



United States Power Squadrons' America's Boating Club® ABC - San Diego Sail & Power Squadron



The Ships' Mail

The Ship's Mail is a quarterly publication of the San Diego Sail & Power Squadron, Inc., a unit of the United States Power Squadrons, America's Boating Club®
2025 Vol. 77, Issue No. 5



Commander's Corner

Cdr Carl Schwartz, AP

I can't believe we find ourselves in the "ber" months, again.

Summer flew by and the weather certainly doesn't feel like fall but nevertheless time keeps moving and the calendar continues to turn.



In terms of membership, I was excited to be able to introduce several new members at the last General Membership meeting and we continue to look for additional ways to increase membership and member involvement. It is so important that we all increase member awareness at this time and throughout the year.

We had a wonderful time Saturday, August 2nd supporting our fellow boaters, the San Diego Cruisers. The SDSPS provides an annual BBQ to support these avid boaters who are **predicted log specialists**.* Their commander stated: "lunch at SWYC was an 'off the menu affair' and was served all at once at a nicely set up long table. Darrel had my burgers were cooked medium rare perfectly which is rare now a days, especially when all are served at the same time."

2025 SDSPS Calendar

Exec Cte Meeting	Southwestern Yacht Club	6 Oct
General Member Mtg	Mimi's Café, San Diego	11 Oct
Exec Cte Meeting	Southwestern Yacht Club	10 Nov
Exec Cte Meeting	Southwestern Yacht Club	8 Dec
Parade of Lights	Shelter Island	14 Dec

2026 SDSPS Calendar

Exec Cte Meeting	Southwestern Yacht Club	5 Jan
SDSPS Ann Mtg/CoW	Southwestern Yacht Club	10 Jan
SLRSPS Ann Mtg/CoW (Site TBD)		11 Jan
USPS Annual Mtg	Myrtle Beach, NC	8-12 Feb
District 28 CoW	Southwestern Yacht Club	13-14 Mar

(Note: the calendar is subject to change)

P/C Steven Bakalis, SN and the

Education Department are 'kept hopping' with incredible classes all year long. The ABC class is drawing to an end, as Cruise Planning starts September 8th and Marine Electronics will start November 7th. These classes are not to be missed!

The San Diego Squadron will be host to the District 28 Spring Conference and Change of Watch, March 13th and 14th, 2026. We are looking forward to hosting this meeting at the Southwestern Yacht Club with some exciting events including an administrative round- table, elections, raffles, social hour, and fine dining. A happy hour will be hosted on Friday, March 13th with lunch and dinner on Saturday the 14th.



Best wishes to our former Legal Officer Michael Wales, Bridge Member **P/C Shaun McArdle, AP** and Instructor **Claudia Bower** for their speedy recoveries.

I look forward to seeing you all at some of the wonderful events we have planned as we enter the Fall and holiday season!

**A predicted log cruise is a boating contest that tests a skipper's knowledge of their boat and their ability to predict the time it will take to complete a course, rather than focusing on speed. Participants calculate a specific time for each leg of a designated route, and their actual time is compared to their prediction, the boat with the smallest time error wins. It's a test of seamanship, navigation, and boat handling skills, often using limited electronics like only a tachometer and compass.*

Halloween is coming up!!

Please join your Squadron at our General Meetings/Dinners this Fall and Winter. Come enjoy our fellowship and some fine dining. Let's support our hardworking Bridge who organize these events and keep our Power Squadron running all year long.

As of January 1st, **2025** it has been mandatory that all operators of power boats have their Basic Boaters Card. This includes sail boats with any means of propulsion. Make sure you have yours. You owe it to yourself to take a Power Squadron course or attend a seminar. We offer the finest boating instruction in San Diego.

Thank you being a part of our family. Every month we give you the opportunity to attend our courses and events. Check the calendar on our website. Autumn is a great time to brush up on your education in a warm classroom environment.

I'll be looking for you.

Carl
Commander, America's Boating Club San Diego
(carls1199@yahoo.com)

Executive Officer
(Open)

Went for a ride last night. Had some engine trouble.



Source: FaceBook





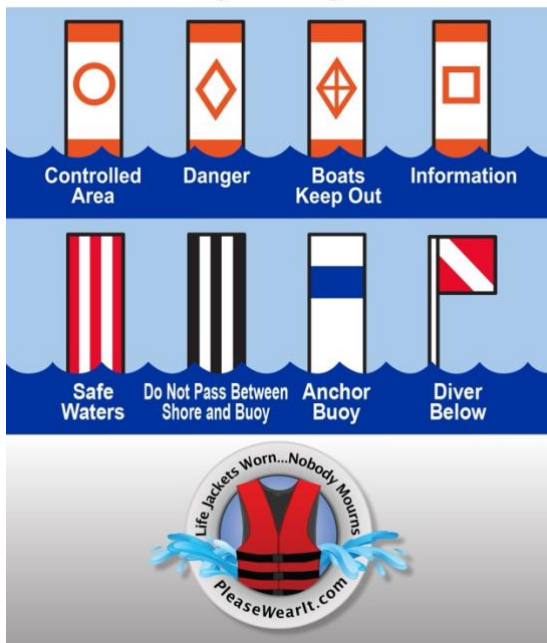
Vessel Safety Check Update (2025)

41 (as of 29 September)

DIST#	SQUAD:	NAME	DECALS SENT:	TOT.CHECKS	# PASSED	LAST CHECK DATE	WKSHP
28	San Diego Sail &		60				
		Allan T. Bombard		26	19	20250803	W
		Jonathan R. Coats		3	3	20250709	W
		Robert Gibbs		7	5	20250827	W
		Alice Kulikowski		3	3	20250628	
		Shaun McArdle		1	1	20241115	W
		Michael R. Philbrook		1	0	20250523	W
TOTALS	San Diego Sail &		6	41	31		



Know and Obey All Buoys and Markers



Vessel Safety checks are a valuable service performed by Squadron members and Coast Guard Auxiliary members. During a vessel safety check, examiners are able to instruct boaters as to Coast Guard requirements as well as point out any deficiencies in critical safety areas such as the functionality of navigation lights, fire extinguishers and signal flares. Additionally, performing vessel safety checks is a great way to meet other boaters and learn more about sail and power boats.

Anyone interested in becoming a vessel safety examiner should contact **P/C Bob Gibbs, JN** at (858) 255-9527.

Source: FaceBook



Administrative Officer

Lt/C Peter Oberg

Hello Fellow Boaters,

Greetings Boaters,

We are having wonderful weather for our May GMM, the First GMM of the year!! Join the other boating club members for an evening together. Our **General Membership**

Meeting will be Saturday 11 October, 1730-2100





Location: **Mimi's café Mission Valley**, 5180 Mission Center Road; San Diego, CA 92108.



Food & drink is billed to each person/couple separately.
A \$5 Donation is traditional.

Our Raffle \$5 for five Tickets or \$10 for 15 Tickets. Must Be Present to Win. Please RSVP your attendance by May 7th, 2025, to Peter Oberg@ptob8@aol.com or text 858-883-3735. We will need a list of attendees.

Important Note:

All SDSPS Members received notice of SDSPS Bylaws Amendments to be presented and voted upon at this GMM. These are as follows:

Current: Direct Membership

Section 3.1 *Membership in USPS and in this squadron is a privilege, not a right, and shall be by application and contingent upon meeting eligibility requirements as set forth in the bylaws of USPS. Admission to membership in USPS is a function of the USPS Governing Board and is delegated to the squadron Executive Committee subject to USPS policy. No membership shall be valid unless the member meets and continues to meet the factual requirements of membership in USPS according to the policies of USPS and this squadron.*

Proposed: Direct Membership

No changes. Per R/C James Zeigler, SN-IN, Chair, COMRules, our current bylaws allow for direct membership, since the new national bylaws now allow this. See below:

Section 3.10 *Admission to membership shall be by such form as prescribed by USPS.*

Current: Associate Membership

Section 3.7 *Associate members of this squadron shall consist of members in good standing of other squadrons of USPS or of the Canadian Power and Sail Squadrons, who have been granted associate membership by the Executive Committee. Associate members shall have all of the privileges of active members except that they may not hold elective office in this squadron, have representation by delegates of this squadron, be entitled to represent this squadron at any USPS or district meeting, or be entitled to vote at any meeting of this squadron.*

Proposed: Associate Membership



Secretary

Lt/C Paula Vance, P

Greetings fellow boat lovers,

P/C Steven Bakalis, SN continues to do a great job publicizing our classes. There is lots of interest, particularly from SWYC in upcoming ABC and Marine Electronics classes.



As secretary of America's Boating Club San Diego, I'm happy to relay information from our monthly ExCom meetings. In addition to my duties as Club Secretary, I am also the **Membership Chair**.

Membership process:

1. Collect check w/signed membership form
2. Deposit check or send it to Cdr Carl or **P/C Carole Hallock, AP** to deposit
3. Send in the form or enter the info online.



In the near future we hope to be able to have members register online at National and pay online via PayPal. Annual dues for membership are \$103 for a single person and \$146 for a household membership. Completed applications for new members may be sent via regular mail to:

Membership
United States Power Squadrons
PO Box 30423
Raleigh, NC 27622

The check for dues can be given to the Treasurer or Commander to deposit. The email addresses at HQ for membership questions are: hollowayd@hq.usps.org or stevensl@hq.usps.org.

There are currently 71 members in our squadron.

Lt/C Alice Kulikowski is now our Club Historian. After many years of the role being

Source: The Editor

"The Admiral" and your R/C doing some recon at Vigne Clos Montmartre, Paris



unfilled, we are all happy to have Alice cataloging our historical artifacts and entering our history in the National website. Thanks, Alice!



The Ship's Mail editor **R/C Allan Bombard, SN-ON** is always looking for pictures and columns for the next Ship's Mail. If you have pictures of your recent boating activities, or your favorite when-I-will-the-lotto boat from a recent boat show or dock walk, please send them to Allan at District28ABC@gmail.com. Columns about boating safety and local opportunities for boating are also welcome.

Keep the upcoming Change or Watch (COW) events in mind! The **Annual SDSPS Change of Watch** is January 10, 2026, at SWYC and, for **Oceanside**, it's January 11, 2026, and the location is still TBD. For our **District 28**, the COW is March 13 at SWYC. Plans are still in the works for the District COW.

We ask listen for Ebbs and Flows information at each ExCom meeting, noting celebrations and good times, like the trip to Spain and Portugal led by District AO Jill Powell, AP, as well as concerns requiring healing thoughts and prayers, like Luda Bass's injuries from her fall and **P/D/C Richard Cross', SN-ON** recovery from successful hip surgery. If you have something to report, let one of the Bridge officers know and we'll all register concern or best wishes for you.

I speak for everyone on the Executive Committee in encouraging each or you to join us in helping to plan, set up, and run our events and classes. To learn more about these opportunities, please contact one of us at ExCom@SDSPS.org.

As Carole noted above, our annual dues remain at \$103 for a single membership and \$146 for a family.

Paula

Secretary, America's Boating Club San Diego

VancePaula@gmail.com

(619) 916-6975



Education Dept. Report

P/C Steven Bakalis, SN
SDSPS Educational Officer

Ahoy, San Diego Sail and Power Squadron members!

Safe Boating Through Education: A Commitment to Excellence with the San Diego Sail & Power Squadrons

As member of the San Diego Sail & Power Squadron, we understand that boating is more than a pastime - it's a responsibility. We understand whether we are navigating coastal waters, anchoring in a quiet cove, or cruising offshore, safety begins with knowledge. That's why we, the San Diego Sail & Power Squadron (America's Boating Club) continue to champion the principle of *Safe Boating*





Through Education, empowering our members and the public alike with the skills and confidence to operate vessels safely and responsibly.

Education matters because the ocean doesn't forgive ignorance. Seamanship, navigation, and marine systems are not just technical disciplines – they are lifelines. Through structured learning, we gain seamanship skills to handle vessels in varied conditions, respond to emergencies, and maintain situational awareness. We learn navigation expertise to plot safe courses, interpret charts, and use modern electronics effectively. Finally, we gain knowledge in areas like marine electronic and electrical systems, cruising strategies, proficiency in marine engines and weather interpretation, which elevate safety and enjoyment.

These courses don't just build competence - they foster a culture of accountability and camaraderie among us who take pride in doing things the right way. These offerings reflect our commitment to comprehensive education from foundational safety to advanced technical mastery.

None of this would be possible without the generous volunteers who dedicate their time and expertise to teaching. I wish to extend my deepest gratitude to **D/C Doug Bass, SN-ON**; **Lt Mike Philbrook, JN**; **P/C Bob Gibbs, JN-IN**; **P/C Ted Bowler, JN** and **Claudia Bowler**, and **Jonathan Coats**. Your leadership and mentorship are the backbone of our educational mission. Through your efforts, countless boaters are safer, more confident, and better prepared to enjoy the water responsibly.

Whether you're a new boater or a seasoned skipper, there's always more to learn. By taking classes and teaching courses, you're not just investing in your own safety; you're contributing to a safer boating community. Let's keep the tradition alive. Let's keep boating safe. And let's keep learning and teaching together.



Source: FaceBook

San Diego Sail & Power Squadron 2025 Remaining Class Schedule

Cruise Planning (In Progress)	8 September – 17 November	10 Weeks
Marine Electrical Systems (In Progress)	7 November – 16 January	13 Weeks

Fair winds and smooth sailing!

Steven

Steven Bakalis, SN
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(858) 220-2677



Treasurer's Report

P/C Carole Hallock, AP
SDSPS Treasurer

Treasury Department News

The Fall season has crept up on us, and fortunately where we live we can still enjoy some nice days out on the water. In fact, the shoulder season, as they call it, can be a better time to enjoy our boats as it is a little less crowded and less crazy than the summer season.

Richard and I have spent the summer ashore at our home in Henderson taking care of some needed medical procedures. Richard finally has a new hip. His recovery is coming along and we're hoping we'll be able to spend more time on the "Carole Ann" in the near future.

As far as the Treasurer's Department for SDSPS, income and expenditures have been pretty stable this year and our financial position is slightly on the plus side. I want to thank everyone for submitting the needed paperwork in a timely fashion and that contributes to our monthly financial statements being more accurate. Hope to see all of you in a couple of months and looking forward to attending some Squadron activities before long.

See you at a social event or a class!

Carole

Carole Hallock, AP
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(619) 316-3312

Lessons Learned from the US Coast Guard - 2025



P/D/C Adriaan Veldhuisen, SN-ON
San Luis Rey Sail & Power Squadron

[Ed. Note: This issue of the Ships' Mail continues a regular educational column by one of our local senior USPS members, a USCG-licensed Captain, and a great instructor. This marks but one of several initiatives to bring our geographically close Squadrons closer nautically, educationally, and socially. Please thank Adriaan for his willingness to help us educate the San Diego Sail & Power Squadron boating community!]

SAFETY LESSONS FROM THE US COAST GUARD – September

While stating the obvious, once again, this summer is nearing its end. That means that we switch from expecting great weather to hoping for good sailing weather. It's important to realize how lucky we are, in Southern California: our area is known for a mild, year-round climate and a relatively low risk of natural (boating) disasters. From San Diego to Santa Barbara the climate features comfortable temperatures, low humidity, and sunny weather with a lack of extreme weather events.



From the perspective of Boating Safety California ranks better than most coastal states, with 29 deaths per 100,000 registered boaters, but in my mind, there is still a lot of room for improvement. The US Coast Guard reported 14 'loss of life' incidents in the US over the last two months though only one in California. That may have something to do with our stricter boating laws and our greater emphasis on 'Boating Under Influence. From my perspective as Captain, licensed by the USCG, let's keep improving!

I guess many of my readers read The Lead line. D/Lt/C Jill Powell, our editor, wrote an interesting "challenge" describing her near-disastrous experience in Balboa. First, what a great question to ask of your captain: **do you have a California Boating Card?** It's the law, per Harbors and Navigation Code Section 678.15! A violation can be fined with \$100 for the first time. The driver of the Duffy clearly didn't know the rules (Rule 18 a (iv)) to keep out of the way of a sailing vessel. The fact that these sailors were youth competitors should have evoked some empathy to not ruin their chance for a fair competition.

At the time of this publication, we will be completing a vacation in Eastern Canada and a cruise from Montreal to Boston with the Holland-America Line. This is our first cruise since more than a year, and our first cruise in this area. We avoided travel problems of Air Canada with their strike, and a coastal landfall of hurricane Erin, so we think we're OK. I will let you know next time if we're not. As most of you know by now, I'm born in The Netherlands, also called Holland, and I am an American citizen. So, sailing with the Holland-America Line seems logical to me.

For my challenge in the previous issue, we stayed one more time with vessels "restricted in her ability to maneuver". I asked: "At night, how does a vessel have to indicate that she is restricted in her ability to maneuver (shown in vertical line)? The answer can be found in Rule 27 (b) of the Navigation Rules, which states THREE ALL-ROUND LIGHTS IN VERTICAL LINE. I know, that's slightly different than my answer C, two red lights with a white light in between, just to make you think. My thanks to **R/C Bombard** and others who sent me their answer.





For this month, I am asking a simple and straightforward question. In international waters you are a power-driven vessel, in sight of another power-driven vessel on your port bow. This other vessel blows one short blast. What action should you take?

- A) sound one short blast and hold course and speed.
- B) Hold course and speed without giving a signal.
- C) Sound one short blast and slow down or turn to starboard.
- D) Blow the danger signal and slow to moderate speed.

If you find the Rule, you will notice that the rule for INLAND would lead to a different answer. Let me know what you think.

SAFETY LESSONS FROM THE US COAST GUARD – October

How I fondly remember the days of teaching all kinds of boating classes, from Basic Boating to Sailing, and Celestial Navigation: I miss those days very much. When we moved to Illinois in 2020, I had to give up boating and much of those inspiring evenings and leave it to others. My successors are doing a great job as it takes some courage to train students. I always felt that it was greatly rewarding. While teaching for 25 years I built many friendships, and at the same time I learned a lot. My advice is if you feel so inclined, and you have the courage, give teaching a try.

So here in the Midwest I mentioned the Equinox we just passed. I get, mostly, blank stares. The equinox is important in boating because it signals change in weather and tides, affecting safety, navigation, and trip planning. For those using celestial navigation, the day of equinox is a useful event, as the sun is directly above the equator, simplifying calculations for determining position. America's Boating Club in Oceanside uses this time as reminder to conduct safety checks, including equipment inspections, especially when conditions become more challenging.

One more thing: My wife and I, with boating friends, went on a cruise through Canada and the New England coast. In Portland, Maine we got a chance to sail the harbor on a 78-foot Schooner, built in Portland in 1910. (See photo on previous page.) We participated, hoisted sail, exchanged experiences sailor-to-sailor with





the captain, and had a great time in 20-knot winds. Interesting was that the engine hadn't worked for a long time. When needed, they just lashed a dinghy to the stern, with a 20-horse outboard, to maneuver the ship without wind or to get into tight spaces! Who needs an engine?

For my challenge in the previous issue, I asked a (seemingly) simple question. In international waters you are a power-driven vessel, in sight of another power-driven vessel on your port bow. This other vessel blows one short blast. What action should you take? To start, this situation makes the other vessel a give-way vessel and you the stand-on vessel. One short blast in International Waters (Rule 34 (a)) means "I am altering my course to starboard." If this is NOT clear or safe, you must give the danger signal of five short blasts, and act accordingly. In our case, answer B is right: Hold course and speed without giving a signal. Note that this Rule in INLAND

For this month, let's stay with the "one blast" signal, though now we are INLAND (in the harbor). Another power-driven vessel desires to overtake you on your starboard side. Draw a picture if that helps. So, the operator sounds one blast, and you respond with one blast. What are you required to do next?

- A) alter course to the left.
- B) slow your vessel until the other vessel has overtaken you.
- C) hold course and speed.
- D) alter course to the left or right to give the other vessel more room.

US Coast Guard Rule 13 gives you an overview of the responsibilities of the overtaking vessel, but nothing of your vessel being overtaken. Find the Rule for INLAND and choose the right answer. Let me know what you think.

Of course, you don't become a safer boater by reading this newsletter, or even my regular column focused on safety. The possibilities for learning all sorts of things from YouTube, in online classes, or even by asking Artificial Intelligence, are too many to mention. However, I still believe that an actual sit-down course, taught by an experienced boater, offers the best opportunity for life-long learning. Give it a try!

Captain Adriaan Veldhuisen
awveldhuisen@gmail.com

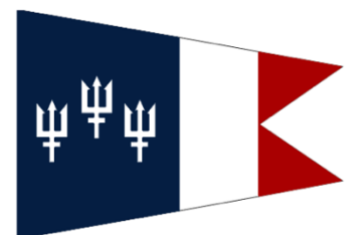


Past Commanders' Column

P/C Jerry Murphy, AP

(P/C Jerry Murphy, JN is offshore sailing this month.)

Grebe returns to San Diego



After a couple summers of preparation, my brother Dan and I sailed my 1975 Valiant 40 cutter, *Grebe*, from Honolulu, Hawaii back to San Diego during August and September. We made the 2400 nautical mile passage in 21 days, 8 hours. Good weather favored us for most of the way. Normally one must sail north of the center of the North Pacific High to find favorable winds or face many days of motoring in the doldrums. This can mean going to 38 or even 42 degrees North Latitude to find the Westerlies. This year, due to a fractured high and a



large, slow-moving Low-Pressure system at about 40 North, we only had to go to 34 degrees North, greatly shortening the expected time required.



Leaving O'ahu Island we were hard of the wind for the first few days, heading North, then NNE. The wind was vigorous at first then light from ahead. But then, sailing just south of the front caused by the Low, we were able to take advantage of SW breezes for more than week, propelling us homeward on a broad reach. Our weather briefer, Bob McDavitt, from New Zealand, gave us waypoints that expertly located our track in the favorable winds. During the last week, winds became quite light, and we did end up motoring about 5 days out of the 21, but mostly did so at low RPMs, producing good fuel efficiency at 0.5 gph.

Wildlife included being boarded on two occasions by red footed Boobies (Gannets). The first one stayed with us through the night. He was not at all concerned about us humans and mostly ignored our sail handling antics even if 2 feet away. He needed sleep and took it, oblivious to all. We caught a mahimahi and offered him some, but I'll long remember the look of distain he gave me, as if to say, "What, do you think I eat dead fish!? Boobies do not eat carrion!" We told him he could ride with us as far as he liked, but after a good night sleep and several hours picking parasites off his skin and feathers, he circled and flew off to resume his lonely search for live, and presumably smaller, fish. A pod of dolphins played with us mid ocean.





There was no moon at the start of the voyage, and at night it was DARK. But the Milky Way was beautiful and well outlined. Constellations were clearly discernable. In the early hours before dawn, first Jupiter and then Venus rose, casting shimmering tracks on the sea. The last week of the trip we had a full moon, and it seemed like daylight compared to the first two weeks. I practiced my Celestial a bit, and did noon sight for latitude and LOPs from Sun, Venus, Antares, and the Moon, using Ho 249.



A sad note was the large amount of flotsam and jetsam, manmade trash floating in the gyre of the North Pacific High, that we encountered mid passage. Mostly it was plastic, styrofoam, netting, and net float balls. I have never seen so much garbage at sea. Some days we would see several pieces during a watch.

Just this side of San Clemente Island, we had a meeting situation with a tug and tow, pulling what looked at first like an oil rig. As we got closer, it more resembled a chimney. As we gave way to pass astern, we could see the burn marks and tripod legs of a rocket booster, clearly one of Elon's Falcon

P/C Jerry Murphy, JN and his brother Dan, mid-Pacific 2025

rockets likely launched from Vandenburg AFB (or Space Force base as they now refer to it). The barge was shadowed by two RIPs manned by dudes in SWAT/SEAL attire, clearly security details. Also, between San Clemente Island

and home, were many Navy ships doing Antisubmarine warfare exercises, I suppose preparing for the South China Sea.

All and all it was a good passage, with largely favorable weather. The ship's systems worked well with only 3 minor gear failures, each easily dealt with. We ate and drank well. There were no injuries. And Grebe, after 7 years in the Hawaiian Islands, came home. I look forward to having you all aboard someday to share yarns.

Jerry

Jerry Murphy, JN
Immediate Past Commander
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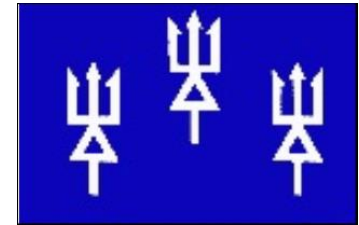
Mid-Pacific stowaway aboard Grebe



News from District 28

D/C Doug Bass, SN-ON

Every year membership continues to decline in social activities such as golf and yacht club.



America's Boating Club is no different as our membership and participation decreases every year. Every year it is becoming more difficult to staff all the leadership positions on the board and with this in mind the three local districts (25, 28, 13) had a meeting to discuss this issue. Some of the proposed solutions include merging the three districts into one or eliminating districts altogether. We plan to meet again soon to continue the discussions.

How can you help? We need more volunteers! We need your contribution to keep our club going at the local, district, and national levels. We're all busy with our careers and our families but it doesn't take much time to volunteer - only a few hours a month and all your help is appreciated. Besides you might learn a new skill and make a few new friends.

We'll keep you informed of our progress as we continue to take steps to keep alive the worthwhile work of education and public service.

Regards,

D/Cdr Doug Bass, SN-ON

[District 28](#) Commander

1-415-321-9800 Talk/Text

DougBass1@gmail.com

<https://www.facebook.com/sdpsorg>



News from National

R/C Allan T Bombard, SN-ON

The recent Fall Governing Board meeting held at the Grand Amway Plaza Hotel in Grand Rapids, MI was not only packed with new information and updates, but also a lot of fun. Below are a few of the items that might be of interest. Once posted, the full minutes of the meeting will be available at <https://www.usps.org/php/DHinders/natsec/minutes.php>.



1. Quorum minimum for the two yearly Annual Governing Board meetings (Fall and have been reduced from 100 to 50;
2. 'Scrivener corrections' (minor housekeeping errors) to minutes and bylaws can be made, with later approval by the members of the Governing Board;
3. Associate Members may now serve as officers of the primary squadrons they are members of, with all rights and privileges (including voting);
4. District Commanders can no longer hold delegate votes for squadron commanders. (Squadron Commanders can attend GB meetings in person, online, or appoint another squadron member who is not already a GB member to be her/his delegate);



5. A motion was made from the floor to allow an additional delegate vote for every 50 members in the squadron (this is to promote management majority for the squadrons in all voting. **Cdr Carl take note:** There will be a special virtual meeting of the GB on Tuesday 2 December @ 2000 ET to vote on this;
6. The GB passed a motion requiring the BoD to present a 5-year Strategic Plan at the next meeting of the GB in February 2026;
7. The GB passed a motion requiring the BoD to present a 5-year Financial Plan within 1 year of acceptance of the Strategic Plan.

Mark Your Calendars

The **2026 Annual Meeting** will be held in **Myrtle Beach, NC** (8-15 February 2026) at the Embassy Suites Kingston. Nice change of venue!



Its beach front, every room is a suite, every room has a view of the ocean, and complimentary breakfast is included!

Reserve a room here: <https://www.usps.org/memb-home/1749-nmc-current-hotel-information-15?layout=edit>

Allan

*Assistant National Secretary
Cdr, Cyber Squadron & District 50
District28ABC@gmail.com*



Source: The Editor

**Boating on La Seine, Paris
Along Ile St Louis**



New Members:

If you would like to join our Squadron, please print the application below, fill it out, and send it to the Secretar, P/C Paula Vance, P at 230 W. Laurel St; Unit 304; San Diego, CA 92101. Our annual dues are currently \$103 for a single and \$146 for a family membership.



Membership Application

Primary Active Member Information <i>Please print or type</i>			<input type="radio"/> Active 18+	<input type="radio"/> Apprentice (age 12-23)
Name (First, Middle, Last)			DOB	
Mailing Address			Gender	
Cell Phone	Home Phone	Spouse Name		
City, State, Zip			Spouse Name	
Email Address			Have you ever been a member of USPS/ABC? <input type="radio"/> YES <input type="radio"/> NO	
Personal Skills willing to share			SeaScout <input type="radio"/> YES <input type="radio"/> NO	
Do you own a boat? <input type="radio"/> YES <input type="radio"/> NO	Boat Length	Boat Name	Boat Type (Power, Sail, etc.)	

Additional Active Member(s) *(Primary and Others must live in the same household)*

Name (First, Middle, Last)	Cell Phone	Have you ever been a member of USPS/ABC? <input type="radio"/> YES <input type="radio"/> NO	DOB
Email Address	Personal Skills		Gender
Name (First, Middle, Last)	Cell Phone	Have you ever been a member of USPS/ABC? <input type="radio"/> YES <input type="radio"/> NO	DOB
Email Address	Personal Skills		Gender
Name (First, Middle, Last)	Cell Phone	Have you ever been a member of USPS/ABC? <input type="radio"/> YES <input type="radio"/> NO	DOB
Email Address	Personal Skills		Gender

Volunteer areas: Areas I/we are willing to help the squadron succeed *Please check all that apply*
 Hospitality Membership Education Communications Photography
 Newsletter Public Relations Community Service Boating Activities
 Programs for Youth Other _____

Signature 1 _____ Signature 2 _____
 Signature 3 _____ Signature 4 _____
 Referred by _____ Date _____

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