



THE MARINER'S NEEDLE



April 2023

Volume 62 Number 09

Celebrating 62 years!

ABC/USPS D28

SAN LUIS REY SAIL AND POWER SQUADRON

A Unit of the United States Power Squadrons®



OFFICIAL PUBLICATION

APRIL 2023



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ADVERTISING RATES AVAILABLE



Breaking News -- Debuting after Easter 2023:

From the USPS-ABC Annual Meeting in Orlando, FL -- **Don't miss the red carpet gala media event on Sunday April 16 at the International Boating & Water Safety Summit (IBWSS) to launch [America's Boating Channel's new](#)**

[smart TV offerings.](#)

[Visit ibwss.org/register.](http://ibwss.org/register)





2023

4 MONTH CALENDAR

APRIL

- 2 0930 Santa Margarita Yacht Club Opening Day/Ceremony
- 2 1200 Oceanside Yacht Club Opening Day Boat Parade
- 1300 Oceanside Opening Day Ceremony
- 3 1830 ABC Oceanside ExCom—Location: Home of Cida Diehl.
- 12 1830 All Member & Guest Event with potluck dinner**
(*theme "Appetizers"*) - OYC Private Room.

MAY

- 1 1830 ABC Oceanside ExCom—Location TBD
- 20-26 USPS National Safe Boating Week**
- TBA Weaver PDF Giveaway, Oceanside Harbor with Hot Dog Roast**
on 'S' Dock *after-party*.

JUNE

- 5 1830 ABC Oceanside ExCom—Location TBD
- 16 1800 Sundowner Dock Party—Dock TBA
- 18-30 ABC/USPS Alaska with Denali Cruise/Land Tour

JULY

- 11 1830 ABC Oceanside ExCom—Location TBD
- 15 D28 ABC Picnic—Oceanside Harbor

Bold—*Our own club event and all members invited to attend.*

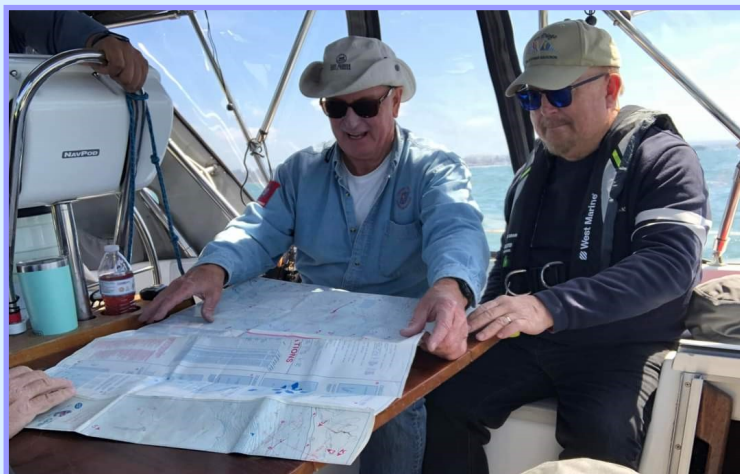


A Note From the Commander

Our ABC/USPS District 28 had a successful and enjoyable Change of

Watch ceremony at the **Southwestern Yacht Club**. We had the pleasure of having the **Chief Commander Craig Fraser** and his wife Liana join us for the event.

The next day **Chief Commander Craig Fraser, Liana, Darryel Simmons**, along with **D28 Commander Allan Bombard** went out on my sailboat "Passing Wind" to conduct a skills demonstration in **Coastal Navigation**. All 4 gained their CN and Allan upped that and became a CN certifier. It is always great and rewarding when you get the opportunity to teach and learn from leaders within the organization.



Kudos to **Barbara and Richele Daciolas-Semon** for organizing a successful ice cream social for our March event. Members enjoyed coming together and enjoying each other's company. I hope that our next event at **Oceanside Yacht Club** on 12 April is just as successful. Our guest speaker will be **Dennis Alba**. I encourage everyone to check the website for details and to record your attendance.

Both **Oceanside Yacht Club** and **Santa Margarita Yacht Club** will have their **Opening Day Ceremony on Sunday 02 April**. Please come to celebrate the OYCs 60th anniversary. This day starts with SMYC followed by the OYC Boat Parade at Noon. Dress your boat up with colorful signal flags or just show up in the parade or on land to watch. It is always fun to watch and come to the club afterwards for snacks, refreshments and a live band. Sounds like a fun time!

P/R/C Shawn Goit, JN-DN

**YOUR 2023
CLUB/SQUADRON MEMBER
ROSTER IS AVAILABLE**

**COME TO THE OCEANSIDE
YACHT CLUB
FOR A POTLUCK DINNER
ON WEDNESDAY 12 APRIL
AND COLLECT IT.**



APRIL

AL CRUZ	07
MARY SECKENDORF	10
SAMANTHA PEAVEY	16
DENNIS ALBA	21
SHAUN McARDLE	25
ADAM LIPPERT	26
JILL POWELL	27



Leon & Barbara Hull
Jay Richardson

TEXTING FOR AMERICA'S BOATING CLUB OCEANSIDE

By: Nancy Kangas, AP

Please Accept My Texts



We want to help you remember to have fun as a member of **America's Boating Club Oceanside**.
So please accept texts by the number (804) 336-3410.

You may opt-out at any point by typing the word "Stop".

I will be using the texts for reminders for monthly *get-togethers* and Executive Committee meetings.

Please save the number in your contacts as **ABClub Oceanside** so you will know the text is from "us".

The text will provide directions and a reminder about time and date of the event.

FREE

Vessel Safety Checks

Contact Shawn Goit

(760) 468-6212



Marine Electrical Systems

DATES

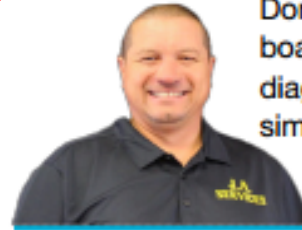
Thursdays, March 30, 2023
Time: 7:00 - 9:00 PM

COST (includes book)

\$70: Members
\$110: Non-Members

Members include USPS and OYC
Limit 15 Students

Instructor: Jorge Alonso



Don't get short circuited; learn how boat electrical systems work, how to diagnose problems, and how to do simple repairs and upgrades.

- Boat electrical wiring practices
- Galvanic and stray current corrosion
- Lightning protection
- How to use a multi-meter
- How to solder and crimp
- How to read electrical wiring diagrams



All Classes Held at OYC
Oceanside Yacht Club Classroom
1950 Harbor Drive N, Oceanside, CA 92054

Enroll in either or both classes by
Scanning the QR code or clicking the link below

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



ENROLL NOW

ENROLL NOW

ENROLL NOW

ENROLL NOW

ENROLL NOW

Marine Navigation

Tuesdays, April 4, 2023
Time: 7:00 - 9:00 PM

COST (includes book)

\$80: Members
\$120: Non-Members

Members include USPS and OYC
Limit 15 Students

Instructor: Darryel Simmons



This course teaches you how to use the GPS along with traditional dead reckoning techniques for planning and laying out safe routes.

- Charts and their interpretation
- Landmarks and navigation aids (buoys, day marks, lights, etc.)
- Plotting courses and determining direction and distance
- Use of GPS - basic GPS displays and information they provide, setting up waypoints and routes, staying on a GPS course
- Pre-planning courses and entering them into the GPS

Potluck
 April 12th, 6:30 pm

Speaker: Dennis Alba
**Topic: Safe Boating Tips:
 For Drivers & Divers**

Bring an appetizer to Share

COME AND PICK UP YOUR 2023 CLUB ROSTER

POTLUCK & Speaker

Place: Oceanside Yacht Club

Date: April 12th, Wednesday, 6:30pm



"Safe Boating Tips - for Drivers and Divers"
 given by Dennis Alba.

Bring your favorite appetizer to share and join us for an informative talk by Dennis Alba. He will share his experiences as both a seasoned boater and a Dive Instructor. Don't miss out on this fun and educational event! Please RSVP so we can plan accordingly.



Please RSVP: <https://americasboatingcluboceanside.org/event/member-and-guest-event/>



S.E.O. EDUCATION UPDATE

I am back from an excellent District Meeting hosted by the **ABC San Diego Squadron**. We can now plan for our Spring / Summer activities. Congratulations **Cida Diehl, SN-CN** as our new **District Educational Officer**. She will continue to work with our Club/Squadron in advanced grades.

Our **Marine Electrical System** class was supposed to start on March 30 -2023 . However, due to low interest we will postpone the class. Stay tuned for an update.

The **Marine Engine** class will be available in September 2023.

The **Marine Navigation** class is on for April 4. After passing the class you will earn the Rank “ P”.

See you there!

It is my understanding that we will teach an “On the Water Boating Program” with **Shawn Goit** as the instructor in the classroom and on the water. Please contact him. *See back page of this newsletter.*

At the District Meeting we learned that all our advanced class curriculum books have changed so they will be replaced.

A copy of the new advanced instructor book for these subjects are available for the Squadrons SEO at no cost to the Club/Squadron. I have ordered JN and N. If you have any request, please call or e-mail me.

Happy sailing.

SEO Jan Follestad, SN-CN

2023 CLASSES

CURRENT CLASSES:

- **ABC** Tuesdays January 10: 12 weeks
- **Engine Maintenance** Thursdays January 12: 12 weeks
- **Junior Navigation** Wednesdays January 18: 12 weeks
- **Piloting** Tuesdays April 4 to June 13: 10 weeks
- **Navigation** Wednesdays April 5 to 28: 12 weeks
- **On-the-Water courses**—CN-IN Skills April 6 to June 28

FALL CLASSES:

- **ABC** Tuesdays: September 5 to November 21: 12 weeks
- **Piloting** Thursdays: September 7 to November 9: 10 weeks
- **Marine Navigation or Marine Electrical Systems** Thursdays September 7 to November 30: 12 weeks

SAFETY LESSONS LEARNED FROM THE ...



APRIL 2023

I didn't make it back in time from our cruise to **Australia** and **New Zealand** for the **March** edition of my article, but we sure had a lot of fun and learned a lot. I have not missed many chances to submit an article since I started writing more than 12 years ago.

We went to every **Maritime Museum** we could, took ferries across the bays, and sailed in **Auckland, New Zealand**.

In Auckland, they acknowledged my credentials and let me run the 50-foot sailboat for a while. Of course, I could write an article of 10 pages and show the 500 pictures that **Cheryl** took, but that is not the essence of my submission.



So back to work and looking at the essential safety aspects of boating in our harbors and coastal waters from my Coast Guard's perspective. Let me take this chance to remind you that the basis for my articles is the **USCG Regulation Handbook** and that most of my multiple-choice questions require you to find the Rule to choose the correct answer. Another reminder is that although we are now all in tune with **Google**, the handbook does not have an index. Therefore, the table of content is often your best place to start.

At the **February** challenge, we looked at our conduct in restricted visibility. The rules are identical to INLAND and INTERNATIONAL, which is not always true. So your vessel is underway in restricted visibility. You hear a fog signal of another vessel, forward of the starboard beam. So my question was: which action should you take? **The answer is C, reduce your speed to the minimum, keeping you on course.**

In the responses I received, there was some confusion about which Rule applies. Some readers said that Rule 8 e applies "Action to avoid collision." But my choice was Rule 19 e, "Conduct of vessels in restricted visibility," which says to reduce speed to a minimum and stay on course. It makes your actions more predictable for the unseen vessel ahead. Once the vessel is in sight, you may need to take "Action to avoid collision."

On our cruise ship, going into and out of harbors every day, I listened intently to the safety signals that they used. And although their "red-right-returning" is the opposite, the sound signals are the same, as far as I can tell.

So for the **April** challenge, let us look at maneuvering with power-driven vessels in a harbor. Note that this Rule applies INLAND when "meeting and crossing" within half a mile of each other while in INTERNATIONAL waters in sight of each other. So, when power-driven vessels are in a crossing situation, one short blast by either vessel would mean _____.

- A) "I intend to leave you on my port side"
- B) "I intend to hold course and speed"
- C) "I intend to leave you on my starboard side"
- D) "I request a departure from the rules"

If this question makes you hesitate and think at all, I hope you consider taking a course from our **Americas Boating Club Oceanside. Marine Navigation** course begins on April 4. We are considering teaching **Advanced Navigation** courses soon. To see if you can join, please get in touch with **Jan Follestad** at <https://americasboatingcluboceanside.org/classroom/>

Captain Adriaan Veldhuisen, SN-ON

awveldhuisen@gmail.com



*Photos in this issue of
The Mariner's Needle courtesy
of Cheryl Veldhuisen, Jill Powell
and Shawn Goit.*

SAN DIEGO DAY AT THE DOCKS



New Member **Leon Hull** demonstrating his knot-tying expertise learned in Jan Follestad's Class.



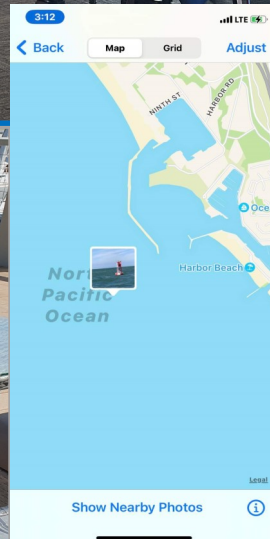
Shawn Goit and **Kirk Lippert** help out at the ABC San Diego table



DISTRICT 28 CONFERENCE ROOM—SOUTHWESTERN YACHT CLUB



NANCY KANGAS AND **ADRIAAN VELDHUISEN**



CIDA DIEHL, CRAIG & LIANA FRASER

SAFETY REPORT



JAKE ALCANTARA, P Starlink is a satellite-based internet service provided by **SpaceX**, which has gained a lot of attention for its potential to revolutionize connectivity in remote areas. One such area where Starlink's benefits can be particularly useful is during boating emergencies. Here are some benefits of using Starlink for boating emergencies:

1. **Reliable communication:** During a boating emergency, it is essential to have reliable communication to call for help. Traditional forms of communication such as VHF radios, mobile phones, or satellite phones may not always work in remote areas or during natural disasters. Starlink provides an uninterrupted connection to the internet, enabling boaters to communicate with emergency services from anywhere in the world.

2. **Real-time location tracking:** In an emergency situation, time is of the essence. Starlink can provide accurate and real-time location tracking, allowing emergency services to respond quickly and efficiently. With Starlink's high-speed internet, boaters can also access navigation tools to help them reach the nearest safe harbor or medical center.

3. **Access to medical assistance:** In case of a medical emergency, Starlink can provide access to medical assistance and telemedicine services. High-speed internet connectivity can enable boaters to connect with medical professionals in real-time, receive remote diagnosis, or get guidance on the necessary first aid procedures.

4. **Weather updates:** Boating emergencies are often caused by unexpected weather changes. Starlink's internet connectivity can provide boaters with real-time weather updates, even during natural disasters such as hurricanes, which can be crucial in taking preventative measures or seeking help in time.

5. **Inexpensive:** While traditional emergency communication devices can be expensive or require a subscription, Starlink provides affordable internet connectivity, making it an accessible option for boaters. Moreover, since Starlink is a satellite-based service, it does not require any infrastructure, making it ideal for remote or off-the-grid areas.



60 Starlink satellites stacked together before deployment on 24 May 2019 (Wikipedia)

Maritime service is now global, providing connectivity to the vast majority of the Earth's oceans and seas. Deliveries are available in countries such as Australia, New Zealand, Chile, Italy, Germany, Poland, Switzerland, Austria, Belgium, the United Kingdom and the United States. ([Starlink.com](https://www.starlink.com))

In conclusion, Starlink's internet connectivity can be a game changer for boating emergencies. Its benefits of reliable communication, real-time location tracking, medical assistance, weather updates, and affordability make it an excellent tool for boaters to stay connected and safe during emergencies. With its growing coverage in remote areas, Starlink can potentially save many lives on the sea.

**NOW, HAVING READ THIS ARTICLE,
GO TO PAGES 10-12 AND READ HOW
IT SAVED LIVES LAST MONTH.**

Jake Alcantara, AJP



Technology saved our lives, says captain after whale sinks boat.

Submitted by D/Lt/C Jake Alcantara, P

The Washington Post Wednesday, March 22nd, 2023



Four people have been plucked from a liferaft in the Pacific Ocean – after a ‘huge whale’ crashed into their **1976 Kelly Peterson 44’, Raindancer**. The incident occurred on 13 March 2023.

The boat, on its way to the Marquesas of French Polynesia (from the Galapagos), sunk in a matter of minutes, but captain **Rick Rodriguez** says it was **Starlink** that saved their lives.

“Without Starlink our rescue wouldn’t have gone so swiftly and smoothly. Technology saved our lives,” he says.

Rodriguez describes the incident in detail. While enjoying vegetarian pizza dipped in ranch dressing, with a second one just out the oven, he and the three other people onboard *“heard a loud crashing noise, simultaneous with a metal clanking. I looked to port and saw a huge whale, and blood gushing out of its as it began swimming down.”*

The incident was later described as lifting the back half of the boat violently upward and to starboard. Rodriguez then says that about five seconds later the high water bilge alarm went off.

“I could see water rushing in from the stern of the boat. At that point I knew the damage was very significant and that most likely we were going to lose the boat.” The crew began gathering safety equipment, supplies, emergency gear, electronics and more while Rodriguez went searching for the source of the water. He says after just 30 seconds, it’d already filled up above the floor. *“It was difficult to locate the source from the inside with the water level so high.”*

“I helped bring out the life raft and grabbed and set off one of our EPIRBs and made a VHF mayday call. I deployed the life raft and it inflated as advertised.” The distress signal was picked up by officials in **Peru**, who alerted the **U.S. Coast Guard**.

“I then realized that the sails were still up and the boat was still moving forward and it put a lot of tension on the painter line of the Winslow Life raft, which had automatically deployed a sea anchor.”

*“[Crew members] **Simon and Alana** launched our 10.5ft Apex dinghy that was sitting upright and inflated on the foredeck. “I put on my mask and fins on and jumped overboard with a tarp. I saw the damage instantly.”*

“There were multiple holes or ‘cracks’. The biggest one being around the prop shaft. It seems part of the whale must have hit the shaft with a strong force and busted open the fibreglass around the shaft. It was a very awkward hole to try and plug with rags and a tarp. It had a stainless steel shaft in the middle and the holes around it were more like caves with broken pieces of fibreglass all around and inside it.”

Continued on Page 11.

"In addition to this I also noticed 2-3 full length cracks maybe an inch in diameter along the base of the skeg where it meets the hull, and about halfway down the skeg. I made attempts to shove a tarp in the hole (s) but it kept coming out. I tried to wrap the tarp around the damaged area consisting of the rudder skeg and prop shaft and tie it around itself but the open ocean waves and swell made that difficult and with a boat that was already 2/3 full of water at that point. I decided to forego my efforts and focus on the safety and survival of the crew."

At this point, the three crew had loaded the dinghy with as much supplies and emergency gear as possible. They couldn't fill up and more water jugs as the water level was above the sink. Later it was calculated they'd escaped with enough water for about a week, roughly three weeks worth of food, a fishing pole and a device for catching rain.



Rodriguez joined them in abandoning ship and says that the last 10ft of the mast sank down at *"unbelievable speed"*. *"Our painter line which is designed to break before being pulled under with the boat was still attached to the boat. Luckily I had a leatherman knife in my pocket and cut the painter as it was coming under tension."*

Then with one couple in the dinghy, and the other in the life raft (*secured to with three lines, one of which was a shock cord they'd tied together from tethers on their life vests*), the wait began.

The [Washington Post](#) reports in his first text messages from the life raft, Rodriguez said he was in serious trouble. *"Tommy this is no joke,"* he typed to his friend and fellow sailor Tommy Joyce. *"We hit a whale and the ship went down". "Tell as many boats as you can. Battery is dangerously low"*.

According to [Loose Cannon](#) Joyce was over a hundred miles behind on the same track and the area was full of boats participating in the World ARC, a round-the-world rally for recreational sailboats.

Joyce spread the mayday message on Facebook, and was able to communicate with the ARC fleet, some of whose participants also have Starlink terminals. Soon the vessel nearest the liferaft, *Rolling Stones*, was heading their way. *Rolling Stones*, captained by **Geoff Stone**, was not on the ARC roster, but he was being followed by the SV FAR and as many as nine other ARC participants.

Technology saves lives

"Starlink was a gamechanger allowing us all to coordinate response over long distances," Joyce wrote afterwards. What Joyce did not say was that most, if not all the Starlink terminals involved in the rescue were RV models (now called Starlink Roam) not authorized for use at sea.

(The approved Starlink yacht package costs \$10,000 for hardware and \$5,000 per month for service. Most recreational mariners can't or won't pay that much, says Loose Cannon. Instead, they mount a standard Starlink antenna and sign up for Starlink RV service; one-time hardware costs: \$599 for the hardware and \$135 per month for unlimited-data service. But there's a looming issue. Using Starlink offshore goes against its terms of service contract. Without warning, Starlink could institute geofencing that would render all those terminals useless anywhere offshore.)

Adrift overnight



"Flying fish kept jumping in the dinghy throughout the night and the wind speed increased. We were making a mayday call from our handheld radio every hour," Rodriguez says. "At about 0500 March 14, we spotted the first lights of the sailing vessel Rolling Stones.

"Once they approached we all got into the dinghy as we felt it would be easier to make the transfer. We came alongside Rolling Stones and threw over two lines. They brought us in and one by one we all dove forward into their sugar scoop transom, timing the waves with every jump."

"There was never really much fear that we were in danger," Rodriguez later told the Washington Post. "Everything was in control as much as it could be for a boat sinking. There was no emotion. While we were getting things done, we all had that feeling, 'I can't believe this is happening,' but it didn't keep us from doing what we needed to do and prepare ourselves to abandon ship."

"Raindancer was well-equipped with safety equipment and multiple communication devices and had a trained crew to handle this open-ocean emergency until a rescue vessel arrived," says

Douglas Samp, U.S. Coast Guard Pacific area search and rescue program manager. He cautions that new technology should not replace the use of an EPIRB, which has its own batteries.

Rolling Stones was expected to arrive in French Polynesia on 22nd March 2023.

"I've worked so hard to be here, and have been dreaming of making landfall at the Bay of Virgins in the Marquesas on my own boat for about 10 years. And 1,000 nautical miles short my boat sinks," says Rodriguez. "I feel very lucky, and grateful, that we were rescued so quickly. We were in the right place at the right time to go down."

According to one *Washington Post* commentator, being rammed by whales happens. *"I'm 82 and have sailed my entire life, including several Atlantic and Pacific crossings. The captain was experienced and exceptionally well prepared. The crew were also well prepared, mostly experienced, and did their jobs quickly and calmly. I've been deliberately rammed by whales twice, once off the coast of Maine and once in the South Atlantic. It happens. On several other occasions I've had whales pass by on the surface, just a few feet away (they stink), and had large whales dive under the boat, a couple of times hitting the keel a glancing blow with their tails. Was lucky that the boat wasn't holed in the two actual attacks. When a whale hits a relatively small boat hard, it feels like you've run aground in the middle of the ocean."*



Rick Rodriguez and Simon Fischer in the life raft.
(Alana Litz)

Editor's Note: Sailing around the world on his 45' catamaran the *Rolling Stones*, **Geoff Stone** of **Muskego, WI**, was living a 20-year dream. He was accompanied by his father-in-law **Mark Moriarty**, brother **Alex** and friend **Cory Bergendahl**. But on 13 March this dream turned into a lifesaving adventure. Stone and his crew rescued 4 sailors who were forced to abandon their 44' sailboat 10 hours previously.

On the day of the rescue, Moriarty recalled *"The four of us were just sailing along, making another day of it."* when one of the crew came across a post in a social media group that a boat "was submerged". They checked out the alert and realized that they were the vessel closest to where *Raindancer* sank, around 60 miles away. *"It was going to take us a while to get there but we were going to change our course,"* Moriarty said. The crew didn't hesitate. **"They were people in the sailing community that had a bad, unfortunate situation,"** Moriarty said. **"It's what good people do. You go and help them"**. As they made their way to the last known location of *Raindancer*, Stone was apprehensive about how to perform the rescue. *"I thought for sure the hardest part was going to be locating them,"* Stone said. *"Luckily with the new technologies...the latest coordinates we were given was all very accurate."*

AMERICA'S BOATING CHANNEL URGES USE OF ENGINE CUT-OFF DEVICES

Are you aware of the legal requirement for using engine cut-off devices? This is a requirement that could save your life.



The requirement to use an engine cut-off switch (ECOS) took effect on April 1, 2021, and applies to all U.S. waterways, with fines of \$100, \$250, and \$500 for the first, second, and third offenses, respectively. State and local authorities may choose to enforce the law differently, but using an engine cut-off switch is now the law for qualified vessels everywhere in the United States.

The law applies to all personal watercraft and recreational boats under 26 feet with motors capable of 115 pounds of static thrust (a little under 3 horsepower). Boats not currently equipped with an engine cut-off switch are exempt, but that grandfather clause is closing fast. Another recent federal law required manufacturers to install engine cut-off switches on all new boats starting in January 2020.



Videos are available that offer an overview of the importance of specialized safety equipment for recreational boating that will shut down the engine in an emergency such as the boat operator falling overboard. America's Boating Channel™ produced these videos to help viewers learn about traditional lanyard type devices, as well as the new wireless systems.

Watching videos like "[Engine Cut-Off Devices](https://youtu.be/3J3M8dMzqTk)" (<https://youtu.be/3J3M8dMzqTk>) is an excellent way for boaters to prepare for safer experiences on the water. America's Boating Channel also produced a sequel entitled "[Wear an ECOS](https://youtu.be/iONu7Gu-JG0)" (<https://youtu.be/iONu7Gu-JG0>). It covers differences between boating knowledge and boating skills and why it matters. Viewers learn approaches to take to improve their boating abilities.

You can follow the above links or visit <https://www.youtube.com/@AmericasBoatingChannel> to find these and other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America's Boating Channel to introduce them to what our organization has to offer.

Available on YouTube, America's Boating Channel offers quick and easy access to professionally produced high-definition safe boating and boater education videos.

[America's Boating Channel](#)™ is produced by the United States Power Squadrons® (USPS) under a grant from the Sport Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard.



Here are links to current [America's Boating Channel](#) news that you may find interesting

A [brief video about our upcoming smart TV launch](#), and a related [press announcement from the National Safe Boating Council](#).

View a [photo recap of our USPS-ABC Annual Meeting](#) presence.

Download the PowerPoint presentations from the [America's Boating Channel Update](#) session and the [Drone Videography Workshop](#), which were held at the annual meeting.

Stream or download the drone workshop recording at bit.ly/DVWStream and bit.ly/DVWDownload.



MEMBERSHIP INVITATION

to join us



QR code is
For Home Page



America's Boating Club - Oceanside offers you a fun membership at a low price. The club is run by people who love boating and the boating experience. You do not need to own a boat to join. You will have fun at social events, on the water events, educational classes, hands on boating activities, and so much more.

Don't delay join TODAY!!!

- **Website:** AmericasBoatingClubOceanside.org
- **Members also get discounts on a variety of products, services and classes.**

Contact the Membership Administrator at 760-439-8929 for more information or simply go to our website to join.

QR code is for Membership Web Page



1

Boating
Classes

2

Social
Events

3

On-The-Water
Events

Single Memberships only \$102 for the year.

.....
Family Memberships \$135 (for three) add \$1 for each additional household member per year

AMERICA'S BOATING CLUB

UNITED STATES POWER SQUADRONS®



AMERICA'S BOATING CLUB OCEANSIDE

SAN LUIS REY SAIL & POWER SQUADRON : 2023—2024 BRIDGE



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