

Summer Issue — June 2018

Volume 59, Issue No. 2

Peralta Helmsman



**Peralta Bridge Members about to enjoy dinner aboard the
Cruise Ship Celebrity Silhouette
travelling from Ft. Lauderdale to Southampton England.**

Quarterly publication of Peralta Sail and Power Squadron, San Leandro, California

Travelling America's Backroads

P/C ALAN SMITH, P

So far this year I've been pretty far away from the water. A few months ago I was touring Arizona. While passing through the desert town of Quartzsite I noticed an interesting motel called the Quartzsite Yacht Club.



Boatel Motel?



Passing through Lake Havasu I did the touristy stuff, I stopped by to see the London Bridge.

Most of the rooms are trailers named different nautical names. But for the lucky ones you can rent a boat for the night. See photo upper right side

US Coast Guard Auxiliarist Ernie Khirallah with Alan at the Pacific Sail and Power Boat Show in Richmond. See photo at right. →



KEEPING YOUR EYE ON THE BALL

By D/Lt/C NORM PENNINGTON, SN-ACN

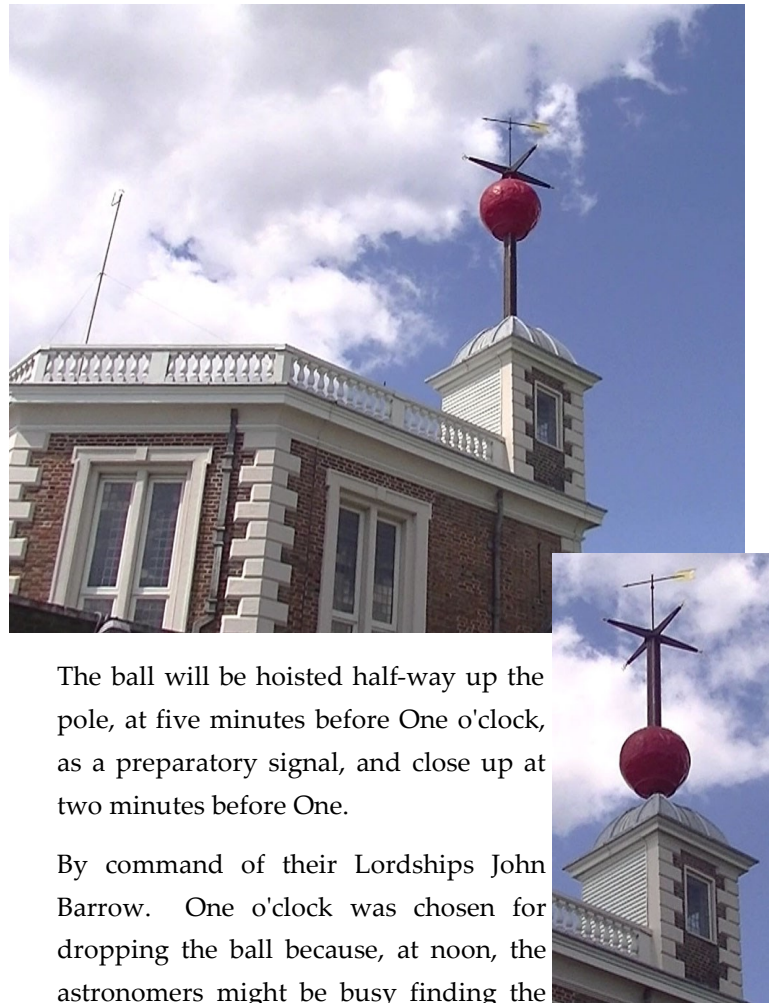
Origin of the phrase “Keep Your Eye on the Ball” is often thought of originating in the game of baseball, cricket or golf. Others will argue that it came from the Webb C. Ball watch used in railroading in the late 18th century. However, the term is claimed to originate from Greenwich.

Time-balls - As the name implies, a marine timekeeper is designed to keep time at sea. But for navigational purposes it is necessary to know the time in the first place, and the going of the timekeeper - the chronometer - must be checked periodically thereafter. In the early days of chronometers this could be done by lunar observations ashore or afloat (not very accurate), by stellar observations ashore with a sextant and artificial horizon, or by comparison with an observatory clock ashore. Whatever method was used, it was most unwise actually to move the chronometer (this might disturb its going), so a pocket watch had to be used as an intermediary, or a signal made from ashore which could be seen or heard on board. In the 1820s there are several reports of these signals being made from shore for the benefit of ships in harbor - a flag dipped, a gun fired, a searchlight eclipsed, a rocket fired. But these all seem to have been ad hoc arrangements; there were no regular time signals.

Captain Robert Wauchope, RN, seems to have been the first person to propose that time-balls should be erected, in a letter to the British Admiralty in December 1824, 63 though no immediate steps were taken to implement his suggestions. However, in 1833 the following Notice to Mariners was issued.

On 28 October 1833, the Lords Commissioners of the Admiralty hereby give notice, that a ball will henceforward be dropped, every day, from the top of a pole on the Eastern Turret of the Royal Observatory at Greenwich, at the moment of one o'clock P.M. mean solar time. By observing the first instant of its

downward movement, all vessels in the adjacent reaches of the river as well as in most of the docks, will thereby have an opportunity of regulating and rating their 21 chronometers.



The ball will be hoisted half-way up the pole, at five minutes before One o'clock, as a preparatory signal, and close up at two minutes before One.

By command of their Lordships John Barrow. One o'clock was chosen for dropping the ball because, at noon, the astronomers might be busy finding the time.

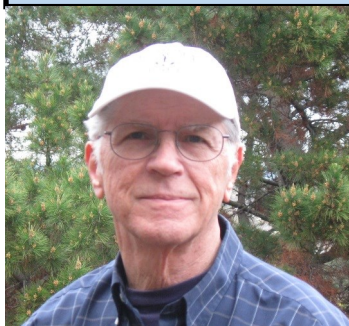
The apparatus, constructed in 1833 by Messrs. Maudslay & Field at a cost of about £180, remains substantially unchanged today except that, since 1852, the actual moment of drop has been controlled by an electric current from a master clock and, since 1960, the raising of the ball has also been made automatic. A time-ball had been erected by the East India Company on the island of St. Helena by December 1834. Other time-balls followed.

Not only did the Greenwich time-ball - said to be the world's first public time signal - give Greenwich time to ships in London's river and docks, but, for the first time, it made Greenwich time regularly available to those ashore who could see it, including much of London.

Author unknown

Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN



For boaters, By boaters

Since my last report we finished the Advanced Piloting course and more recently, the Engine Maintenance course. I had an America's Boating Course scheduled, but due to only having one student signup I will be rescheduling this course later in the fall. Meanwhile Junior Navigation is scheduled and should be underway by the time you read this report. I am considering two more courses near the end of summer; **Cruising and Cruise Planning**, and **Seamanship**.

Cruising and Cruise Planning – There is something very special about the thrill of cruising in new waters and the sense of accomplishment upon completing an extended cruise. To go beyond what most boaters do on a weekend overnight or even a week or so marina hopping requires boaters to leave their normal cruising areas and comfort zones. The Cruising and Cruise Planning course focuses on the planning and preparation necessary for safe enjoyable extended cruises on both inland and coastal waters. Designed for members who cruise on either a sail or powerboat (owned or chartered)—this course covers the following topics:

- Cruise preparation and planning - General
- Boat and Equipment
- Anchors and Anchoring
- Security
- Chartering
- Cruising Outside the United States
- Crew and Provisioning
- Voyage Management
- Communications
- Navigation
- Weather
- Emergencies

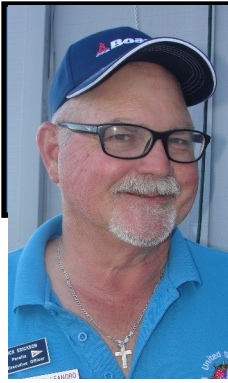
The **Seamanship** 2016 course is the next step after completing America's Boating Course, 3rd Edition (ABC3), taking the knowledge and skills learned there and expanding and extending them with this newly updated edition. Or make Seamanship the first step into building boating confidence and competence for safe and fun on-the-water

adventures. Seamanship 2016 presents material applicable to both power and sail, covering such topics as the construction and functioning of a boat, the skipper's responsibilities, preparing the boat for use, handling and manoeuvring a vessel under various conditions in close quarters and on the open water, rules of the road, anchoring, emergencies, and marlinespike/basic knots. The Appendices cover boating into the waters of Canada and Mexico, the effects of weather on the boater's health, and general information on obtaining a US Coast Guard captain's license.

New with this course is the option to take the course with an e-book, or by a traditional printed book with no difference in the price of the course. The e-book comes as a download and can be on multiple devices supporting the Adobe Acrobat Reader. Also new with this course presentation will be the use of the Boating Skills Virtual Trainer (BSVT).

The BSVT is based on a 20 foot center console Boston Whaler with an outboard motor. In addition to the existing set of exercises, version 5.0 gives us three new exercises that may be of interest. P/R/C George Hallenbeck, AP- IN explains as follows.

- **Towing** is really a request from the CGAux to teach the correct sequence of attaching the tow lines in what I would refer to as a hip tow. After attaching the bow line (per visual instruction), one needs to swing to the starboard view and click the next visual instruction to attach the spring line. It's a long tow but it is possible to take the two vessels to a dock and with the side view again showing instructions to "release" the vessel being towed.
- The **Man Overboard** exercise is really two new exercises in one: We added audio of what typically should be said over VHF by responding vessel. The lifesling should be released when you are close to the victim (and circle). pulling away confirms that the victim is in fact inside the lifesling and can be safely pulled away from the burning boat. Final retrieval or "reeling in" as you describe is not part of the exercise. This last part will vary depending on the type of rescuing vessel. The key is you now have the victim safely in tow. In my experience with a sailboat we use a spare halyard to attach to the victim when they are amidships and crank them up the last six feet.
- **Raftup** The intent here is to match our marketing program and show how to join the existing raft up. Again when one gets close enough to the existing raft up a visual instruction appears that needs to be clicked. Switching to a starboard view will show the next instruction. Some have reported the attached line are elastic in the forward movement. Switching back into reverse and then forward seems to stop this. The Raft up is pinned by the anchor on the mid boat in the raft up.



Executive Officer's Report

By P/D/C Rick Erickson, AP

Ahoy, Shipmates!

Winter has departed – kicking and screaming – and I think the rains have finally left us for the north. Finally. It actually felt warm enough yesterday to take off the sweatshirt! According to the calendar, PICYA and South Bay have officially announced the start of the boating season, but I'm not really convinced that there isn't a good time to go boating.

Norm, Judy, Commander Barb, Vickie and I recently returned from a voyage across the Atlantic via Bermuda, the Azores, and Lisbon. Norm and I spent hours with our GPS units keeping track of where we were, where we were going, and how fast the ship was moving. After thirteen days, we arrived in the United Kingdom and spent another five days soaking up the history in and around London. We even got Norm to agree to hold a JN class starting in June. Pretty awesome to see the seamanship demonstrated by ship's officers when docking and departing. From what I observed, the lesson learned is: Don't Get In a Hurry! One of my personal highlights was a trip to the old Royal Observatory, where each of us stood astride the Prime Meridian, with one foot in the Western Hemisphere and the other in the Eastern Hemisphere!

Hopefully, you will all refer to the calendar for the dates and time of the upcoming Member Appreciation BBQ, to be held at the San Leandro Yacht Club. The Bridge is also working to plan a few outings during late summer/fall. Of course, the annual District Rendezvous at the Delta Marina in Rio Vista is a 'can't miss' event in July.

If you still need a Vessel Safety Check, please let either Norm or myself know and we'll get it done.

If you have ideas, shout them out. We can use the help!!

See you on the Water!!!

Rick
Executive Officer

Administrative Officer's Report

By Lt/C VICKIE ERICKSON, AP



Happy Days Matte's:

Summer time is coming upon us. I would like to make sure you all are getting your annual vessel inspections to make sure your boats are in ship shape condition, so you will be safe on the water.

I have had an exciting spring I went on a transatlantic cruise for the first time ever. It was really fabulous. Of course, I owe that to the wonderful people we were traveling with. Oh yeah, that would be the Peralta Squadrons Executive Board. We had great times going to the shows and visiting the sights on our shore excursions. Then we spent 5 full days in London and we even went to the Prime Meridian in Greenwich, we had a very steep climb to get to the observatory but we all took our time and made it to the top.

On to a new subject, I want to make sure you all get the word that the annual meeting and kick off Summer Bar-B-Que, will be held at the San Leandro Yacht, 20 Mulford Point Drive, San Leandro on the 16th of June at 1800 (6 pm). I am looking forward to seeing all of you there.

Vickie
Administrative officer



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D/Lt/C Norm Pennington, SN, Editor
650-595-2169 or
nwpenn@sbcglobal.net
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2017-18 Bridge

Commander:

Cdr Barbara Waldstreicher, AP

Executive Officer:

D/Lt Rick Erickson, AP

Educational Officer:

D/Lt C Norm Pennington, SN

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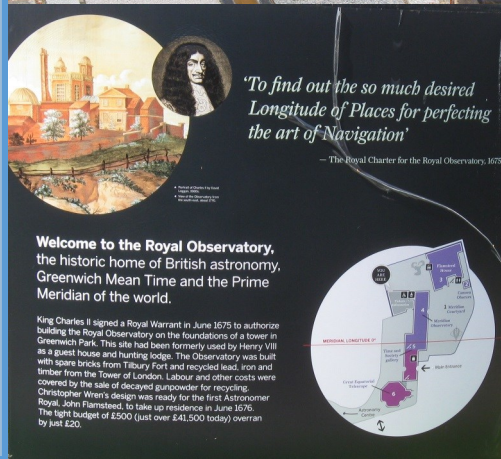
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Rules

Larry Gertz

P/C Ricardo L. Mares, P

D/Lt/C Norman W. Pennington, SN



WANTED/SECRETARY

We need your participation: Peralta Nominating Committee seeks a candidate for Secretary of the Executive Committee for the 2018-2019 term. Taking minutes at the monthly meetings gives you an opportunity to learn how the Squadron operates. The Calendar Planning Meeting is held in January, and you will be part of planning the educational courses and activities for the coming year.

We need your fresh ideas and support as Peralta Sail and Power Squadron navigates into the future.

Contact:

Josette Mares, P, Chairman,
Nominating Committee
rjmares@comcast.net.

What's ahead for Peralta Squadron?



June

Mon, 11 June

Executive Committee Meeting, San Leandro Yacht Club

Sat, 16 June

Peralta Summer BBQ and General Meeting, San Leandro Yacht Club

July

No Meeting in July

Executive Committee Meeting, San Leandro Yacht Club

Fri-Sat, 20-21 July

District 25 Rendezvous, Delta Marina, Rio Vista

August

Sun-Sat, 12-18 Aug

USPS Governing Board, Minneapolis, Minnesota

Mon, 13 Aug

Executive Committee Meeting, San Leandro Yacht Club



You are cordially invited

to Peralta Sail & Power Squadron's Kickoff Summer BBQ

WHERE: **San Leandro Yacht Club** - 20 Mulford Point Drive , San Leandro

WHEN: Saturday, June 16, 2018

TIME: 1800 Hours (6:00 p.m.)

MENU: Hamburgers, Hot Dogs, Potato Salad, Pasta Salad, Beans,
Coffee & Dessert

COST: PER PERSON: \$10.00

Please mail reservations [payable to the Peralta Power Squadron to:](#)

Vickie Erickson
1105 Tulane Ave.
San Leandro, Ca. 94579
Tel. 702-232-8367
e-Mail vickie8113@aol.com

Name _____

Number of Persons _____ @ \$10.00/Each Total _____

Please R.S.V.P by Wednesday, June 13

Past Recollections

By P/C DICK FOLGER, AP

The 1984 Bareboat Charter

Back in the day, around 1984, Peralta members and Spinnaker Yacht Club members teamed up for a bareboat charter in the Bahamas. About 20 of us chartered 30 sailboats and set off on a week long adventure as temporary captains of our own boats. We had the run of the reef protected waters of the Bahamas.

Our first stop was Fort Lauderdale where we transferred to small planes that flew us on to Marsh Harbor. When we arrived at the docks we claimed our fully stocked boats. We moved aboard our chartered boats. Mine was The Toby Tiba. My wife Pat and I shared the boat with Conway and Dorothy Pendleton.

Our first destination was Green Turtle Cay. During the week we sailed to all of the islets reaching the northernmost at Powell Cay. Powell was a thin sliver of an uninhabited island. Going ashore we walked to the ocean side where the mighty Atlantic met to beach. Great breakers foamed up around our feet.

After living in such close quarters with Conway and Dorothy, we soon felt the need to have a “date night” where one couple would leave the boat to provide privacy for the other couple. We were anchored at Treasure Cay and after Pat and I enjoyed the boat for awhile, we locked the cabin and took our dinghy to shore where Conway and Dorothy were waiting for their turn. They hopped into the dinghy and I ferried them out to the Toby Tiba for their turn at solitude. Conway and Dorothy boarded the boat. From the cockpit they waved goodbye as we headed for shore. About walking and exploring for about an hour, I made a startling discovery. I found the cabin keys in my pants pocket. Instead of a romantic interlude, Conway and Dorothy were stranded in the cockpit while the afternoon sun beat down on them. Conway never forgave me.



Despite that unfortunate wrinkle, the experience of cruising in the lagoon-like waters of the Grand Bahamas was absolutely wonderful. One of my favorite experiences.

I have always hoped that Peralta Sail and Power Squadron could put a similar adventure together. Maybe during Summer 2019.

Editor's Note: With a few exceptions, back in the 1990's and 2000's we switched from travelling to exotic foreign locations to the Bay and Delta in our own boats with journeys lasting up to a week. Then as we gracefully aged, we switched to fully staffed ocean liners taking us to many points around the globe. Bareboat chartering can be a most relaxing and an enjoyable experience especially in the Caribbean or the San Juan's..



Summer of 2001 at the San Joaquin Delta Power Squadron Island near Stockton.

2018 TRANSATLANTIC HOLIDAY

By CDR BARBARA A. WALDSTREICHER, AP

The countdown finally hit zero and our vacation began
 For another cruise of a lifetime on the boating plan.
 The entire Peralta Bridge went to their respective airports on both sides of the bay
 To meet up in Ft. Lauderdale for some much needed play.

5:30 came mighty early on April 14
 In just 1-day we were going to be treated like a king and queen.
 We met up across country at the baggage claim
 That's when we knew the time finally came.

A leisurely next morning before boarding the bus,
 For the embarkation process which was smooth with no fuss.
 We were on the ship in no time and went up to have lunch
 It was the first of many buffets for this motley bunch.

Anticipation was killing the Erickson's and it was tough to wait
 Before we finally set sail to be called a shipmate.
 Following two other cruise ships out to sea
 We were in for much rest, relaxation and shopping duty free.

It became rainy and stormy as we got underway
 We hoped it would not last for more than a day.
 We were treated to a lightning storm which lit up the skies
 But when we got to Bermuda, we were in for a surprise.

As we saw land and were cruising in to shore
 The sun came out and there was no more downpour.
 The Erickson's went on a glass bottom boat to view a shipwreck
 And then visited the museum before going back on deck.

The Penningtons and Barb saw beautiful beaches and a lighthouse on their scenic tour
 We all enjoyed the weather and warm temperature.
 Then back on the ship for more than a day
 Four to be exact, with waters reminiscent of San Francisco Bay.

The girls played cards and machines and spent a lot of gambling time
 And pretty much played on Celebrity's dime.
 Judy played Blackjack for the first time and even won a Bingo game
 However, had to split it 5 ways for her claim to fame.

They were constantly telling us to turn our clocks ahead
 Which made it very difficult the next morning to get out of bed.
 That was the only way we could catch up on time
 To hear the 10am morning Captain's chime.



Porcelain waiter with a menu in an alley in the town of Sintra Portugal

Continued on the next page

2018 TRANSATLANTIC HOLIDAY continued from the previous page

As we sailed into the Azores the dolphins greeted us
And we spent a sunny, warm day viewing 2-crater lakes on our coach bus.
We were evading stormy seas throughout the trip
As each day grew fonder our boating fellowship.

Norm and Rick could be seen on the top decks with their
GPS's
To give us the most accurate and recent readings hot of the
presses.
We all got our fill from the Oceanview Cafe
With the diverse selection of food from the huge buffet.

Our sit down dinners were in the Grand Cuvee Dining Room
Where we had very nice 3-4 course meals which we did consume.

Our attentive staff were there for every request
Cesar, Lukmon, Jose and Sandra never seemed to rest.

One more sea day before we arrived in Lisbon
The Silhouette continued to dodge the storms to out run.
Portugal turned out to be windy, sunny and clear
As we reversed our direction to dock at the pier.

It was a holiday for the locals, Freedom Day
Which hindered our tour with a traffic delay?
Cascais and Sintra had interesting historical info about each town

We were definitely having the time of our lives, hands down.

10pm departure time from our last port
The next day we got a British stamp on our passport.
The seas were rough and we were rolling and rocking
The waves on the windows were really knocking.

It was difficult to walk a straight line
But on the last day, in the afternoon, it was fine.
The weather was not conducive to being outside
So we browsed on Broadway for the sales storewide.

The entertainment included dancing, comedy and many a singing show
The Celebrity Orchestra played brilliantly and was magnifico.
Barb, Vickie and Judy attended every show by the end of the trip
And were finally comfortable navigating their way around the ship.

*View of the crater lakes high atop
the island of Santa Maria in the
Azores*



*One of the many fine desserts
served in the Grand Cuvee Dining
Room*

2018 TRANSATLANTIC HOLIDAY continued from the previous page

Norm, Rick and Vickie had many conversations, even including the staff
On various topics which made everyone laugh.

The towel animals which Rick was really looking forward to
Were nowhere to be found since the cabin steward had no clue.

We arrived in Southampton very early Saturday morning
As the Captain had said with his previous warning.
The disembarkation process went off without a hitch
And the memories of part 1 of our vacation will be quite
rick.

On our 2-hour van trip to London we did see
Lots of greenery and old style buildings in our scenery.
We got to the hotel, checked in and got comfortable in our
room

The Erickson's almost created a crisis of electrical doom.

After check in and a short rest, we found lunch at a pub
Barb had fish and chips to taste the traditional grub.
At dinner Vickie and Judy took their turn at the traditional meal
And found the taste to be extraordinarily ideal.

The next day we went to Victoria Station and the visitor's bureau
To get info on how and where we wanted to go.
We toured the city on a hop on/off bus
So we could sightsee and plan places to visit and discuss.

We visited where the young royals live at Kensington Palace
And learned about their lineage who held a big chalice.
Another major bucket list site for our lives to enrich
Was seeing the Prime Meridian in the city of Greenwich.

The girls ventured out to see Buckingham palace on the last
day

Walking a lot in the rain and cold and skies of grey.
They visited Harrods again on their last stop
By the end of their adventure, they were ready to drop.

Another trip of a lifetime has come to an end
One that all of us would definitely recommend.
It's time to fly home and continue our lives
But the memories will definitely go down in our archives.

Anticipation for our next trip has already begun
With new adventures, memories and much more fun.
Another wonderful trip we've had and cannot complain
Reminiscing of fun times and scenery will always remain.



This fellow was nowhere to be found



THE HELMSMAN

Peralta Sail and Power Squadron
16 Cobblestone Lane
Belmont, CA 94002-2310



Commander's Comments

The Summer Boating Season is upon us,

It's finally boating season and I hope everyone has taken advantage of the weather to get out on the water with many more fun days ahead. Peralta's Bridge recently got back from a 13 day transatlantic cruise from Ft. Lauderdale to Southampton, England. We spent 5 days sightseeing in London. A great time was had by everyone. While we were gone, one of our members, Alan Smith, assisted with D25 in the booth at the boat show in Richmond. I thank Alan for stepping up and in to represent our squadron. Additionally, David Jackson served in double-duty in the booth representing Peralta as well as the Division of Boating and Waterways.

Norm Pennington finished an AP course in March and Engine Maintenance in May and plans to begin a JN course in June. He also has an ABC3 course planned but has not received much interest. Norm also represented Peralta at the South Bay Opening Day celebration in Redwood City, practically hours after returning home from England.

We will have a land cruise this summer however we have not confirmed the event. Please be on the lookout for info and a flyer to see what interesting activity is on the horizon and come join us. We always have an enjoyable time when we get together.

The District 25 Rendezvous is coming up in July and is being hosted by the San Joaquin Power Squadron. It sounds like they have a lot of fun activities planned, so think about coming out, by land or water, and see how much fun it is. You might meet new people or catch up with old friends.

Here's to great times this summer on the water with friends and family.....

Commander Barbara Waldstreicher



Grand Cuvee serving staff left to right; Sandra, Cesar, Jose and Lukmon with Rick, Vickie and Judy.