

AMERICA'S BOATING CLUB®
For Boaters, By Boaters™



Helmsman September 2019
Volume 60
Issue No. 3

The Peralta Helmsman

www.peraltasquadron.org

Strategic Planning Announcement

As I am sure you have heard, the United States Power Squadrons is now doing business as America's Boating Club. As a member of the Peralta Sail and Power Squadron, what does that mean to you? On the surface, not much other than noticeable rebranding of our organization. However, the National Planning Committee has published a Strategic Transition Plan Outline that will be of much discussion at the Louisville Governing Board in September as well over the ensuing months leading up to the 2019 Annual Meeting in Ponte Vedra Beach (Jacksonville) Florida. The plan consists of three strategies, each addressing different functional areas of our organization.

The first strategy addresses the establishment of an organizational structure that ensures the survivability of USPS/ABCub through the transition period and beyond. The first initiative is to initiate squadron, district and national simplification to ensure success. This to be accomplished by creating a more contemporary organizational structure, operational changes, meeting reductions and changes to attire and protocol. The second initiative is to establish organizational structure of USPS in such areas as USPS Education Department, Marketing & Publications, and Member Benefits. The third initiative is to establish a business plan for America's Boating Club improving the culture and products to attract new members. Ultimately, the business plan will be focused on recreation and on the water fun, making participation simplified, highly visible among active watercraft enthusiasts and within the marine community, while delivering valuable, exclusive member benefits, adding value to the recreational on-the-water experience of all members, and to stay ahead of trends and up to date development in recreational on water communities.

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Executive Officer's Report

By Lt/C Rick Erickson, JN

Greetings, Shipmates!

Another Summer is quickly passing by, and more fond memories of boating adventures and lessons-learned have accompanied the passing of the season. It seems to me that every boating trip produces both. From basic safety, equipment reliability, to just plain 'checking the batteries', the learning opportunities – and fun – are an important part of what we do.

The recent District 25 Rendezvous at Rio Vista was an amazing effort by our Squadron, and my thanks and appreciation go out to all of you who helped make it one of the best. The theme was nautical, as were the presentations and events. Who would have thought that tying knots would be such an adventure? Basic seamanship and marlin spike were on full display! Spam carving was a new event this year, and the participants even got into the nautical theme.... lots of boats! And **Norm's** mini seminar was fantastic. Outdoor movie with popcorn and candy? Fantastic. My special thanks to **Mike and Janice Chapman, Alan Smith and Nick Pack** for their yeoman efforts throughout, especially on the grill. **Judy Pennington, Commander Barb, Vickie, and Mary** worked tirelessly to organize and execute a wonderful gathering. And for all of you that I failed to mention, my apologies. We – the Peralta Squadron – couldn't do it without you. And, I understand that we may be back in the host role next year!!

As always, there are opportunities to gather together and enjoy the comradery of our shipmates as we move into the fall and winter. Be sure to mark your calendars for the Holiday Party this year.

Fair winds!

Lt/C Rick Erickson, JN

Administrative Officer's Report

By Lt/C Vickie Erickson, JN



Happy Days Matte's:

Happy Summer,

Being a member of the Americas Boating Club can be quite an adventure especially if you have a tendency of being a bit clumsy. I am speaking of myself. On Thursday July 19, 2019 as we were all starting to arrive at the **Delta Marina in Rio Vista, California**, I was on the dock getting ready to help tie up one of the boats as it was arriving. As I bent down to tie the line to the cleat my foot got stuck on a plank on the dock that was just a little higher than the rest, so I just tumbled right into the water. Now that was a harrowing experience. The docks were quite a bit higher than the water so I couldn't reach the to pull myself out. I was holding on to a line of the boat I was originally going to tie up. Well to make a long story short I ended up with a hairline fracture in my wrist. And thanks to Power Squadron Training, **Norm Pennington** and his crew using a Bowline got me to safety. Thanks to all.

We were lucky to host the **District 25** rendezvous that weekend we has lots of fun playing games and eating the barbequed ribs and chicken, and all the

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Peralta Helmsman

Published in March, June, September and December



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

Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN



*For Boaters,
By Boaters*

Time has us closing in on the first day of summer coming mid-June. Classroom activity is starting to come to a close over the summer boating season. During this time, I will be switching from conducting courses to presenting short courses and seminars.

Several of our members have previously started preparing for the various levels of Boat Operator Certification (BOC) program, which is a member only program consisting of four levels; Inland Navigator (IN), Coastal Navigator (CN), Advanced Coastal Navigator (ACN) and Offshore Navigator (ON). Within each level there are certification levels; Certified as in one who has completed all of the educational and has shown proficiency with the required skills, Certifier as in one who is a certified instructor and who is certified and who has completed certifier training and has been certified by a Certifier-Trainer. Each level of certification builds on a lower level meaning that one must get certified at the Inland Navigator level before they can get certified at the Coastal Navigator level. However, one may work towards certification at a higher level including the on the water exercises while waiting on completing requirements at the lower level.

In my review of those who have started

qualification under the Boat Operator Certification program I've determined that the following seminars and courses are needed by one or more members seeking BOC qualification as follows:

Inland Navigator

Engine Maintenance Course – 1
Weather Forecasting Seminar or
Weather Course – 1
VHF/DSC Marine Radio
Seminar – 1

Coastal Navigator

Marine Communications
Systems Course – 2
Weather Course – 1
Marine Compass Seminar – 3
Anchoring Seminar – 3
Rules of the Road Seminar – 5
Tides and Currents Seminar – 1

Advanced Coastal Navigator

Emergencies onboard
Seminar – 4
RADAR Course – 4
Note: Those completing the
RADAR seminar prior to May
2019 will not need to take the
RADAR course, although due
to new information, are en-
couraged to do so.

It is my goal to be able to elevate those desire to continue certification at the first two levels this year, and to continue with certification at the ACN level next year. The above courses are open to members seeking general knowledge or for those desiring to complete one or more certification levels.

Speaking of seminars, two new seminars are now available; AIS (or Automated Identification Systems). In this course, you will learn what AIS does, how it works, whether you need an AIS system, how AIS is

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The second strategy addresses the assessment of fiscal management. Among the initiatives; address the development of an operational budget for the new organizational structure, assess possible ‘one single dues regime’ through the organization, fund new offerings based on needs of the current and forecasted recreational watercraft community, and to fund technology improvements to support the organization.

The third strategy addresses age, gender, cultural and demographic changes in the watercraft community while honoring the heritage of the organization. A few of the initiatives include the relaxing of uniform protocol as desired, improve technology and social media infrastructure, establishing partnerships and working relationships with other organizations to reach a larger and diverse audience in the watercraft community, and to encourage family friendly and youth activities for future market development.

For more information and to see a complete copy of the Strategic Transition Plan Outline head over to the National Planning Committee website:

<https://www.usps.org/index.php/committees/standing/10600>

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sides. We had great little deserts made by Lindy Zink, Commander of the Santa Clara Squadron. Everyone got their fill of the great food. We even watched a Movie I know I had a great time I hope everyone else did too.

We are looking forward to being at the next rendezvous. The next gathering will be during the Christmas holidays then in the new year we will be have the crab feed. I will be looking forward to seeing all the Peralta Squadron members of the America’s Boating Club at all the events.

On to some other news I received and email from **Georgiy Patrikeyev** one of our good members, that his job is moving him to Southern California. We will miss him in the classes as we have taken a few together. But wish him a great time in the Southern California Waters.

Vickie Erickson
Administrative Officer

What's ahead for Peralta Squadron?



September

Monday, 9 September Executive Committee Meeting, 7:30 p.m., San Leandro Yacht Club, or Electronic Conference Call

Saturday, 21 September District 25 Fall Council Meeting and Conference, 11:30 a.m. at the San Leandro Yacht Club

Starting Tuesday, September 24 America’s Boating Course, 7:00 p.m., San Leandro Yacht Club. Course runs on Tuesdays until 22 October.

October

Monday, 14 October Executive Committee Meeting, 7:30 p.m., San Leandro Yacht Club, or Electronic Conference Call

Starting Tuesday, 29 October Marine Communications Systems Course, 7:00 p.m., San Leandro Yacht Club. Course runs on Tuesdays until 17 December

Boat Maintenance Tip

Cooling System—Part II

D/LT/C NORM PENNINGTON, SN

In the last issue of the Peralta Helmsman I covered the fresh water side, now for the raw water side, subject to corrosion and clogs and requires an annual inspection of critical components such as the sea water impeller and related components in the raw water pump. Other components include the heat exchanger with sacrificial anodes (zincs), hoses, clamps, the sea water strainer, and the seacock.



The seacock should periodically be exercised to prevent it from seizing in the open position. It can be extremely difficult to close a frozen seacock due to seizing.

At least once a year close the seacock and drain and clean the sea-water strainer. I've seen all kinds of grit, sea shell particles and vegetation in the seawater strainer. While you are doing this, carefully inspect hoses and clamps with a flash light. Look for surface cracks in the hoses, especially around a tight radius and replace with the proper grade of marine hose. Also check hose clamps for rust, which should not occur with marine grade clamps, and make sure that each hose end is double clamped. Next, remove the zinc or zincs from the heat exchanger and



replace if the zinc is more than 50% consumed. These zincs are typically what is called a pencil zinc that can be 1/2 or 5/8 of an inch in diameter and two-inches in length.



The raw water pump is the heart of the sea water side of the cooling system. The impeller should be periodically removed and inspected for wear and broken vanes. Check at the base of each vane for cracks and replace if cracks are found. Each vane should be pliable and not stiff. The impeller will develop a “set” that is normal.



The rule of thumb is to replace the impeller if it shows signs of wear, has cracks between vanes or has missing or broken vanes. Also inspect the end plate and replace if excessive

wear is found. If the impeller has missing or broken vanes, then an inspection of the heat exchanger is warranted as these components will clog the heat exchanger.

Lastly, it may be necessary to flush the raw water side of your cooling system. This job should probably be left to the professional mechanic as it involves equipment that most boaters do not have. Since you asked, here is what you will need to flush the raw water cooling system. First you will need a small selection of hose adapters going to and from the hose connected to the raw water pump, and another adapter coming from the hose that leaves the heat exchanger, and another for the hose that goes to your prop shaft if

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Cooling System Part II from Page 5

equipped. Then it is a matter of removing the sea water impeller and connecting the hoses to a pump in a large container filled with water mixed with a product called Barnacle Buster® and allowed to circulate through the raw water side of the cooling system with the engine turned off. Barnacle Buster® is biodegradable and can be safely re-circulated through seawater cooling systems, dissolving barnacles, zebra mussels, calcium, rust, lime & all other mineral deposits. Most applications can be completed within 4 hours!



To completely remove particles from the heat exchanger, the circulation pump will need to be reversed pushing the solution backwards. During the circulation process the solution in the bucket will get darker as cleaning takes place. The solution will eventually stop cleaning as it is cleaning agent is consumed.



Remove the equipment, replace the impeller and hoses, run the engine and check for leaks.

Now you have the rest of the story.



Travelling America's Backroads

BY ALAN SMITH

Alan has been travelling around the United States and will be submitting a report of his latest adventure in the next issue of the Helmsman.

The latest from the Recreational Boaters of California regarding legislation

- The Single Tunnels is moving forward. They are holding weekly finance meetings. They are asking Independent utilities to fund. There is not pricing and no design criteria. They are talking about much more water than able to distribute before; all state water project water is tunnel water. Franks Track is on hold until it is figured out.
- Definition of boat operator has passed. Adult is responsible.
- 12-month fishing license—pulled
- Copper Bottom Paint question is still in contention.



We are pleased to announce that we have following new members join America's Boating Club and the Peralta Sail and Power Squadron.

Ray Marshall and his wife **Mariam** and their daughter **Sydney**. It is reported that Ray is new to boating and is eager to start learning before making a commitment to purchase their first boat.

Welcome aboard and we look forward to seeing each of you in our classroom and at our social events.



Congratulations and best wishes to **P/C Dick Folger, AP** and his new bride, **Bonnie** who recently exchanged wedding vows in the garden at their new home in Aptos.

After joining in March, **George Patrikeyev, AP** has decided on a career change and relocate from San Jose to Southern California. George, who has been taking courses for the past couple of years is planning

on the
move

2018-19 Bridge

Commander:

Cdr Barbara Waldstreicher, JN

Executive Officer:

Lt/C Rick Erickson, JN

Educational Officer:

D/Lt/C Norm Pennington, SN

Administrative Officer:

Lt/C Vickie Erickson, JN

Assist. Admin Officer:

1st/Lt, Nicholas J. Pack, JN

Secretary:

Cdr Barbara Waldstreicher, JN

Treasurer:

D/Lt/C Judy Pennington, P

General Committees

Auditing

P/Lt/C Fred Holmes, AP

P/C Janis K. Chapman, AP

Susan Ann Holmes, S

Nominating

Lt/C Vickie Erickson, JN

P/C Melba J. K. Hale, P

P/Lt/C Josette Mares, S

Rules

Larry Gertz

1st/Lt Ricardo L. Mares, P

D/Lt/C Norman W. Pennington, SN

on selling his 38 foot Bayliner along with his collection of crab pots. George is still setting his goal to get into sailing and set sail to Mexican waters, all inspired by taking the Cruising and Cruise Planning Course where his team developed a plan to sail the **Baja Ha-Ha** with the last part from San Diego to Cabo San Lucas.

Past Commander **Melba Hale, P** has left Northern California to live with her daughter in Los Angeles. Melba has been instrumental with the smooth operation of our annual change of watch and other social activities.

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different from RADAR, how to use AIS to navigate more safely and what to consider when integrating AIS with your existing electronics. The other seminar; Boat Propane Systems and Propane Safety. This seminar gives you the tools you need to use propane fuel safely on the water. Propane and butane, also known as LPG, are the most common cooking fuels used on boats. While efficient, cost effective and widely available, these fuels can also be dangerous. This seminar explains boat propane systems, propane safety, and how to keep your boat and crew safe.

We have two programs that are open to members and non-members and they are called Jump Start and Hands-On-Training (HOT) (formerly called Practical On-the-Water Training (POTW)). Both programs are designed for the inexperienced boat owner seeking basic information about boating, or guidance in learning boating in general. The Jump Start program is about two-hours in length while the HOT program is eight-hours. There is no-cost for Jump Start, whereas the HOT program can cost several hundred dollars. The good news, the basic HOT program is essentially the same as Inland Navigator described above and is significantly more affordable.

The cost for the boat operator certification passport is \$50 for each level. Seminars cost about \$30 each and are two-hours in length. We offer special pricing for members in the same household.

To wrap up this report, I'm going to concentrate on seminars for the spring and summer boating season and return to courses for the late fall and winter. If you see something you like, or are not seeing what you would like, drop me a line and I'll see if I can schedule it in.

In a few short months the summer boating season will be coming to a close, that is, for those that put their boating toys away and head into autumn and the winter holiday season. Since I am still waiting to attend the USPS Fall Governing Board Meeting in Louisville, Kentucky and report all of the latest curriculum changes. Below are all of the courses that will be offered over the coming months.

Offerings include the following courses: America's Boating Course in September, Marine Communications Systems Course (October), Radar

for Boaters (January 2020), Automated Identification Systems Seminar (February), Navigation (March) and ABC3 in April.

Reminder, starting in 2020 all boat operators under the age of 36 will be required to obtain their California Boater Card. This also includes anyone supervising a child aged 12 through 15. Take our ABC3 course to qualify for your California Boater Card.



+California age restrictions for operating a motorized vessel: According to California Harbors and Navigation Code Section 658.5, NO person under 16 years of age may operate a boat with a motor of more than 15 horsepower, except for a sailboat that does not exceed 30 feet in length or a dinghy used directly between a moored boat and the shore (or between two moored boats). The law allows children 12-15 years of age to operate boats with a motor of more than 15 horsepower or sailboats over 30 feet if supervised on board by an adult at least 18 years of age. Violating these provisions constitutes an infraction.

In case you missed it, the Navigation Committee is responsible for the content and examinations for the navigation courses offered by America's Boating Club. The courses include Marine Navigation, Advanced Marine Navigation, Offshore Navigation and Celestial Navigation. The current course offerings use the following Student Manuals: Piloting, Advanced Piloting, Junior Navigation and Navigation.

Committee members are all involved in evaluating examinations and sight folders or contributing to course content and other products such as Celestial Tools.

The goal of the committee is to provide a unified approach for teaching practical waterway navigation in the different environments found in inland waters, coastal zones and the ocean.

Mike's Next Adventure Clipper Round the World Yacht Race

MICHAEL HOLMES, P



Have you ever thought of quitting your job, buying a boat and sailing around the world? If you love boating as much as I do, I'm sure you've had these thoughts more than once. I've found myself in the fortunate enough position to be able to do something almost like that.

For those of you that don't know me, my name is Mike Holmes and I have been a Peralta Squadron member for almost 20 years. I joined as a teenager, taking my first boating safety course with



my dad. Who knew that safety course would be the start of my family's involvement with USPS? Shortly after, my parents purchased their Bayliner 2452 named *Cierra Sue*. We had fun doing summer cruises in the delta and exploring the Bay Area out of the San Leandro and Antioch Marinas. My family encouraged me to continue with my boating education, so I took Seamanship, Piloting and Advanced Piloting along with Engine Maintenance. I have fond memories of all the cruise-in's and crab feeds that my family participated in.

As with anything there comes a time when one door closes and another opens. I went off to college, my parents sold their boat, and I have not been



active in Peralta over the years. But my boating passion and interest in boating education has never subsided. I spent my last quarter of college with the Cal Poly at Sea study abroad program which partners with the California Maritime Academy. We spent two and half months sailing on the T/S *Golden Bear* from Vallejo to Tahiti, Tonga, New Caledonia and Hawaii. After graduating in 2008 I moved to Fort Lauderdale to pursue a job in the mega yacht industry.

I spent two years working as a deckhand on a 257' motor yacht called *C Squared* (you can look her up on Marinetraffic.com under radio call sign

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Mike's Adventure from Previous Page

ZCYD3). I spent two winters in the Caribbean, cruising around St. Barts and was based in St. Maarten. Two summers were spent cruising the Mediterranean, primarily around the South of France. It was an amazing experience, driving around rock stars, movie stars and billionaires.

I continued my boating education, completing my Royal Yachting Association Yachtmaster Offshore along with courses in General Ships Knowledge and Advanced Fire Fighting. I met some amazing crew with lasting friendships to this day, including meeting my wife. However, once again all



good things come to an end, and a new opportunity arose. I left the industry in 2010 to pursue a land-based job in the metal recycling industry.

Last year I decided it was time for a career change and some time off. Maybe this is an early mid-life crisis? I left a good job to go sailing on the other side of the world. I signed up for the 2019-2020 Clipper Round the World Yacht Race, which takes amateurs with little or no sailing experience



and trains them to be ocean racers. The race takes place from September 2019 to August 2020, starting and finishing at St. Kathrine's dock in London. There are eleven teams in identical (one-design) 70' racing yachts. Each is crewed by twenty amateur crew with a professional skipper and mate. The circumnavigation is broken into eight legs. I will be doing leg five, the Asia-Pacific Challenge, sailing 6,000+ nautical miles from Australia to China in January/February 2020.

Want to know more about my adventures? Follow along on my blog and don't forget to subscribe to get the latest updates.

<https://regularmike.com/>

What exactly are eBooks.

According to Wikipedia, an **electronic book**, also known as an **e-book** or **eBook**, is a book publication made available in digital form, consisting of text, images, or both, readable on the flat-panel display of computers or other electronic devices. Although sometimes defined as "an electronic version of a printed book", some e-books exist without a printed equivalent. E-books can be read on dedicated e-reader devices, but also on any computer device that features a controllable viewing screen, including desktop computers, laptops, tablets and smartphones.

As more course offerings are transitioned to an e-book format we will need to start adopting this format in our courses and seminars. The following is from the September issue of the Educational Department Consolidated Reports.

e-Books – P/R/C Priscilla Clark, AP

Obtaining USPS/ABClub eBook files by students and instructors continues to proceed smoothly provided individuals enable web browser popups and disable ad-blockers to facilitate file download. For the first time, the May 2019 delivery of AIS Electronics for Boaters Instructor file in zip format includes two narrated Power Point Instructor files, a non-narrated instructor Power Point file, along with the student guide. All Student Guides continue to be provided in pdf format.

Access to the Instructor and Student eBook material ordered, is obtained by logging into the USPS/ABClub website. The eBook Redemption key tab is located at the top of the home (landing) page. e-Book keys are valid for 45 days from date of order. Course/seminar catalog number and key expiration date are provided on the eBook key redemption pdf file sent to the SEO. Non-members must become USPS University members prior to redeeming an eBook key. eBooks redeemed can be added to one's personal library and retained forever. eBooks downloaded to a desktop computer can be copied to a personal laptop or iPad.

Course and seminar materials currently available in eBook format for the Boat Handling and Boat Systems Committee are listed in the Educational Department Course Catalog along with two legacy seminars. These are:

Boat Handling Student Guide (replaces the Seamanship Course)

Boat Handling Instructor Kit.

Propane Systems on Your Boat Student Guide

Propane Systems on Your Boat Instructor Kit

AIS Electronics for Boaters Student Guide

AIS Electronics for Boaters Instructor Kit

Anchoring Student Guide

Anchoring Complete Student Kit (contains Anchoring Quick Guide and Anchoring Student Guide)

Anchoring Instructor Kit

Emergencies on Board Student Guide

Since the initial Boat Handling eBook launch 10 September 2018, 102 squadrons across twenty-nine (29) Districts have ordered eBook material.

Now that you know about e-Books, are you ready to adopt this new technology?

THE PERALTA HELMSMAN

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Commander's Comments

Greetings,

I hope everyone is enjoying the summer and great weather we've been having in the Bay Area on land and water. Not a whole lot has been happening on the Peralta front however we did host the **District 25 Rendezvous** in Rio Vista which turned out fantastic. A great time was had by everyone with fun games, great food and even a movie. It would not have gone off so well without the planning committee which worked so hard throughout the year and pulled it off without a hitch. Special thanks to **Norm and Judy Pennington, Rick and Vickie Erickson, Nick and Mary Pack, Mike and Janice Chapman, Ricardo and Josette Mares and Alan Smith** for making it go so smoothly. It definitely would not have worked without the coordination of everyone!! A shout out to **Rick Erickson** for single handedly motoring his sailboat from Ballena Bay in Alameda to Rio Vista. It was a long, rough trip but he can now check it off his bucket list. I crewed back with him and we shaved about 2 hours off with a beautiful ride back.

We had our annual Membership Meeting and BBQ at the **San Leandro Yacht Club**, which we saw new and old members. This informal event is always fun to catch up with old friends and make new ones and have a tasty meal. The conversations went long into the night!!

I want to congratulate **Nick Pack** on becoming a Vessel Safety Check Examiner who will be joining



Norm and Rick, representing our squadron. I also want to welcome our newest members **Ray, Mariam and Sydney Marshall** and hope to see them at our future events and classes.

On a personal note, I want to congratulate **P/C Dick and Bonnie Folger** on their recent wedding. Dick was Peralta's Commander when I first came into the squadron. I also want to wish **P/C Melba Hale** well in her future move to So. Cal. I will miss her.

Commander Barbara Waldstreicher