 21 (e).

I hope you find the answer in the **Navigation Rules & Regulations Handbook**.

Here is another bonus question: **name 4 vessels that turn off side, stern, and if required mast-head lights when underway, not making way.**

Be safe out there and have a Happy New Year.

*Captain Adriaan Veldhuisen,
awveldhuisen@gmail.com*

AMERICA'S CUP RACE COURSE

The race course is about 1.7nm long (1.8 miles) and between 0.5nm and 0.8 nm wide, with boundaries all around that the boats must stay within.

It's called a windward-leeward course, so named because the course is oriented directly into the wind and away from the wind.

From the start, the yachts race directly upwind - to windward, round the 1st mark then downwind, or to leeward. Rinse and repeat.

At three-minutes to the start the boats 'enter' - sailing from above and outside the start line, and from opposite ends. This is the beginning of the 'pre-start'.

The teams take turns over which side they enter from, as the boat coming in from the right-hand side has the advantage - with right-of-way.

Because the AC75s travel so quickly, the boat coming in from the left-hand, or port, side enters first, 10-seconds before their opponent. This is to help reduce risk collision by coming in at the same time.

The goal, time your run to the start line exactly to the second - when the countdown reaches zero, and the race is on.

Arrive too early - and you've blown it. In sailing terms, this is 'OCS' - you're 'on-course side' at the time of start - meaning, you've jumped the gun. The umpires will send a start penalty immediately, and you'll have to slow down to get behind your opponent, before getting racing again.

Once underway, the boats race upwind, constrained by boundaries on both sides of the course - step outside of those and it's another penalty.

Once at the top of the course, it's decision time, which way around the 'top-gate' - two separate marks, you just have to pass one from the inside, before heading off back downwind from where've they come, to the 'bottom gate', completing the first 'lap'. Once there, the drill is exactly the same - choose one mark to go around before headed back-up upwind.

The Race Director determines the number of laps the boats sail, based on how much wind there is and therefore how long it will take to complete a race. On the final lap, headed downwind, the only difference is instead of a downwind gate the yachts cross the start/finish line to complete the match.



Education Report *Continued from Page 5*

There will be a test at the end of the 8 week course and passing will give you the opportunity to obtain the "**Boating Card**" from the **State of California**. Cost for the course is \$39.00.

San Diego Sail & Power Squadron is listing Zoom classes for seminars on Wednesdays starting on January 6 covering GPS, Chartplotter, Partner in Command (*a great course*), AIS for Boaters and Rules of the Road.

USING GPS 1/06/2021 @ 6:00P.M.:

Register at <https://www.usps.org/cgi-bin/nat/eddept/800/getregformx.cgi?S-8523>

PARTNER IN COMMAND 1/13/2021 @ 6:00P.M.:

Register at <https://www.usps.org/cgi-bin/nat/eddept/800/getregformx.cgi?S-8524>

AIS FOR BOATERS 1/20/2021 @ 6:00P.M.:

Register at <https://www.usps.org/cgi-bin/nat/eddept/800/getregformx.cgi?S-8525>

RULES OF THE ROAD 1/27/2021 @ 6:00P.M.:

Register at <https://www.usps.org/cgi-bin/nat/eddept/800/getregformx.cgi?S-8526>

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

or

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



San Luis Rey Sail & Power Squadron members at work:

**Jan Follestad, Shawn Goit
and Nancy Kangas**



*Photos in this issue courtesy of: Jan Follestad, Jill Powell and Lisa Attardo.
Flyer graphics by Nancy Kangas.*



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



EMERGENCY STEERING

Take the time to imagine yourself on a boat, sailing across open water to **Catalina Island**. Although you are halfway between your dock and your destination, you've made this journey more times than you can count. This task has become second nature to you, and there is nothing to worry about.

Eventually, you attempt to make a slight change of course when you discover that your vessel is refusing to obey your commands at the helm.

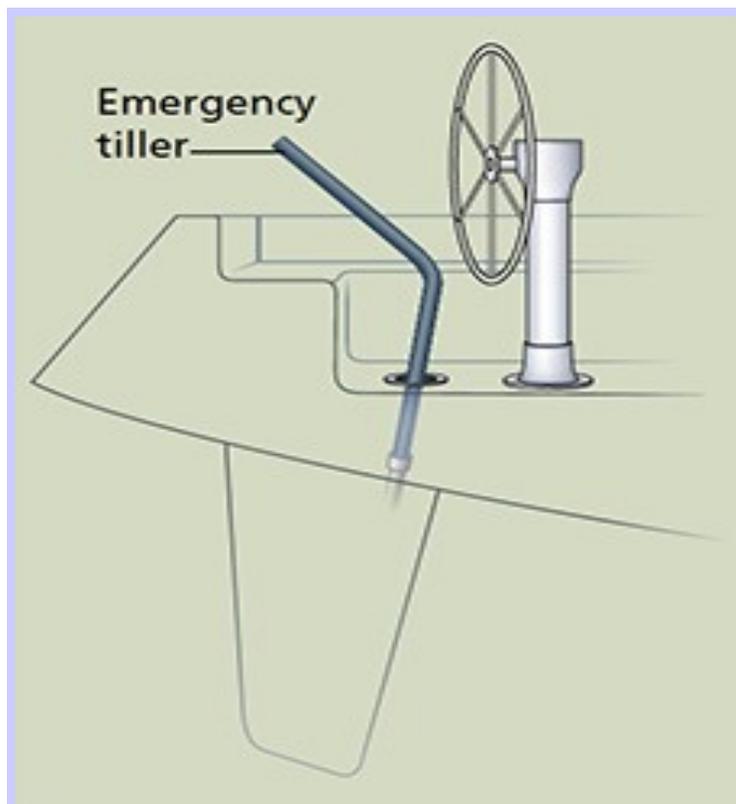
You have lost all steering power and have no way of repairing this untimely malfunction.

What are you going to do?



All boats with wheel steering are (*or should be*) equipped with an emergency tiller. An emergency tiller is a must-have piece of equipment that allows the driver of the vessel to regain steering control when cable linkage to the main wheel has been compromised. Usually in the shape of a right angle bar or a

T-handle, this tool is inserted into a socket in a remote location on deck, and drives the rudder directly. Because this is an emergency tool, some tillers are difficult to control, as they are often small and awkward with little steering leverage.



If your vessel is lacking such a tool, it is highly recommended to acquire one and store it in a place that is out of the way, yet easily accessible. It is also advisable to add the emergency tiller to your list of safety equipment that your passengers should be aware of in case anything should happen to you, the captain.

<https://AmericasBoatingClubOceanside.org/>

D/Lt Jake Alcanta, P



Justin's Culinary Corner

GRILLED FLAP STEAK

*with Shallot-Garlic-
Rosemary Marinade*

Flap steak (similar to flank or skirt steak) marinated in shallot, garlic and rosemary before being grilled to perfection: It's a pleaser for a crowd or for two, and will leave enough to make meals for the week. A low-end cut with high-end flavor.

INGREDIENTS

- 2 to 3 pound flap steak
- 2 tsp. Diamond kosher salt
- 1 tsp. freshly ground black pepper

SHALLOT-GARLIC-ROSEMARY MARINADE

- 1 medium shallot
- 4 garlic cloves
- 3 Tbsp. rosemary
- 1/4 tsp. red pepper flakes
- 1/4 cup olive oil

INSTRUCTIONS

- *Make the marinade by blending all ingredients in food processor, blender or hand immersion blender.*
- *Season the steak with plenty of Kosher salt and freshly ground pepper. Coat the steak on all sides with the marinade and let sit for at least one hour, but preferably 12 hours before grilling.*
- *Prepare the grill for high-heat cooking.*
- *Wipe excess marinade from the meat (if preferred), then place the flap steak over direct heat and grill for about 4 to 6 minutes per side, or until the internal temperature reaches 130° F for medium-rare or 140° F for medium.*
- *Remove from the grill and rest on a cutting board for 10 to 15 minutes before slicing against the grain to serve.*

NOTES:

You can substitute flank steak or skirt steak and use the same marinade.

FEEDBACK: justin@saltpepperskillet.com

WEBSITE/READ MORE AND SEE PHOTOS:

[HTTPS://SALTPEPPERSKILLET.COM](https://saltpepperskillet.com)



When I shop at our beloved local butcher (**Sepulveda Meat & Provisions in San Diego**), I often get a little sticker shock by how much high-quality meats cost. So I'll often go for one of the cheaper cuts and eat it over a few days.

This particular cheaper cut is called flap steak. You might not have heard of flap meat, and it certainly doesn't sound upscale. But this is a hidden gem you definitely want to discover.

I'll admit that I'm not always the biggest fan of marinating a steak. The reason is that you buy an expensive high-quality steak to be able to taste that wonderful beef flavor. And aside from flavor, it shouldn't need to be tenderized. However, certain cuts (e.g., *flap, flank, hanger, tri tip*) are perfect candidates for taking on a flavorful marinade.

WHAT IS FLAP STEAK AND IS IT TENDER?

Flap meat comes from the "*short sirloin*" section in the belly of the cow. Flap is usually a long, narrow cut, with excellent marbling. It's cheap. It cooks quickly. It has a lot of flavor and has so many uses. Flap steak gets even better the next day after cooking.

It's not a particularly tender cut of meat, with long muscle fibers. But that makes it the perfect cut to marinate, and use in lots of dishes that don't require premium steak.

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Lt Sandra Lippert

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