

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



Helmsman December 2019
Volume 60
Issue No. 4

The Peralta Helmsman

www.peraltasquadron.org

America's Boating Club members enjoy additional benefits from DAN Boater.

Announcing that very soon, your America's Boating Club membership will include travel safety benefits from DAN Boater. America's Boating Club has partnered with DAN Boater to provide you with a host of valuable safety resources designed to help you when you travel—whether it's by boat, plane, car or rail. From 24/7 assisted with serious medical emergencies, to simple questions about travel-related health issues, professional help is now just a phone call away. Your new benefits include:

- +24/7 Emergency Medical Hotline
- +Medical Information Line
- +Worldwide medical evacuation
- +Medical Repatriation to Home Country
- +Search & Rescue Expense Coverage
- +And More ...

continued on Page 5

Travel Health & Safety Guides
Developed by DAN Boater's team of physicians and medics and available for download free of charge, these guides are designed to help you prevent and manage illnesses and injuries that can occur while traveling. Topics include travel disorders, musculoskeletal injuries, trip planning and preparedness and injuries caused by hazardous marine life.

Worldwide Medical Evacuation Coverage (MedEvac)
Get up to \$150,000 in worldwide emergency medical evacuation coverage. With over 10,000 emergency medical evacuations handled, DAN Boater's experienced team will help get you to safety in the event of a medical emergency while traveling.

Medical Information Line
Have a travel-related health question about an upcoming trip? With decades of experience DAN Boater's team has the knowledge to guide you. Call the medical information line to speak with a healthcare professional about non-emergency health topics that might impact your travels.

+1 (919) 490-2011 For non-emergency medical assistance, call Monday through Friday, 8am to 8pm EST.

24/7 Emergency Hotline
DAN Boater's experienced team of medical and travel emergency professionals are here for you 24 hours a day, 7 days a week, 365 days a year.

+1 (919) 667-9111
24/7 Emergency Medical Hotline (collect calls accepted)

In this Issue:

- Messages from our Commander and Bridge Officers
- DAN Boater Announcement
- Educational Course Calendar Update and Distance Learning Opportunity
- Mike Holmes' next adventure
- Alan Smith Traveling Africa's Backroads
- New Life Jacket Labeling Standards
- And Much More ...



Executive Officer's Report

By Lt/C Rick Erickson, JN

Greetings, Shipmates!

It's another Holiday Season and with it, the rain and winds. Most boating activities are wrapped up for the season, as we look forward to gathering with friends and family to celebrate the holidays. Vickie and I are looking forward to spending a few days in Las Vegas with our daughter and new granddaughter. I can't wait until she's old enough to take out for a boat ride and begin to teach her about being safe on the water!!

I am excited about our upcoming year in the Peralta Squadron. Norm has a robust calendar of classes and seminars coming up, including several of the requirements for the Boat Operator Certification I'm looking forward to the new Radar course as well as Navigator. I'm even more excited about our new members – it seems we're growing all the time! Our social events calendar has lots of cool stuff, such as our Crab Feed, COW and the District Rendezvous next summer at Rio Vista. And how about that Holiday Party at the San Leandro Yacht Club!?! Probably the event of the Season!

I was reading an article recently about Personal Floation Devices and thought it might be worthy of mention. Did you know that life jackets have been around since the early 1800s, when Norwegian sailors began to wear cork-filled vests? We all know that life jackets – PFDs – have changed over the years, but it is important to know every aspect of your PFD. Check – read – the labels that are affixed to the device and know intuitively how darned thing works! The article suggests that PFDs be inflated and left overnight to test for air loss, then submerged (in a bathtub) to check for leaks. Be aware of where the oral inflation tube is located, as some of the newer vests now need to be unzipped to access the tube. Is your PFD “automatic” (will inflate when immersed in water)? The article suggests

Executive Officer Report continued on Page 4

Administrative Officer's Report

By Lt/C Vickie Erickson, JN



Happy Holidays Matte's:

Well the holidays season is upon us. Thanksgiving has come and gone we are now getting ready for the rest. We are having our Holiday Party at the San Leandro Yacht Club on December 7th. Please remember to bring a dish to share and a toy for the toys for tots drive. As it is every year it will be loads of fun.

Our next meeting will be on December 9, 2019. All members are encouraged to attend we would love your input and any suggestions for things you may want to do or places you may want to go. If we could have a cruise out to a location someplace that we have never been would be exciting, whether it is a land cruise or a water cruise. For those that no longer have water transportation there is room on the boats of the one we have. So, if you have any good Ideas, come to the meetings, especially on January 11, 2020. That is our annual calendaring meeting where we make all the plans for the upcoming year. I sure hope to see all of you there.

Mark your calendars for the annual crab feed that will be held on January 25, 2020 at the San Leandro Yacht Club. More info to come in the next few weeks.

Until we meet again

Lt/C Vickie Erickson JN

Peralta Helmsman

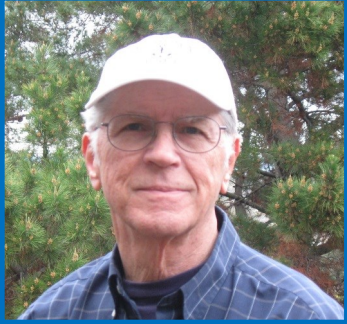
Published in March, June, September and December



D/Lt/C Norm Pennington, JN, Editor
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Quarterly publication
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San Leandro, California

Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN



For Boaters, By Boaters

With 2020 quickly approaching I find new challenges to delivering courses to members, particularly in regards to getting to the classroom for both the instructor as well as the student. As you may recall, California voters voted down the repeal of the egregious cap and trade fuel tax (Governor Newsome refers to it as a carbon tax) that will take effect in January 2020, adding an additional 73¢ to 93¢ plus sales tax on the carbon tax per gallon of fuel. Additionally, the number of vehicles on the road seem to increase every month making the drive to evening classes very demanding.

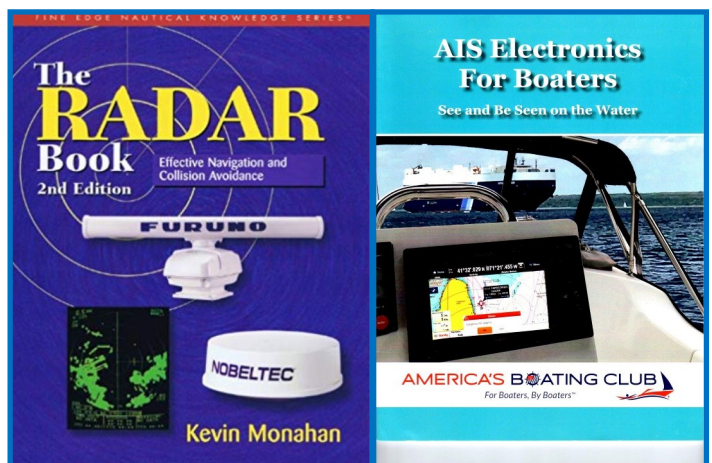
Recently I had the opportunity to remotely host an instructor's seminar where the instructor was in her home with four students while seven additional students were scattered around Northern California. This was an experiment in distance learning or long distance learning where students are able to attend classes in the comfort of their own home via a teleconference with a live instructor. Overall the experiment was a great success with only a few distractions that made the seminar less than perfect. I think with a little work we can minimize or eliminate unwanted distractions and make the educational process more inviting and available to more students than we are currently able to reach using a traditional classroom.

The communications channel we used was called Free Conference Call that supports an audio and visual presentation of material, and the ability for students to ask questions, either verbally or by chat.

Free Conference Call (FCC) also allows the recording of classes that can be retained should the student is not able to attend every class session. The class structure would change slightly where the first session is where the student receives their course material and class agenda and training as needed using FCC. The actual first session would start a week later following the usual format, except that the student would have already had the opportunity to study their course material and then attend the presentation. Again, those missing a class would have the opportunity to view an encore presentation of the class they missed. The students and instructor would then meet at the last class session to take the course examination.

Free Conference Call is a web based software product that will function in a Windows or Mac computer system as well as popular Android and Apple phones. Using a phone may be a little challenging for the student due to screen size. I have had a few problems getting FCC to work properly on older systems as well as on Chrome.

I would like to use Free Conference Call in the Radar course starting January 14th, and possibly for the Automatic Identification System (AIS) Seminar that follows Radar. If you are interested in taking the Radar course using Free Conference Call from the comfort of your home or office head over to the Peralta Squadron Website and check out the course information and register to attend the course. <http://peraltasquadron.org/education/calendar.html>



Executive Officer Report from Page 3

to treat all PFDs as manual, and if the automatic feature beats you to the punch, so much the better. USCG statistics point out that PFDs save lives. It's important to ensure that they are ready to do their job.

I hope to see you all at some of our upcoming functions

Vickie and I want to wish each of you a safe, prosperous and fun-filled New Year.

Lt/C Rick Erickson, JN

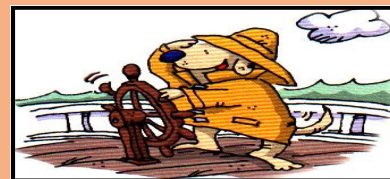
Editor's note: Remember our furry friends need a PFD too!



Did you know that starting January 1, 2020 Persons 35 years of age or younger are required to carry a boater card issued by the California Division of Boating and Waterways, unless they meet certain exemptions. Additionally, any boater who supervises an under aged boater 12-15 years of age is also required to carry a boater card issued by DBW. To apply for your card, head over to the DBW website here: <https://californiaboatercard.com/applynow/>

Contact our Squadron Educational Officer if you need or would like to take an approved course or if you would like to take a refresher course to meeting the educational qualification for the California Boater Card. The cost of a life-time card is only \$10. Remember, a violation of the Harbors and Navigation Code Section 678.15 is an infraction. For an initial conviction, expect a fine of not more than \$100.

What's ahead for Peralta Squadron?



January

- Saturday, 11 January: Executive Committee/Planning Meeting, 1:00 p.m., San Leandro Yacht Club
- Starting Tuesday, 14 January: Marine Radar Course, 7:00 p.m., San Leandro Yacht Club. Course runs on Tuesdays until 11 February
- Saturday, 25 January: Peralta Annual Crab Feed, 5:00 p.m., San Leandro Yacht Club

February

- Monday, 10 February: Executive Committee Meeting, 7:30 p.m., Electronic Conference Call
- Tuesday, 18 February: AIS Electronics for Boaters Seminar, 7:00 p.m., San Leandro Yacht Club.
- Saturday, 22 February: Peralta Change of Watch, 7:00 p.m., San Leandro Yacht Club.

March

- Saturday, 7 March: ABC—District 25 Spring Conference and Change of Watch
- Monday, 9 March: Executive Committee Meeting, 7:30 p.m., Electronic Conference Call

DAN Boater USPS/ABC Member Benefit

D/Lt/C NORM PENNINGTON, SN

Continued from Page 1

- + **Medical Repatriation to Home Country**
If you suffer a medical emergency requiring hospitalization while traveling, and you're sufficiently stable to transport, DAN Boater will pay up to \$25,000 for transportation to the hospital of your choice within your home country.
- + **Search and Rescue Expense Coverage**
If you become lost or incapacitated while traveling, DAN Boater will reimburse you for necessary and reasonable search and rescue expenses up to \$25,000 after we receive notification that an appropriate rescue service/agency has undertaken an operation to save you.
- + **Return of Traveling Companion**
If you or a traveling companion loses previously made travel arrangements due to a delay caused by a medical emergency, DAN Boater will arrange for, and pay, one-way economy airfare to return the companion to his or her original departure point.
- + **Return of Dependent Children**
If you are traveling alone with children and become ill or injured and unable to attend to the children's needs, DAN Boater will arrange and pay for one-way economy airfare to return the children to their places of residence.
- + **Visit of Family Member or Friend**
If you are traveling alone and are expected to require hospitalization for more than seven consecutive days, DAN Boater will arrange and pay for economy round-trip airfare for a visitor to travel to the site of your hospitalization.
- + **Return of Vehicle Expense Coverage**
If you are hospitalized or encounter a medical condition that leaves your personal car, truck, SUV or rental vehicle unattended, DAN Boater will arrange for its proper return.
- + **Prescription Assistance**
If you require prescription medication (or eyeglasses) that are not available in your location, DAN Boater will consult with your prescribing physician, locate a replacement or refill and arrange for shipment.
- + **Medical Monitoring**
During an emergency, DAN Boater will establish communication with the local medical pro-

vider, monitor your condition and relay information to you or your family until the situation is resolved.

- + **Translator and Foreign Services Assistance**
DAN Boater will help locate resources such as consulates, government agencies, translators or interpreters to assist you with travel-related problems in the event of an emergency.
- + **Emergency Message Transmission**
DAN Boater can receive and relay emergency messages between you and your family or employer while you are injured or hospitalized to keep everyone updated on your medical situation.
- + **Stolen Property Recovery Assistance**
If your luggage, documents, credit cards or personal items are lost or stolen, DAN Boater will assist you in reporting the lost items. Our team can also help you replace your passports and credit cards and recover lost or delayed luggage from a carrier.
- + **Travel Service Assistance**
DAN Boater will help coordinate emergency travel arrangements and hotel reservations in the event of an emergency. DAN Boater can also help replace your lost or stolen airline tickets and arrange repayment.
- + **Legal Assistance and Referrals**
If you are arrested or are in danger of being arrested as the result of any noncriminal action resulting from responsibilities attributed to you, we will help you locate an attorney who can represent you in legal matters. Where permitted by law, DAN Boater can advance bail funds with an acceptable guarantee of reimbursement from either you or your insurance.

For complete coverage information, visit DANBOATER.ORG/ABC

You should be hearing more about this new and exciting member benefit.

It was reported that this benefit will be free for the first year, then for a modest fee you can continue the coverage, or opt out if you are no longer interested.



New labels are arriving on PFDs. Why Change?

In case you have not noticed, the United States Coast Guard removed the TYPE numbering system from the Congressional Record in 2014 clearing the way for harmonization of PFD labels between the USA and Canada. Why, the “Legacy” (old Type I-V) labels confuse boaters. The variables include type of boating, water conditions for the activity, the response time for rescue, and personal factors of size (displacement) and mass (weight). Further, we have conflicted with labels used by our neighbors to the North for years. Canadian PFD labels follow ISO¹. USA used the USCG TYPEs. Technically, with unapproved PFD labels, the boater from the USA could be cited for improper PFDs when operating in Canadian waters.

Fortunately, the human body and water have near equal mass. This means the necessary additional buoyancy begins at about 11.3 pounds which is about the mass of the human head. The bone structure normally causes the body to float feet down. The lungs provide buoyancy. The Personal Flotation Device (PFD”) provides the additional buoyancy to raise the head higher in the water. The distance from the water surface to the mouth and nose is called freeboard and measured in inches. Freeboard for calm protected waters is less than for offshore extreme seas.

Definitions for PFDs

Life Jacket (Lj) – provides face-up flotation with levels of support enough for various open and rough water uses. Turns most users to face-up position where mouth has defined freeboard, even when user is unconscious.

Buoyancy Aids (BA) – comfortable for continuous wear and provide lift without significant face-up turning ability, to float an unconscious user. At least suitable for sheltered waters.

Special purpose life jackets and buoyancy aids – perform as life jacket and buoyancy aids with different levels of support but have

modifications related to special applications for use.

The definitions differ in that the Life Jacket provides the ability to turn an unconscious user face-up and provide freeboard allowing mouth and nose to breath.

ISO¹ Performance Levels

Level 50 (BA) – Sheltered waters, rescue close at hand, swimmers only

Level 100 (Lj) – Sheltered / calm water, may wait for rescue; some turning capability

Level 150 (Lj) – General, offshore, and rough water; strong turning ability

Level 275 (Lj) – Offshore, severe weather / sea conditions; maximum turning ability

NOTE - Level 50 lifts 11.3 pounds – weight of human head

Meaning of Icons

The Performance Level icon represents a combination of factors such as potential sea state, buoyancy, in-water performance and mechanical performance such as life jacket strengths, etc.

Performance Levels:



When worn, this level is intended for use by those who have help or a means of rescue close at hand, and who are able to swim. This device often has minimal bulk, but requires active participation by the user and cannot be expected to keep the user safe for a long period of time.



This level is intended for use by those who have help or a means of rescue close at hand, or who are near to bank or shore. These devices have minimal bulk, but cannot be expected to keep the user safe for a long period of time in disturbed water.

¹—International Standards Organization

New labels are arriving on PFDs. Why Change? (continued from Page 6)

This level is intended for use in sheltered or calm water, where users may have to wait for rescue. As tested in swimming costume (when fully inflated, if inflatable) the device has some turning ability to bring the user into a position with the mouth and nose clear of the water. It is intended to maintain a fully clothed user in this position without active participation.



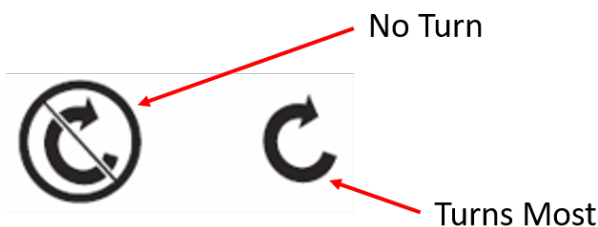
This level is intended for general, offshore, and rough water use. As tested in swimming costume (when fully inflated, if inflatable) the device will turn an unconscious user into a position with the mouth and nose clear of the water. It is intended to maintain a fully clothed user in this position without active participation.



Note change in PFD sketch, hand showing help close, dock or pier for protected waters, ripples in the water from inland to open seas.

Self-Turning Ability:

Each life jacket will include one of the icons above



based on its self-turning ability. If the device, without assistance from the user, turns test subjects from a face-down to a face-up position during testing, the circular icon without the slash will be printed on the device. If the device does not turn, then the turn arrow with the slash will be required to be printed on the device.

Some devices will be required to conform to the turning requirements, and as such, will include the turn arrow without the slash such as infant devices (no matter the Performance Level) and all devices with Performance Levels of 100 and higher.

Intended Use:



The icon on the right represents No whitewater activities for inflatables and no commercial white water for foam devices

All devices will always include the Warning Triangle, however based on its intended use, the life jacket will include different types of intended use icon configurations. The four icons after the warning icon will only be printed on the device if the life jacket is not certified and approved for either high-speed watersports and/or white-water activities. If the life jacket is acceptable for the aforementioned activities, the icons will not be present of the device. The towed sports and PWC icons are connected to each other and can't be separated from each other on the life jacket label.

Since inflatables are not currently allowed to be used during high-speed water sports or white-water activities, the above configuration of icons will be found on all inflatable life jackets.

For inherently buoyant (foam) life jackets, a combination of the above may be used based on how it was tested and its certification and approval.

Because the “legacy” PFDs remain authorized and approved until such time as they become unserviceable, legacy and “level” PFD labels are included in America’s Boating Course 3rd Edition (ABC3)

More information on the new Life Jacket standard can be found at the following BoatUS website: <https://www.boatus.com/magazine/2018/august/life-jacket-and-pfd-basics.asp>

Sample Life Jacket Label shown on the next page

Member Announcements



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

R. Nicholas Haney, owns a 40' Sea Ray Sundancer named Yasou that he keeps in Emery Cove Marina. Nick was previously my neighbor in the Benicia Marina. Nick is often spotted boating in the bay between Emeryville and the St. Francis Yacht Club as well as spending the summer months at Tinsley Island. Nick also has experience boating in the Caribbean.

Ted Miller has a sail boat that he keeps at Marina Village in Alameda and is currently taking our Marine Communications System Course.

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

A "**Merit Mark**" (MM) is awarded by the chief commander to a member for substantial personal effort in furthering the interest, programs and objectives of USPS, its districts and squadrons. It is a coveted award; it is by and large the only official recognition members receive for their efforts. Only one merit mark may be awarded in a year to a member, no matter how extensive the contribution.

Those earning a merit mark in 2019 are; Mike and Janis Chapman, Rick and Vickie Erickson, Melba Hale, Fred and Sue Holmes, Ricardo and Josette Mares, Nick Pack, Norm and Judy Pennington, Alan Smith and Commander Barbara Waldstreicher. Our thanks to those who have helped our squadron this past year.

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

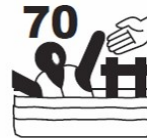
Larry Gertz

1st/Lt Ricardo L. Mares, P

D/Lt/C Norman W. Pennington, SN

ADULT UNIVERSAL

User Weight: >40 kg (>88 lbs)
Chest Size: 76-132 cm (30-52 in.)



- Drowning hazard if not worn
- Must be fastened and properly adjusted to float the wearer.

Choose and wear the device which fits you and your activity, visit www.wearlifeline.org.

Read and keep the owner's manual and tags for info on wear and care.

Company Name
Company Address
Company website if available
Made in XXXXX

USCG Approved 160.064/XXXXX
TC Approved XXXXXXXX-X
ANSI/CAN/UL 12402-5

Model: XXXX Style: XXXX
Lot No. XXXX



Certifying Lab
identification
and address

Approval conditions state that this device must be worn to be counted as equipment required by vessels meeting Transport Canada or USCG regulations.

Use:

Fasten all closures and adjust for a snug fit.

Inspection:

Inspect your life vest before each outing. Do not use if your life vest shows signs of weathering, damage, or rot.

Care and Storage:

Dry thoroughly after each outing.

Store in a dry, cool place out of direct sunlight.



For my input for the Helmsman I was not sure what to write about this time of year. Things changed when I got an offer to visit friend's way down in Cape Town South Africa.

For this trip my wife (Roberta) and I are sort of retraced Roberta's grandfather's (Felix) footsteps. Around the year 1900, Felix was a bored teenager on his father's Illinois farm. Like many teenagers of his time he ran away from the farm for a little adventure. I guess Felix decided the excitement was at the Boer War and recent gold rushes in South Africa. At that time the only way to get to South Africa was by sailing ship. Felix sailed to South Africa on a "mule ship".

I wished I asked more about "mule ships" and the rest of his trip when I heard the stories from Felix. Sadly his stories have been lost to time. Doing a little research on "mule ships" I found out that they also carried other livestock and cargo.

The glamour of Felix's adventure in South Africa only lasted two weeks. Felix said that South Africa was one huge hell hole. For Felix South Africa was too hot, too dusty, and too humid. Felix caught the next ship back to America. Felix finally ended up in the San Francisco area. Sadly more details of this trip have been lost.

Now back to the year 2019, Roberta and I took a nice jet to Cape Town, South Africa. The 22-hour flight with one stopover was brutal, but I'm sure it was not as bad as spending weeks on a "mule ship" as Felix did.

I'm sure that Cape Town has changed a lot in the last 120-years. At least in the Cape Town area the roads are now paved, no dust. It was hot inland but air conditioned cars handled the heat just fine.

One of the first things I wanted to visit in South Africa was the Jackass Penguins on Boulders Beach in Simon's Town. At other beaches you can swim with them. More information can be found at: <https://www.capetown.travel/headline-boulders-beach/>

In the photo below is Alan on Boulder's Beach with the penguins. I thought it was an interesting experience.



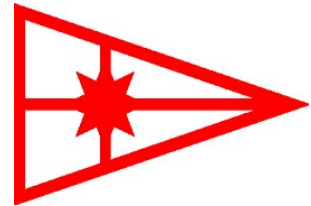
Travelling America's Backroads

By P/C ALAN SMITH, P

Peralta Sail and Power Squadron Annual Crab Feed

Saturday, January 25, 2020

San Leandro Yacht Club
20 Mulford Point Dr.
San Leandro, Ca. 94577



Attitude Adjustment 1800 Hours
Fresh Crab Dinner 1900 Hours

Menu:

Salad, Pasta,
Fresh Crab
French Bread
Dessert, Coffee



Cost: \$45.00 Per Person / Children 12Yrs & younger \$20.00
Pasta Only Dinner \$15.00

Please mail your reservations with check *Payable to the Peralta Power Squadron – Deadline Wednesday January 22* Space is limited so please reserve early.



TO: D/Lt/C Judy Pennington, P
16 Cobblestone Lane
Belmont, Ca. 94002-2310
Telephone: 650-595-2169
E-mail: judypenn@sbcglobal.net

Number of Persons _____ X \$45.00 Amount _____

Number of Children _____ X \$20.00..Amount _____

Pasta Dinner _____ X \$15.00 Amount _____

TOTAL ENCLOSED _____

Nominating Committee Report

In accordance with Article 11, of the Peralta Squadron Bylaws the Nominating Committee presents the following list of Candidates for the 2020– 2021 Bridge:

Commander	Lt/C Rick Erickson, JN
Executive Officer	Lt/C Vickie Erickson, JN
Educational Officer	D/Lt/C Norman W. Pennington, SN
Assistant Educational Officer	1st/Lt Ricardo L. Mares, P
Administrative Officer	1st/Lt Nick Pack, JN
Assistant Administrative Officer	– Open Position –
Secretary	Cdr. Barbara A. Waldstreicher, JN
Treasurer	D/Lt/C Judith A. Pennington, P

Executive Committee

Cdr. Barbara A. Waldstreicher, JN	D/Lt/C Judith A. Pennington, P
Lt/C Rick Erickson, JN	1st/Lt Ricardo L. Mares, P
D/Lt/C Norman W. Pennington, SN	P/C Alan Smith, P
Lt/C Vickie Erickson, JN	P/C Melba J.K. Hale, P
1st/Lt Nick Pack, JN	

Audit Committee

Susan Ann Holmes, S
P/Lt/C Fred Holmes, AP
P/C Janis Chapman, AP

Rules Committee

D/Lt/C Norman W. Pennington, SN
Larry Gertz
1st/Lt Ricardo L. Mares, P

Nominating Committee

P/C Melba J.K. Hale, P
Lt/C Vickie Erickson, JN
P/Lt/C Josette Mares, P

Respectively submitted,

P/Lt/C Josette Mares, P Chair
P/C Melba J.K. Hale, P
Lt/C Vickie Erickson, JN

In the last issue of the Helmsman I wrote about the Clipper Round the World Yacht Race that I will be participating in. I'm doing leg five, the Asia-Pacific Challenge, sailing 6,000+ nautical miles from Australia to China in January/February 2020 on team WTC Logistics.

Mike's Next Adventure Life aboard Clipper Round the World

MICHAEL HOLMES, P



I would like to share with you a more intimate look at what life aboard a modern 70-foot racing yacht is like. Come on, let's take a look.

Living on a Clipper 70 is an amazing and difficult experience. Imagine being back in your college dorm room except your bed is just a bit wider than you are, ALL of your belongings fit into a space the size of a carry on suitcase, and you get to share your bed with another crew mate on the opposite watch who hasn't showered in days. The college dorm years all of a sudden sound a lot more appealing!

Each Clipper 70 is setup with enough bunks for all crew, as this is a legal requirement. There are 4 bunks located in the sail locker, which are not used by crew during the race, 4 bunks located amidships just forward of the galley on the port and starboard side, and then 8 bunks on either side of the vessel, aft of the galley. Bunks are stacked two high and are adjustable. This is great, for when the vessel is heeled over at 40+ degrees you don't want to roll out of bed. Luckily there is also an adjustable "lee" cloth that holds you in place.



Watchkeeping

The boat doesn't sail itself and no, we don't all go to bed at night and take the sails down and raise them in the morning. This is a race! We sail through any and all weather, be it freezing temps or 100+ degrees Fahrenheit in the doldrums. High winds? No problem, especially in the roaring 40's, a nickname of an area known for intense winds on Earth below 40 degrees latitude South. Hurricanes? No problem, just put up the storm sails and ride it out.

Each yacht can setup their watch system how they choose. Our yacht will be using a 6-on 6-off during the day and a 4-on 4-off at night. What does this mean? It means from 0800 to 1400 you will be working, from 1400 to 2000 you will be off, from 2000 to 0000 you are working, 0000 to 0400 off, and 0400 to 0800 you are working.

The watch system rotates back and forth so everyone gets an equal amount of rest. If you aren't working you better be sleeping because the most sleep you will get at night is only about 3 hours. Coming off watch is a race to who can get into bed first.

Waking up for watch is another critically timed event. You want to maximize your sleep but at the same time you have to get up and get ready to go out on deck and sail the boat. If its meal time you need a few extra minutes to be able to eat before going on deck. You are woken by the on-watch crew about 20 minutes before the start of your shift. And, since there are no showers onboard, you don't need to worry too much about getting ready to go to work!

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No Showers?

Wait, what? Did you say no showers? The yacht has two heads that have the capabilities for showers but fresh water is in limited supply. The fresh water tanks hold about 400 liters of water or about 105 US gallons. That water is for drinking and cooking for 20 plus people per day. We do have a reverse osmosis water maker onboard but you don't want to burn through that water too quickly. What if the water maker stops working and you are two weeks from land and everyone just took a shower so the tanks are empty?

So, if there are no showers, what do you do about hygiene? Especially since there are 20 plus people living in close quarters conditions? Great question, the answer is baby wipes! Yup, you can use these to clean yourself up really well. You will also be wearing the same clothes from a few days to a week before changing. Luckily everyone else is in the same boat (pun intended).

Remember, this is a race boat and every bit of weight saving counts. So, there are no toilet seats or lids. You've got to be joking?! No, I'm not. It's not for weight savings but to really help protect a man's nether region. Imagine sitting on the toilet in 35' waves, in a room no larger than 3'x3'.

You are free falling off the peak of the last wave, and as you come crashing down into the trough of the next wave, think what could pinch itself between the toilet bowl and seat. Get the picture? So, no toilet seat.

My biggest concern was always clogging the toilet, not only could it be extremely embarrassing, like the embarrassing where you would rather die than deal with the issue at hand, but you have to unclog it! And you can't use a plunger! Luckily, I haven't had to deal with this, yet...

The toilet is the traditional JABSCO marine toilet with a hand pump. It manually macerates the solids and then everything has to be pumped through 20' of pipe, as the piping goes above the waterline and then back down again before going over the side of the boat. 25 Pumps on the handle should just about do it.

The best part about the head? You have a lovely canvas door and zipper for all of the privacy and sound insulation you may need.

Mother Watch

As mentioned, we will be in a watch system sailing the boat 24/7. However, about once per week one person from each watch will come out of that rotation and be on what's called "mother watch". The role of the "mothers" is to feed the crew for the day. This involves making breakfast, lunch, dinner and all the tea breaks. Have I mentioned the English love their tea?

The galley is a modified pullman style, more like a "U" shape, with the gimbaled oven and stove in the bottom of the "U". On the actual race the "mothers" will bake 2 loafs of bread each day, plus sponge cake if we are lucky.



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Remember, there are 20 plus crew aboard so you are really cooking 60 plus meals in a space that is no larger than a kitchen would be in a 300 square foot apartment.

Meals will be planned by the Vittler, who does all of the meal planning and preparation. This is a large task that will require the input of all the crew to ensure dietary restrictions are met, but also to ensure we don't get bored with the same meal every day! Each day's food will be placed in a reusable shopping bag, labeled for that day and then stored on the boat. When that day comes, the bag is pulled out and everything should be in it for breakfast (if it's cooked), lunch and dinner. Since there is no refrigeration aboard you can only imagine what sort of meals, we will be eating on day 18 of 25!

The galley sink has two foot pump operated faucets, one for fresh water (cooking and drinking) and the other for salt water, coming straight from the ocean. Salt water is used to do all the washing up. It's weird at first but you get used to it quickly.

Are we going in the right direction?

The navigation station is an integral part to the yacht, especially to ensure we are headed in the right direction. It comes with standard electronics that you would expect on a vessel traversing the world's oceans. This includes multiple GPS units (for redundancy), satellite communications, chart plotting software, weather routing software, weather communications, and DSC VHF radios. In addition

to the electronics there are the paper charts, pilot books, and the ships logbook. Every hour crew log the position of the boat, weather conditions, sail plan, and anything else relevant.

The navigation station is located in the aft portion of the yacht, underneath the helm stations and located in between the Skipper and 1st Mate's bunks. The Skipper spends a lot of his time in this "office", watching the weather and planning race tactics.

Is there Netflix or a 72" 4K flat screen TV on board?

The answer is maybe and no. WIFI will be provided to crew (at a minimal cost) to be able to upload and download text only emails to their personal wireless devices. It's best to ensure all episodes of that latest Netflix series you may want to binge watch are already downloaded. Luckily, I'm already caught up on the Great British Bake Off.

As you can tell by reading this, life is all about the race. You sail, sleep, eat, repeat. No creature comforts here. But what makes up for it are the bonds among crew and the camaraderie that goes with working in a team to accomplish a common goal.

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

<https://regularmike.com/>

Fair winds and following seas.



Memories From Peralta's Holiday Party



Jack Kern missed the party, but won Grand Prize at OYC's Lighted Boat Parade

THE PERALTA HELMSMAN

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



Commander's Comments

Greetings,

I hope everyone's summer was filled with great memories on the water and land with family and friends. Although we have been meeting monthly with the Executive Committee, things have been slow on the Peralta home front. Unfortunately, our land activity was postponed this year, we are planning to re-schedule one next year and I hope many of you are able to attend. Norm is continuing to offer courses and seminars throughout the year, so check out what's coming up to see if any look interesting.

Our last event of the year, the Holiday Party, we joined the San Leandro Yacht Club to celebrate the holiday season. Good food, company, conversations, and fellowship are always something we look forward to every year and it was another late night. For the past few years, we have been donating to the Toys for Tots program in which we can pass on happiness to the less fortunate and I thank Rick and Vickie Erickson for bringing the toys and games to the Marines.

In the beginning of January, we will be having our Planning Committee Meeting to schedule our 2020 calendar. If you are inter-



ested in joining us or have any suggestions for activities or events, please feel free to contact any Bridge member for your input or information. Luckily the San Leandro Yacht Club is still around and we will be having our annual Crab Feed at the end of January. This is our only fundraiser and always a fun time in a small environment.

I hope you all have a safe and enjoyable holiday season with your family and friends and a happy New Year.

Commander Barbara Waldstreicher