

# Peralta Helmsman



**September  
2015  
Volume 56  
No. 3**

**Rick, Larry and Roman**  
Blood Pressures: 119/79  
Heart rates: 55  
Attitudes: Good  
Water temperature: 62°  
Postures: Lethargic  
Wind direction: 280°  
Fish on: 0



**Proud recipient of multiple USPS National Distinction in Journalism Awards  
Quarterly publication of the Peralta Sail and Power Squadron, San Leandro, California**

## Executive Officer's Report

P/C RICARDO MARES, P



### Fishing the Waters of Bethel Island

This story is about four members of Peralta Squadron getting together to do a little fishing from the back of Melba and Larry's houseboat at Bethel Island. The day of fishing started slow, but the sea stories brought us luck. This was a hook and release day so we flattened the barbs to give the fish a chance. The ice was broken by Larry catching the first Striped Bass out of his favorite fishing hole. We cannot divulge the location. The root beer was cold. The watermelon was sweet. And plenty of snacks.



Roman Spinale is one of our newest members, and I'm proud to call him my grandson. I believe he caught the largest fish. He certainly caught the most and ended it with a doubleheader – two fish caught on the same line. Altogether there were eight stripers caught – and one clam!

This was really a fun day with

four Peralta members who came together for a day on the water.

As Your Executive Officer, my department strives to promote good public relations with the community. One way I do this in Benicia when going to the yacht club, many times I wear a Peralta Squadron name badge or a polo shirt with the USPS logo. I've held classes there, so most people know what it represents, but there are always one or two new members who ask, and they are always surprised to find out about boating classes and seminars, as well as Vessel Safety Checks.

**Safety is paramount to an enjoyable outing on the water.** So, run a pre-check on your equipment, the condition of your boat, and your PFDs prior to launching your boat or leaving the dock. This summer there has been an increase in boating accidents and drowning incidents – all due to poor planning and unsafe practices. Education is the answer to a safe day on the water.



## Welcome new Peralta Members

**Robert E. Andrews - Vallejo**

**Mark Conners - Suisun City**

**Doreen L. Fellows and**

**Michael E. Fellows**

**San Leandro**

**Laurence E. Gertz**

**Bethel Island**

**Casimir L. Karbo - Martinez**

**Kristian K. Mullins - Vallejo**

**Aiden M. Nekudova-Berzales  
Livermore**

**Robert J. Ritter - Benicia**

**William H. Ritter - Pleasanton**

**Rodger L. Shields - Benicia**

**Nicholas J. Sinosky  
Martinez**

**Clarence I. Smith  
Sacramento**

**Roman C. Spinale  
Lincoln**

**Robert Webber - Benicia**

# Education Officer's Report

BY D/LT/C NORMAN W. PENNINGTON, SN

## Consider OpenCPN

For those who have taken boating courses with the navigation chapter, or Chart Smart, Piloting, Advanced Piloting, Jr. Navigation, Navigation, you may have experienced a myriad of electronic navigation software solutions. The first product that was offered was Maptech Chart Navigator. Maptech came packaged with the Bowditch Bay and the 1210TR chart and a whole host of other nautical charts. Maptech provided a good training manual and it interfaced with many popular GPS devices. This product was fairly robust although it lacked the ability to "stitch" charts together for a single route covering adjacent charts. For the most part this is not a problem, however if you were to create a route using the San Francisco Bay Chart 18652 you would find that the chart is divided into twenty chart-lets. This results in creating a new route when transiting from one chart page to the next. The process of developing routes using Maptech Chart Navigator was tedious and if you were to transfer routes and waypoints to a GPS, the process was simple; however you would end up with multiple routes due to the limitation of using a single chart page in a route.

Just as we learned how to use the Maptech product, Rose Point's Coastal Explorer Express Edition was introduced as a replacement for Chart Navigator that was no longer being supported by Maptech. Coastal Explorer comes with NOAA Charts including Bowditch Bay and the 1210TR chart as well as many other charts. Coastal Explorer Express has the ability to "stitch" charts together; however one must upgrade to Coastal Explorer full product at a 20% discount off the retail price of \$399 to be able to interface with popular GPS units.

Students taking the Navigation course were provided with Maptech's "The Capn" that is a very robust electronic navigation system. It comes with NOAA charts and an



extensive list of features and is best suited for the professional navigator. The current retail price is \$449 with upgrades from previous versions going for \$150.

Rather than supporting courseware for two or more electronic charting programs, the National Educational Department has decided on a single software product to be used in all navigation courses and is available to be downloaded for free. OpenCPN is a fairly robust electronic navigation program, and it supports a seamless "stitching" of nautical charts. It interfaces with many GPS units and has the ability to provide real-time navigation when on your boat with a GPS connected to a laptop computer. It does not come with NOAA charts; however they are readily available from NOAA at no cost. On the downside, I discovered an interface issue with one of the more popular GPS models and even though there is an excellent user guide, it is only available online.

In addition to the above electronic charting offerings I have used Maptech's Ocean Navigator Lite. Ocean Navigator Lite comes with NOAA navigation charts and is fairly simple to use and supports "stitching" of charts. Since Ocean Navigator Lite (as well as the Capn) are licensed products, meaning that they can only be installed on a single computer without purchasing an additional license.

All USPS navigation courses are in the process of being upgraded to OpenCPN making it simpler for instructors and students having only a single electronic charting program to master. For more information and to download OpenCPN visit their website at: <http://opencpn.org/opcn/>. Free nautical charts can be downloaded from the National Oceanic Aeronautical Administration at: <http://www.charts.noaa.gov/>.

If you are considering a computerized chart plotting program for personal use, consider OpenCPN. Because it is a free download, do not expect that it will do everything you would like it to do. In my review of this type of software I have found that no single product will do everything I would like it to be able to do. As I have restated several times, the ability to "stitch" multiple chart pages together is very important. Being simple to use is important as well as being able to print chart pages. Most importantly is the ability to interface with chart plotters and GPS units that I am using. Unfortunately there is no one single product that will fit the bill; therefore I use at least two or three products due to the disparate mix of equipment that I use.

# Preventive Maintenance

D/LT/C NORM PENNINGTON, SN



are of superior quality and specification. This would also include recommended lubricants whenever possible.

After you have acquired parts for the job, go back and review the service manual and any YouTube videos that you may have found to refresh yourself on the proper procedure and sequence of the maintenance that you are preparing for.

Now that we are approaching autumn it is time to start thinking about those pesky preventive maintenance chores on our boats. When I think of preventive maintenance, or PM, the first thing that comes my mind are long hours, bruised knuckles, dirty hands and I always seem to be missing that special tool or part. Unlike our automobiles where we can take them to the repair shop for routine maintenance such as oil and filter changes, tire rotation and the changing of critical fluids, our boat is in it slip or on a trailer making it difficult at times to have routine PM tasks completed at a reasonable price.

PM really does not have to be that difficult, especially if you have taken the engine maintenance course and have a basic understanding of the systems, and have a good selection of hand tools. It is also important to have manuals on the items that you are servicing, such as the service manual for your engine that explains what should be done and how frequently it should be done, and a list of renewables such as oil, oil filters, fuel filters, seawater impeller, gaskets, seals and an assortment of marine lubricants. It is also a good idea to have a “parts manual” that show exploded views of various components. You should also have any special tools that are required to complete the maintenance such as an oil filter wrench, a ring compressor for large impellers, and any special wrenches or pullers. Include shop towels, mechanics rags or paper towels to clean up spills and keep your work area clean. On a recent task I discovered that I could make some locator pins from some bolts that I had removed the heads to align components making it easier to assemble.

A good shop manual is indispensable inasmuch as most manuals will provide the proper sequence of tasks for the particular maintenance item you are planning to perform. I have also found that there are YouTube videos available for most maintenance items thereby saving you hours and giving you the assurance that you are doing the job correctly. Once you have decided on which preventive maintenance tasks that you are planning to complete, make a list of supplies and head for the nearest marine chandlery and place your order for the necessary parts. I would recommend that you purchase OEM parts over parts manufactured by third-party suppliers as they

Now that you are starting on the maintenance chore, keep track of all fasteners and where they are placed as many are of different lengths and need be reinstalled the same location. To keep your hands clean wear heavy duty neoprene gloves and switch to mechanics gloves as needed to keep bruising and cuts to minimum. If you are changing fluids such as oil, drain the old oil in sturdy containers that you can cap to prevent spillage. When you are completed take the used oil, filters and diapers to a recycling center. To prevent starting a “dry” engine, try to pre-fill the new oil filter with fresh oil. Try the same technique with fuel filters, especially fuel filters on diesel engines.

When changing the seawater impeller, clean the pump body to remove all traces of neoprene and use a suitable water soluble lubricant to help ease the new impeller in place and to prevent a dry-start until water is flowing through the pump.

Finally, check for leaks and take any necessary measures to eliminate leakage. Check flow making sure there is an adequate flow of water exiting the exhaust port. Now is a good time to check the condition of hoses and hose clamps. If hoses are beginning to crack and check, or if there is rust on the clamp, now is the time to correct the problem. While you are in the bilge check your bilge pump and float switch. If there is any dirt or debris in the bilge now it is time clean it up and make your bilge sparkle. Then you can place one or more of those bilge blankets in the bilge to catch any spills or drips. Now that you have gone this far you might as well check the water level in your flooded cell batteries, and do not forget to check any zincs that may be in your engine such as in the heat exchanger, or located on or about the outdrive.

Lastly, touchup all painted components that that may have been scrapped during maintenance to help prevent rust.

Well this is just an example of a few things you can do to keep your boat running reliably for many years and avoiding any unnecessary breakdowns due to neglected components.

# Administrative Officer's Report

D/Lt/C Norm Pennington, SN  
for Lt/C John Fellows, S

Our next cruise will be a land/sea cruise to Angel Island on Sunday, 20 September 2015. Take a fascinating journey into the island's history and cultural past on a captivating, audio-enhanced TramTour®. Visit historic sites and enjoy breathtaking views of the Bay, San Francisco skyline, Sausalito, Tiburon and the Golden Gate Bridge, all from the comfort of their open-air trams. A one hour tram tour is a great way to see the island and take in the spectacular views of the bay area.



**The United States Immigration Station** - Between the end of the 19th century and the beginning of the 20th century, millions of people - in numbers which have not been seen since - came to America in pursuit of a better, freer life. On the east coast, most of the huddled masses were met by the Statue of Liberty and Ellis Island. On the west coast, most were met by the wooden buildings of Angel Island. Immigrants from hundreds of countries were detained for days and in some cases years on Angel Island while trying to gain access to the United States. The museum offers a compelling look into this historic time in our country. Angel Island park docents lead guided tours through the museum Wednesday through Sunday.

**How do we get to Angel Island?** - Ferry service to Angel Island State Park from Alameda and Oakland is provided by the Alameda | Oakland Ferry Service with a stop at San Francisco's Pier 41. East Bay passengers bound for Angel Island can board the ferry at Jack London Square or the Ferry Terminal at the Main Street Terminal in Alameda. Free parking is available at each location. Please plan to arrive at the ferry terminal at least 30 -minutes before departure as the Ferry will leave without you.



## Itinerary:

- 9:00 a.m. – Depart on Ferry at Jack London Square, or
- 9:10 a.m. – Depart on Ferry at Alameda
- 9:40 a.m. - Arrive Pier 41
- 9:45 a.m. – Depart Pier 41
- 10:10 a.m. – Arrive Angel Island
- 11:45 a.m. or 2:00 p.m. – Take the Tram-Tour around the Island.
- or
- 10:30 a.m. Take the shuttle to the Immigration Station for the tour of the facility.
- 12:00 p.m. – 1:00 p.m. – Bring a picnic lunch, or you may purchase lunch at the Café. (Individual items \$5.00 - \$15.00)
- 2:00 p.m. – Enjoy the live country music with Danny Montana at the Cove Cantina Deck while waiting for our return trip
- 2:30 p.m. – 3:00 p.m. – Return to the ferry dock.
- 3:20 p.m. – Leave Angel Island.
- 3:40 p.m. – Arrive Pier 41
- 4:30 p.m. – Depart Pier 41
- 5:05 p.m. – Arrive Alameda



## Fares/ Costs:

	Round Trip Ferry	Island Tram Tour	Immi- gration Station
Adult	30.80	15.50	6.00
Junior (*)	15.90	10.00	6.00
Senior (65+)	15.90	14.00	6.00

\*Junior rate age varies between the ages of 5-11, 12 and under, or 5-18 depending on venue.

Note: Ferry tickets are sold on a one-way basis, therefore two tickets will be needed for round-trip passage, also ferry tickets will need to be purchased for each ferry (i.e., Oakland/Alameda to Pier 41, and Pier 41 to Angel Island). Each person will need four (4) tickets; total per-person cost is shown above.

### How do I sign up for the cruise to Angel Island?

Contact Josette Mares by e-mail at:

[rjmares@comcast.net](mailto:rjmares@comcast.net)

or leave a message at 707-745-8324 to let us know you are coming. You can also book your tram and immigration station tours online at: <http://angelisland.com/>



## Alan's Lake Huron trip

BY P/C ALAN SMITH, S

The last few years I've missed the local District summer cruise in Rio Vista because I have been spending my summers in the Great Lakes area. After my recent win in Ohio on the motorcycle fuel economy competition I decided to take a victory lap around Lake Huron and some of the shorelines of the other Great Lakes.

The Canadian side of the Great Lakes had a different feel and look. Generally in Canada the towns along the shoreline were further apart and much smaller. Many areas did not have cell service outside of town. Even the WIFI at the motels were not very reliable.

One bad thing about the forests around the Great Lakes is that the thick forest blocks the view. Even at some of the roadside scenic look-outs all you see is the first row of trees. The forest is that thick. The area that I rode my motorcycle through was pretty flat, no mountain ranges to get a good view of the area. I still had a fun time anyway.

The shoreline of the great lakes reminds me of places like Lake Tahoe. There are very little shores.

Crossing the famous Mackinaw Bridge can be scary for motorcycles, motor homes, or semi-trucks. On the bridge the wind can be unpredictable and very strong.

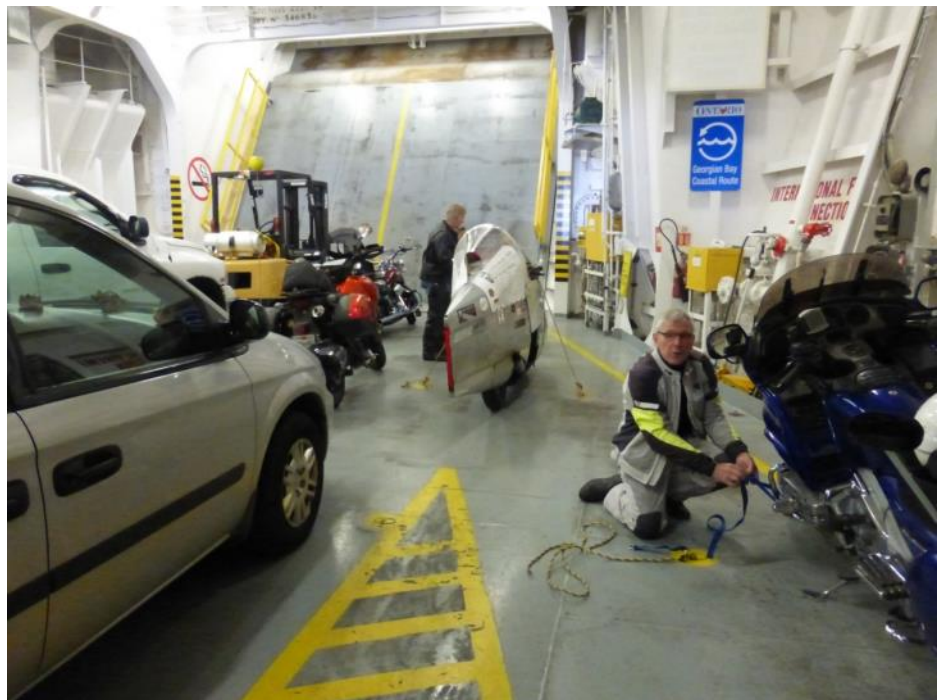
While circling north of Lake Huron one of my riding buddies got a tooth ache. We decided to take a ferry to Michigan so he could get a root-canal.

I've heard that root-canals can be painful but his root-canal did not bother me one bit, I felt fine. To my surprise right after his root-canal my buddy was good for a couple of hundred miles to the next motel.

Above is a photo of the ferry that I took from South Baywouth to Tobermory, Ontario. The ferry does not run if the seas are greater than 16-feet. Also the ferry does not run in the winter because the lake is frozen. Lucky for me the seas were calm that day.

One interesting thing about where we caught the ferry on Manitoulin Island is that it is the largest island on fresh water. Manitoulin Island is so large it has 170 lakes on it.

In the photo below all motorcycles on the ferry had to be strapped down to the floor. This was something new for me. But then again I never crossed any of the Great Lakes before. Ropes and straps were furnished by the ferry crew.



## Alan's Huron Trip Continued



Photo above shows Alan on the bow of the ferry. It was strange to see so much fresh water. The water was calm that day. If you look carefully on the horizon you can see some islands. The landscape around the Great Lakes is very flat. During bad winters the lake is frozen all the way across.

One thing I noticed about cruising the Great Lakes, the private boats I observed cruised along the shore or to nearby islands. No private boats were seen in the middle of the lakes.

Passing through the coastal town of Alpena, Michigan I learned there are 350 known sunken shipwrecks in the area. There are glass bottom boats to take tourists to see some of them. The reason for so many shipwrecks was due to fog in the days before radar. Even during the nice summer months fog can appear.

If anyone does plan a visit to the Great Lakes in the summer I would suggest staying away from the larger coastal towns on the weekends. With a summer season of only two and a half months all the motels are booked for family reunions, high school reunions, and vacations. We had to ride our motorcycles almost 70-miles from the coastal towns to find a decently priced motel.

Is Your Yacht Club Or Marina Ready To  
**Make A Difference?**

Join the Boating Community at  
**California Coastal Cleanup Day**  
Saturday September 19, 2015 9am to Noon



This year over **66,000** volunteers removed over  
**ONE MILLION** pounds of trash and recyclables

**You Are Invited To Participate**  
In California's Largest Volunteer & Family-Oriented Event

Contact the Statewide Coastal Cleanup Day Boating Program Coordinators to learn more, or visit our website:

<b>Vivian Matuk</b> Environmental Boating Program Coordinator California State Parks Division of Boating & Waterways California Coastal Commission vmatuk@coastal.ca.gov (415) 904-6905	<b>Shannon Waters</b> Volunteer Programs Coordinator, Public Education Program California Coastal Commission swaters@coastal.ca.gov (415) 904-5214
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[www.COAST4U.org](http://www.COAST4U.org)

## California Coastal Cleanup Day

By D/Lt/C NORM PENNINGTON, SN

Join Peralta and the San Leandro Yacht Club in Statewide Coastal Cleanup Day on Saturday, September 19<sup>th</sup> from 9 a.m. to 12:00 noon at the San Leandro Marina. For your efforts lunch will be provided at the San Leandro Yacht Club following the cleanup event.

The City of San Leandro will be setting up a registration table at the end of monarch bay drive (at the gate to the shoreline) and another table at heron bay entrance to the shoreline (Bayfront drive). The event in San Leandro usually draws 400+ participants including companies like coca cola, boy and Girl Scouts, high school clubs, and kip academy makes it part of their curriculum. Spinnaker yacht club helped by counting trash and sitting at the registration table one year but that was the year we got rained out. The city will supply bags for trash and recyclables, gloves, and water (in 5 gallon containers that you can fill up your water bottle or they will have paper cups but encourage everyone to bring reusable bottles), and they will have grabbers to borrow during the event.

So, if you would like to participate in the day, drop me a line at 650-595-2169 or e-mail me at [nwpenn@sbcglobal.net](mailto:nwpenn@sbcglobal.net). This way we will know how much food to bring to the club for luncheon.

Thanks in advance for your service to the community.

## Alan wins nationals



Alan test riding a prototype electric motorcycle

BY P/C ALAN SMITH, AP

Spoiler alert: For those that just want to know my winning fuel economy, I got 177 mpg in Hollister and 161 mpg in Ohio. My new streamlined motorcycle did not get completed in time so I was forced to compete with my old streamliner again this year. In an effort to stay competitive I made a few minor upgrades to the aerodynamic body but basically I'm just pushing my streamliner again to its limits.

Here's the long version of the motorcycle fuel economy competitions. The first two competitions for 2015 were on consecutive weekends. The problem was they were 2500-miles apart. Needless to say this caused some logistical problems.

The Hollister, California competition was over the mountain pass of Highway 152 from Hollister to Santa Nella and back. That mountain pass is steep, there were strong winds, and the speed limit is 65 mph. I was selected to be the ride leader/pace rider. So now I had to navigate, keep everyone together, as well as compete. I was not expecting very good gas mileage that day. Under those conditions I hoped to get 150 mpg. To my surprise I got 177 mpg. Second place was a very close 163 mpg.

Additional details and photos of the Hollister event can be seen at:

<http://craigvetter.com/pages/2015-Challenge-pages/2015-Corbin%20Challenge%20results.html>

Photo at right shows two streamliners ready to haul to Ohio. Actually these two motorcycles were the first and second place motorcycles.



There was no time to celebrate my win. I went straight home packing until midnight. Early the next morning my streamlined motorcycle was loaded onto a trailer for the 2500-mile drive to Ohio.

As bad as California's drought is I hit heavy rain, flash floods, lightening, and very high winds in the Southern California desert. I encountered rain on and off all the way to Ohio. We passed through some flooded areas. Arriving in Ohio our streamlined motorcycles looked trashed after being in the bad weather on a trailer for almost a week. Also there was some minor cosmetic damage to clean up.

In Ohio attending the riders meeting the day before the fuel economy competition is like a family reunion. I get to meet old East Coast friends and competitors that I have not see all year. We get to catch up on things and discuss new ideas for our motorcycles.

Also at the riders meeting I got to ride a special one-of-a-kind electric motorcycle. Due to the unusual controls and dual stage seat I found this motorcycle tricky to ride. Every time you stop this motorcycle you have to have the seat in the upper position or else the rider can't get his feet out of the aerodynamic body to balance the bike.



Photo below of some of the streamlined motorcycles parked at the AMA museum. My motorcycle is the one on the left. The electric motorcycles took this time to charge their batteries.







# Peralta Sail and Power Squadron

# What's ahead for Peralta Squadron?

### **Saturday, September 12**

District 25 Council Meeting in Stockton

### **Monday, September 14 at 7:30 p.m.**

Peralta Executive Committee Meeting. All are welcome. San-Leandro Yacht Club, San Leandro Marina.

### **Wednesdays in September, October and November**

Advanced Piloting Classes will be offered at San Leandro Yacht Club, San Leandro Marina. Times to be confirmed.

### **Saturday, September 19**

Coastal Cleanup Day from 9 a.m. to noon at San Leandro Marina. Lunch follows at San Leandro Yacht Club.

### **Sunday, September 20**

Peralta Ferry Cruise to Angel Island. See story on Page 5 for complete details.

### **Saturday, October 3**

Peralta Vessel Safety Checks to be offered at Redwood City Port Festival.

### **Week of October 6 to 12.**

It's Fleet Week in the Bay Area.

### **Monday, October 12 at 7:30 p.m.**

Peralta Executive Committee Meeting. All are welcome. San-Leandro Yacht Club, San Leandro Marina.

### **Monday, November 9 at 7:30 p.m.**

Peralta Executive Committee Meeting. All are welcome. San-Leandro Yacht Club, San Leandro Marina.

### **Saturday, December 5,**

Peralta's Holiday Party and Pot Luck Dinner. San Leandro Yacht Club, San Leandro Marina.

### **Monday, December 14 at 7:30 p.m.**

Peralta Executive Committee Meeting. All are welcome. San-Leandro Yacht Club, San Leandro Marina.

## 2015-16 Bridge

### **Commander:**

Cdr Barbara Waldstreicher, AP

### **Executive Officer:**

P/C Ricardo Mares, P

### **Educational Officer:**

D/Lt C Norm Pennington, SN

### **Administrative Officer:**

Lt/C John Fellows, S

### **Secretary**

Lt/C Josette Mares, P

### **Treasurer:**

D/ Lt C Judy Pennington, P

## General Committees

### **Auditing**

Lt. Fred Holmes, AP

Lt/C Barbara Waldstreicher, AP

Open

### **Nominating**

Lt/C Josette Mares, P

Patricia A. Folger, S

Open

### **Rules**

D/Lt/C Norm Pennington, SN

P/C Alan Smith, S

Open

# DISTRICT 25 RIO VISTA RENDEZVOUS

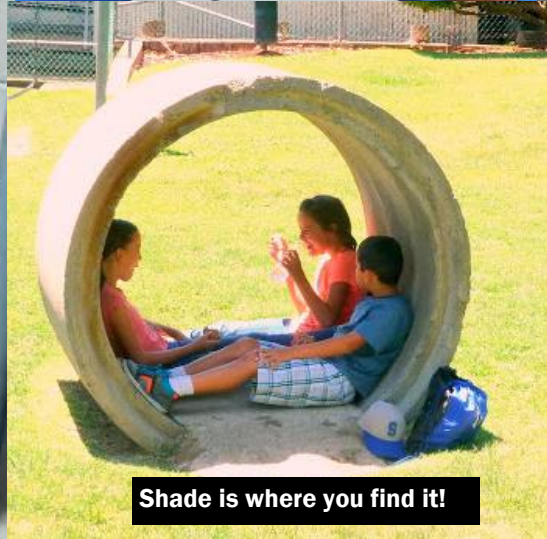
**"Hey, look! We found two more bottles of wine!"**  
Such news brings unbridled joy to the faces of Pat, Judy and Sherrill at the D/25 Rendezvous at Rio Vista.



**Good food, good friends, good fun.**



**The Chapman / Erickson Barbecue Team at work.**



**Shade is where you find it!**



Jim and Janice Chapman's 34 Sea Ray, FRESH START



The Erickson Yacht, Bayliner 245, ABOUT TIME.



Diablo's Mark and Sherrill Zeserson's 34 Hunter, AFTER FIFTY.



Norm and Judy Pennington's Bayliner 3788, FOOTLOOSE!

# Peralta Helmsman

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P/C Dick Folger, AP,  
Editor  
510-489-7644 or  
dickfolger@aol.com

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Squadron  
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**Peralta Helmsman**

16 Cobblestone Lane  
Belmont, CA 94002-2310

# Commander's Comments

## *Greetings,*

I hope this summer finds you well, enjoying time with family and friends, on the water or just outside enjoying the weather. We have been busy this summer enjoying our General Membership and BBQ at the SLYC which was attended well and a nice time had by all socializing and catching up.

Our Vessel Safety Check examiners, Rick Erickson and Norm Pennington, have been busy performing many VSC's for various organizations and clubs. If you are interested in having your boat examined, there is still time and they are very flexible, no matter which side of the Bay your boat is on, in the water or dry docked.

Our squadron participated in a joint America's Boating Course with Diablo Power Squadron at Bridge Marina Yacht Club in Antioch on July 11<sup>th</sup> and 25<sup>th</sup>. Thanks to Ricardo Mares and Norm for taking time out of their schedules and driving to Antioch to participate in the instruction. There were 17 students who attended, three of which were Peralta members, Larry Gertz, and Cathy and Gerry Bartling.

Our squadron was well represented at the District 25 Rendezvous with 14 members and four boats attending. Mike and Janice Chapman, Norm and Judy Pennington and I, Rick and Vickie Erickson, John, Doreen and Andrew Fellows all came with their boats and Gerry and Cathy Bartling, Melba Hale and Larry Gertz drove over on Friday night for dinner and all had a great time.

Norm is offering an Advanced Piloting course beginning in September. If you are interested, please



contact him ASAP as if there are not enough students, he will need to cancel the class. It is very informative and interesting and well worth your time. Norm and Judy represented our squadron at the USPS Governing Board Meeting in San Diego on August 25-30<sup>th</sup>.

A cruise and tour of Angel Island is scheduled on September 19<sup>th</sup>. Check out our squadron page for other upcoming events.

Hope to see all of you soon. You are always welcome to attend our Executive Committee Board meetings, on the 2<sup>nd</sup> Monday of the month, to see what goes on behind the scenes.

Safe boating and enjoyable times on the water!

***Commander Barbara Waldstreicher***