



THE MARINER'S NEEDLE



October 2021

Volume 61 Number 4

Celebrating 61 years!

USPS District 28

SAN LUIS REY SAIL AND POWER SQUADRON

A Unit of the United States Power Squadrons®



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ADVERTISING RATES AVAILABLE





2021

5 MONTH CALENDAR

OCTOBER

04 Exec. Com Meeting—Home of Jeff Olsen

NOVEMBER

01 1830 Exec. Com Meeting—Location TBA

17 **All Member & Guest Event— Location OYC
Instructor Appreciation Dinner**

See Link: <https://americasboatingcluboceanside.org/eventgmm/>

DECEMBER

6 1830 Exec. Com. Meeting—Location TBA

8 **SLRSPS Christmas & Holiday Party.** Location: **Oceanside Yacht Club.** *Cost will be \$25 per person: Dinner, beverage and dessert will be provided. Raffle Prizes and Gift Exchange with a \$10 limit. (You purchase the gift (new only) and partake in the Exchange/Steal “fun”. Reservations will be required. Additional information and sign-up will be available soon.*

12 San Diego Parade of Lights—Organizer: SDSPS

2022

JANUARY

3 1830 Exec. Com Meeting—location TBA

19 **America’s Boating Club of Oceanside Change of Watch—
Oceanside Broiler.**

FEBRUARY

7 Ex. Com. Meeting—Location TBA

8 19-27 USPS Annual meeting (108 years) - Ponte Verde Beach, FL

MARCH

7 1830 Exec. Com. Meeting—location TBA

12 **USPS/ABC D28 Conference & Lunch—SWYC**

13-20 **USPS /ABC D28 Change of Watch—Hosed by San Luis Rey
Sail & Power Squadron: Holland America Line cruise Sam
Diego—Mexican Riviera.**

**Happy
OCTOBER
Birthday**

PATRICK ATTARDO

06

A Note From the Commander



Greetings to everyone and hope all are healthy and well.

The 60th anniversary in **August** was very special but I must admit I was skeptical whether we would be able keep moving forward with our monthly meetings/events. Listening to the news for any guidance can be confusing at best.

Our scheduled **All Member & Guest Event** for **September** was an **Ice Cream Social** held at the **Oceanside Yacht Club**. There were some last-minute scheduling conflicts but thanks to our **Administrative Officer Richele** and her assistant **Barbara** they were able to work through the issue. The attendance was a little low, but we all had a great time and the ice cream and toppings that Barbara and Richele provided were delicious. The highlight for me was getting to meet and swear in two of our new members, **Bob** and **Emma Cremonesi**. Welcome to the club and I look forward to seeing you at future events.



The pandemic put the brakes on all our events over the past 18 months but where it really hurt was our boating education. I’m so glad to see that we have two classes currently meeting in the classroom below the OYC. The **Engine Maintenance** class on Thursdays and **Marine Navigation** meeting on Tuesdays. Many thanks to our **Education Officer Jan Follestad** for getting our education department moving again. We are always looking for members that are interested in becoming instructors. Please contact Jan if you could help us.

Many thanks to all the volunteers that help keep our club afloat. Special thanks to members of the board and others that meet monthly to plan and execute our events and educational endeavors. Many times, it is the people behind the scenes that don’t get recognized for what they do. **Nancy Kangas** maintains, updates our website, and creates our pretty flyers. **Jill Powell** produces our monthly newsletter. Both Nancy and Jill are important contributors to our club.

Signing off for now and look forward to seeing everyone soon.

Stay safe and God Bless.

Cdr Kirk T. Lippert, JN

The Crews News

Oceanside Harbor

Written for Boaters by Boaters

Celebrating our 24th Year of Publication!

thecrewsnews@aol.com

Volume 24

Issue 9

September, 2021

Free!



Ever wonder how the Power Squadron began? It's an interesting story because ironically, it was sailors who founded the United States Power Squadrons! At the turn of the 20th century power craft were coming into vogue as yachts. They had no clubs or organization that the sailors had with their prestigious yacht clubs. They had no room for stink potters, as the smoke-belching craft were known, but then, in all fairness, sailors were also called rag haulers.



Boston Yacht Club, Marblehead, Mass

On an auspicious day in 1914, power boats belonging to a small group of Boston Yacht Club members were invited to go along with about 40 of the club's windjammers on the annual cruise to Portland, Maine, a distance of about 110 nautical miles. The regatta fleet was well on it's way when a nasty nor'easter ripped through the fleet, tearing sails, dismasting many, causing havoc among the sailors. To the rescue came the stink potters who took the incapacitated sail boats in tow and returned all safely home. As a result, the club formed a division specifically for power craft and with the purpose of learning the nautical lore that yachtsmen enjoyed. The idea spread to the New York Yacht Club and beyond. Soon, an independent organization was formed and grew to some 300 squadrons across the country. In fact, USPS is the largest non-profit boating organization in the nation dedicated to the enjoyment of sail and power boating through education and safety.

The Squadrons became known for nautical education and even for instructing naval cadets during both World Wars, earning the praise of President Roosevelt. They have highly professional and all-inclusive courses from the most basic seamanship to electronic, even celestial navigation and anything in between. Instructors are highly trained members.

But today, it's not all courses; locally, the San Diego Sail & Power Squadron began to engage in community service activities, such as a Vessel Safety Program after WWII. Bay area sailors held Sail Fleet races and power craft owners honed their skills in Predicated Log races.

Today, local cruises are still arranged, and frequently they include members of Oceanside's San Luis Rey Sail & Power Squadron. A favorite get together is rafting up. There are also monthly membership meetings featuring speakers or a boating presentations. Weekly educational classes presented by each squadron are a foundational service of all squadrons. In our harbor, they are held at the Oceanside Yacht Club. The schedule can be found at: <https://americasboatingcluboceanside.org/classroom/>



By the way, the Power Squadron has now evolved into America's Boating Club®. (A registered trademark of the United States Power Squadrons®, a 501(c)(3) non-profit organization dedicated to boating safety and education.) Their members are boaters and boating families who boat together, learn together, and contribute to their communities by promoting safe boating through education. America's Boating Club has over 20,000 members organized into more than 300 squadrons across the country! If you don't have a California Boaters' Card yet, check them out now!

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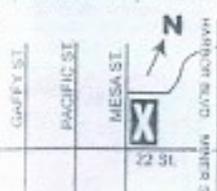
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Visit AmericasBoatingClubOceanside.org to register on-line

OUR INSTRUCTORS



INSTRUCTOR APPRECIATION NIGHT

DATE: Wednesday, November 17th 6:30

PLACE: Oceanside Yacht Club

COST: Per/Person \$15

Dinner, Beverages and Dessert will be provided



**Special Ceremony to honor
Van Diehl
A key member of our squadron
That will never be replaced**



S.E.O. EDUCATION UPDATE



September 2021

began with an **Engine Maintenance Class** on the 2nd. The class room filled with 13 students, all eager to know more about the gasoline or diesel engine. Most of

these students already have a boat and they have experienced their own problems.

The lead instructor is **Jorge L. Alonso, AP**. He is an **Engine Architect** and owns and operates a Mechanical Business in **Oceanside**. His experience is enormous, and he likes receiving questions during his presentation.

On the first evening the students felt they received such value that it was worth the cost of the book in itself. Jorge shared much knowledge about the gasoline engine, "what not to do" as one student told me. On the 2nd week the class received one more student.

Jorge built a plastic model, for the class, a 140-piece straight four cylinder gasoline engine. The model shows all the moving parts and the explosion after compression in the cylinders. The model has 1 and 3 cylinders working together also 2 and 4 cylinders. Ignition is a small blue lead light that lights when the piston is on top at each four rotation.



At the next class; the instructor will bring in spark plugs and a fuel injector to see, touch and hold on to.

The class is great and there is something for every level.

On the **14th of September** we started with 12 students and five walk ins so now there are 17 students. All wanted to take the **Marine Navigation Class**. The Head instructor is **Bob Gibbs JN**. He has a background in mechanical engineering and loves sailing his boat in **San Diego** and beyond.

His proctors are **P/C Doug Bass, N** and myself. The class is learning to measure distance on longitude and laying out a course on the chart and finding the **True and Magnetic Courses**.

See photos on Page 10.

Looking forward to 2022:

We must organize an **Advanced Marine Navigation Class** for these students next year. The interest in learning about boating is great.

At the end of the year, we will have instructed 40 students.

We also need to teach the following classes: **Boat handling (S), Sailing Course, America's Boating Course, Advanced Marine Navigation**, and **On the Water training** with both powerboat and sailboat.

Skill is most important.

Happy Sailing:

(760) 712-7161 or follestad71@gmail.com

SEO Jan Follestad, SN-CN.

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



As you read this in October my wife and I will be visiting family in **Europe**. The COVID regulations still present a challenge, but at least we're able to visit, though our sail down the **Danube to The Black Sea** has been postponed until next **May**. We may attend a boating competition in **The Netherlands** that one of my friends is involved in, and I bet you've not heard of this before. *Teams of eight men pull a barge, full of manure, down a canal over the tow-path. The time this takes, over a distance of several miles, determines which team wins.* I declined an invitation to participate, claiming that I am too old for this, though I may sponsor the after-party.

In case I don't make it back in time, or lack the energy, to write the **November** issue of my article I apologize in advance and beg for your understanding. I usually do quite a bit of research for my articles and I do not plan to bring any books or other documents on my visit to Europe. However, you can still send me your comments and answers if you like, as that may brighten my sometimes rainy days.

Last month's article contained some slightly controversial elements, all in fun and to make you think. If you are in distress, out at sea, you may use any of the 16 examples in the Rules to signal your distress, like employing a gun or other explosive signal.

So my question was: *how long should be the approximate interval of the firings?* You will find a picture of the 16 distress signals in Rule 37, where you will notice that only the gun has the time interval. The description of

the signals can be found further in the handbook at Annex IV, subsection 1 (a). The correct answer was A – 1 minute.

For this month's challenge we will look at the definition of a very common situation, inland and near a harbor. My question is: A "head-on" or "meeting" situation shall be deemed to exist at night when a vessel sees another vessel ahead and _____.

- A) one sidelight and the masthead light are visible
- B) the vessels will pass closer than one-half mile
- C) both vessels sound one prolonged blast
- D) both sidelights are visible

I hope you find the one correct answer in the **Navigation Rules & Regulations Handbook**, and that you let me know. I also hope that you make plans to take a course from our Americas Boating Club Oceanside:

<https://americasboatingcluboceanside.org/classroom/>

Be safe out there.

*Captain Adriaan Veldhuisen,
awveldhuisen@gmail.com*





Happy Hour

Oct. 9th, 4 pm
Oceanside B R O I L E R

\$5 **\$6** **\$7** **\$8**

Appetizers
HAPPY HOUR PRICES

Tell us your sea stories or just come by to say HI



October 9th - 4 pm - Saturday
Oceanside Broiler

Don't be shy - Drop by and say Hi!

The summer is fading fast. Drop by and tell us about your sailing adventures during the summer. Or just drop by and enjoy delicious appetizers and great views of the Oceanside Harbor.



No Food/Drink Purchase Is Necessary To Attend
This is a non-sponsored squadron event

For enquiries click on email: info@AmericasBoatingClubOceanside.org



Boat Capacity Tips

Tom Neale— Technical Editor, BoatUS Magazine.

Submitted by Lt/C Richele Daciolas-Semon, AP

Capacity Plates On Smaller Boats

Boats measuring less than 20 feet and powered by a motor are required to carry a plate showing the manufacturer's designed capacity limits. Some manufacturers also provide capacity plates on boats up to 26 feet in length. This plate includes the boat's maximum capacity, usually in number of passengers as well as in total pounds, and may include maximum horsepower as well. Treat these numbers as an upper limit, and don't overly rely on them; if your boat was built before 2011, the capacity plate will assume an average weight per passenger of 160 pounds instead of the 185 pounds now in use. Keeping weight within the boat's capacity limit is key to safety.

Capacity On Larger Boats

If your boat doesn't have a capacity plate, your owner's manual or the manufacturer may offer guidance on how many passengers or how much weight your boat can carry. If not, one rule of thumb, used with caution, is to carry only as many people as there are fixed seats in the main cockpit of the boat; don't include seats in the bow or the flybridge in this calculation. If the boat does not handle well, feels sluggish, rolls excessively, or is taking water in through the scuppers, you need to lighten the load.

People Distribution

Even if your load is less than the maximum, poor weight distribution can still cause a capsize. Don't let everyone gather on one side or at one end of the boat to watch fireworks or help bring a fish aboard. The flybridge offers the best seats in the house, but four or five people on the flybridge with no one down below can cause even 35-foot boats to capsize. Have people take turns up top, and keep the number small enough that the boat doesn't heel or lean as they move around up there. Fore-and aft-weight distribution is just as important as lateral. Keep most of the weight in the center of the boat and as low as possible.

Total Built-In Seats

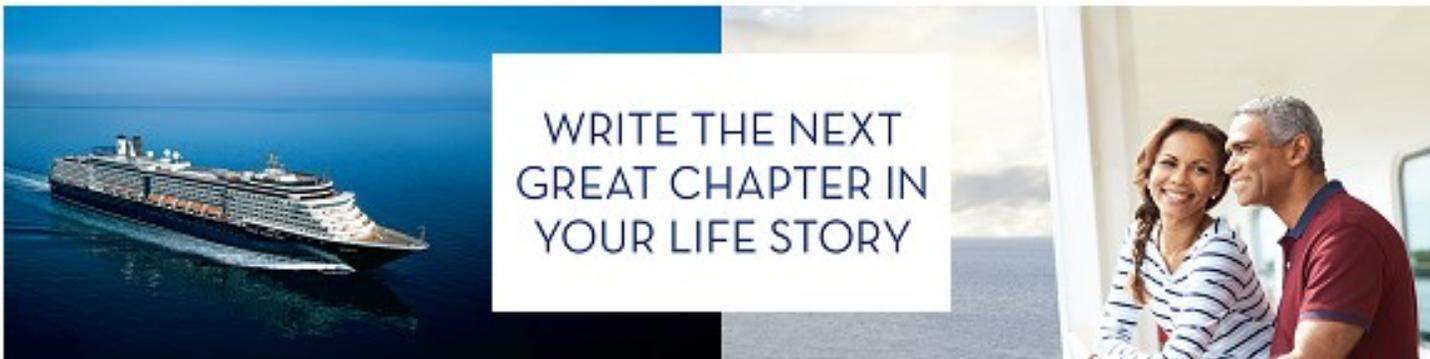
Don't assume that the total number of seats is the number of passengers you can carry or the best weight distribution for the boat. Many boats have seating in the bow, yet too much weight there while under way can adversely affect the boat's balance, its ability to plane, and your ability to steer while increasing the danger of flooding if you power into a wave or a wake.

Other Weight Distribution

A large cooler filled with liquid in the stern of a center-console boat can cause flooding from wakes or when backing down to bring in a fish. Take into account the levels of fuel and water tanks and bait/fish wells when deciding how you distribute the rest of the weight.

Adjust Weight Distribution Under Way

Proper weight distribution for your boat may not be the same when it is sitting still, running, or running on plane. If you experience poor trim, sluggish steering, or unusual responses when you turn the wheel, you may have a loading problem. Don't attempt to "correct" improper weight distribution with trim tabs. Stop and reconfigure the weight.



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Mar 15	At Sea		
Mar 16	Puerto Vallarta	8:00am	9:00pm
Mar 17	Mazatlán	8:00am	5:00pm
Mar 18	Cabo San Lucas	7:00am	3:00pm
Mar 19	At Sea		
Mar 20	San Diego	7:00am	

There is still space onboard!

Please join many of your peers – other squadron or America's Boating Club members.

.... And the USPS/ABC Chief Commander

A fun time is guaranteed.



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USPS/ABC Change of Watch 2022 Cruise Contact: Jill Powell (760) 716-1675 Talk/Text



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Piloting Class with Bob Gibbs



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Kirk Lippert welcomes Bob and Emma Cremonesi



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