

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



*Helmsman March 2020
Volume 61
Issue No. 1*

The Peralta Helmsman

www.peraltasquadron.org

With the start of the third decade of the 21st century it is time to set some goals for 2020, both personal goals as well as goals regarding recreational boating. As previously reported, boaters aged 35 and younger, or boaters of any age supervising boaters of the aged 12 through 15, are required to have completed mandatory boater education and have in their possession the California Boater Card. In 2021 the age to have a California Boater Card will be 40 years and younger. To that end, we will be offering America's Boating Course to members as well as to the general public.

For those who have a boat, you should have a modern VHF/DSC^[1] marine radio. Additionally, your radio should be connected to a GPS or Chart Plotter, and obtained a MMSI^[2] number programmed in the radio. This will allow the Coast Guard to know who you are, what type of vessel you have, and they will know where you are should you be calling for an emergency on your boat. Precious minutes can be saved when these simple steps can make the difference between life and death.

For those who have a boat, you should also obtain a free vessel safety check (VSC) to ensure that your vessel is compliant with Coast Guard regulations and that all safety equipment is up to date and serviceable. Marine flares, if you are required to carry them, have a limited life of 42-months from manufacture. When purchasing flares, make sure that they will be good for at least 36-months. You should also have Inland Visual Distress Signals. Fire extinguishers with metal tops can be checked and refilled by a

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References:

- 1—VHF/DSC—Very High Frequency/Digital Selective Calling Marine Radio
2—MMSI—Marine Maritime Service Identity. Similar to a telephone number

In this Issue:

- Messages from our Commander and Bridge Officers
- Educational Course Changes
- Mike Holmes' next adventure; Ocean Yacht Racing in the South Pacific
- Larry Gertz, has crossed the bar.
- Peralta takes many awards
- Photo memories from Peralta's Crab Feed, Change of Watch, and the District Spring Conference
- And Much More ...



Executive Officer's Report

By Lt/C Vickie Erickson, JN

As we go into the new year, I am humbled to be elected to the position of Executive Officer. I am new to this position and am looking forward to seeing what is in store for the squadron and for the rest of Americas Boating Club.

There are several functions in the coming year, and I hope to see all of you participate. Most of you know that I am a new Grandmother and I spent a few weeks in Las Vegas with my daughter to help her transition back to work, so I missed the end of year and the beginning of the new year activities. I did make it back for the Crab feed and it was a roaring success. For those of you that were unable to attend you may want to put next year's crab feed on your calendars. If you have any questions or concerns, please feel free to contact me at Vickie8113@aol.com.

I was reading an article in Practical Sailor that described what will happen when using different types of anchors. When you have a 2 pound anchor that has been sitting on the bottom for ten minutes and has been setting with a steady pull and you have walked it back and forth through 30, 60 and 120 degrees every two minutes, pulling just hard enough to make the anchor rotate and walk forward. This was done using a 15:1 scope eliminated lift as a variable. 2-pound anchor testing was done with no chain and on boat testing was with 15 feet of chain. The results they reported are as follows:

In a straight line a Mantus anchor digs straight and deep into the soft sand bottom.

As the direction of pull changes the anchor changes and the anchor stays near the surface. With

every yaw cycle the anchor moves forward a fluke-length, slowly walking downward towards potential trouble.



Executive Officer Report continued on Page 4

Past Commander's Report

By Lt/C Barbara Waldstreicher, JN



Greetings,

As your outgoing Commander, I want to thank you for the 4 years I represented Peralta Sail and Power Squadron. The friendships I have made while in this organization have been strong and long lasting, not to mention the knowledge I have received in the many courses I have (and will continue) to take. I have learned so much from the Bridge officers that I was surrounded by and my job was made so much easier as each year went by. The commitment by these members is phenomenal and the knowledge, assistance (without asking), recommendations, and advice was very much appreciated. They are a true asset to our squadron. I am proud that during my tenure, we have increased our membership as several other squadrons have declined.

I am handing over the reins to Rick Erickson who has previously been our District Commander and fully capable of leading our squadron into the future. I have truly enjoyed my leadership at the helm of this wonderful squadron and will continue to offer my assistance as I continue on as Secretary.

P/C Barbara Waldstreicher, JN

Peralta Helmsman

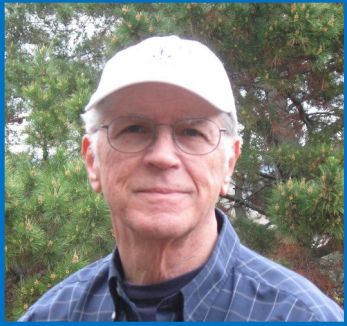
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D/Lt/C Norm Pennington, JN, Editor
650-595-2169 or
nwpenn@sbcglobal.net
Quarterly publication
of Peralta Sail and Power Squadron
San Leandro, California

Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN-ON



For Boaters, By Boaters

I am pleased to report that our educational program has been on a roll with the recent completion of the new Radar course. With the exception of the last meeting, this course was held entirely online using Free Conference Call. This has allowed me the conduct each of the course session from the comfort of my home without having to face the challenge of driving on Bay Area freeways and bridges. The time I am saving has allowed me to host each course session twice a week as a service to those taking the course by giving them a choice of days to attend. Additionally, I have been recording the first session, so for those not able to attend either session, or for those who would like to attend any session a second time they can view the recordings at their convenience.

Advanced Grade Courses are being updated to more reflect course content and to better align the name with the course material. For example; Seamanship will become **Boat Handling**, Piloting will become **Marine Navigation**, Advanced Piloting will become **Advance Marine Navigation**, Jr. Navigation will become **Offshore Navigation**, and Navigation will become **Celestial Navigation**. At least for the near future a member taking and passing Boat Handling will receive the Seamanship grade "S", Marine Navigation will receive the Piloting grade of "P", etc. In addition to the name changes, student and instructor materials will reflect the name change as well as being rebranded under The America's Boating Club.

I am beginning to see courseware with narration, meaning PowerPoint slides come with professional narration covering the specific points. The presentation is still under the control and timing by the instructor to allow students to ask questions be-

fore moving on to the next slide. When I started instructing, we used transparency foils with an overhead projector. The projector was quite bulky and it was easy to drop an envelope or box of transparencies to make instruction challenging. Transparencies were in black and white, however the instructor could use colored markers to illustrate key points. PowerPoint has certainly made life easier and now not only do we have color, but we have sound and motion, but narration. The AIS seminar that will be presented shortly has narration that really helps drive the point home.

Peralta will be putting on the new six-session Boat Handling Course later in the summer followed by Marine Navigation. The Boat Handling Course consists of the following Seminars; **Rules of the Road, Confidence in Docking and Undocking, Boating with Confidence, Anchoring with Assurance, Emergencies on Board and Knots & Line Handling**. Since the course will be presented in a seminar format, those taking all six seminars and the exam for entire course will receive credit for the course as well as the individual seminars. Members not interested in the course may take individual seminars of their choosing. The pricing of this course in the seminar format favors students taking the entire series of seminars as the break-even point is approximately 2.3 seminars. Lastly, I hope to be able to include optional on-the-water material in this course.

For those who were not able to attend the spring conference I recorded an encore presentation of my report to the conference which I have made available here: <https://fccdl.in/NMupQMd5tv> I hope that you find my presentation entertaining and informative.



Crab Feed Staff taking a break

Photo courtesy of P/C Alan Smith

Executive Officer Report from Page 2

In a straight line the Fortress Guardian anchor digs straight and deep.



- The Guardian anchor takes longer to reset after each shuffle in a new direction.
- In moderate winds with a steady Pull the Guardian resets well, but if the strain is too light or the bottom too hard it can break out of the bottom.
- If the anchor becomes partially disengaged it may never reset.

If you are interested in reading the original article it is located on page 21 of the February issue of Practical Sailor.

Until next time

Victoria (Vickie) Erickson

Executive Officer

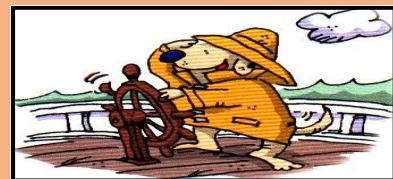
Apply Now!



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?



April

Tuesday, 13 April

Executive Committee & Planning Meeting, 7:30 p.m., via Electronic Call, All Members Welcome

Was Wednesday, 22 April

America's Boating Course, 7:00 p.m., San Leandro Yacht Club. Course runs on Wednesdays — Rescheduled to 18 August

May

Saturday, 9 May

District 25 Council Meeting, Café Rio, Sacramento Old Town

Monday, 11 May

Executive Committee Meeting, 7:30 p.m., Electronic Conference Call

Starting Friday, 16 May

National Safe Boating Week

June

Monday, 8 June

Executive Committee Meeting, 7:30 p.m., Electronic Conference Call

Saturday, 13 June

Peralta General Membership Meeting & BBQ, San Leandro Yacht Club

Mike's Next Adventure

Ocean Yacht Racing in the South Pacific Clipper Round the World Race – Leg 5 Race 6

MICHAEL HOLMES, P



I'm back! Wow! At the start of January, I headed off on an adventure, sailing as crew and assistant watch leader in the 2019-2020 Clipper Round the World Yacht Race on Leg 5 from Australia to China. After 37 days at sea and 6,000 nautical miles sailed between 2 races, crossing the equator, spending hours becalmed in the doldrums, changes of ports due to the corona-virus, a race win and a race loss, I am back home. What an experience it has been!

We started on January 20th, departing the Coral Sea Marina in Airlie Beach, Queensland, Australia. I had arrived there on the 8th and spent some time exploring the area, including a few snorkeling trips to the Great Barrier Reef and a trip to Whitehaven Beach.



The race was originally scheduled to depart on January 18th but we were delayed by 48 hours due

to two of the boats not having operating water makers. We departed the Coral Sea Marina on January 20th, but it would be another two days before the actual start of the race. We were to motor through the Great Barrier Reef and then start the race with a LeMan's start.

After about a week at sea we received notice from the race office of the corona-virus (COVID-19) that was being reported as an outbreak in China. We didn't know the extent of it but we were told it would most likely affect our race. About two more weeks went by before the official word came out that our race finish was being changed from Sanya, China to Subic Bay, Philippines. We were disappointed by this news but understood the reasoning and it ultimately played into our favor.

We raced through the Coral Sea and into the Solomon Sea before navigating through the doldrums. Clipper allows the yachts to motor for 36 hours and we can choose starting at 8 degrees South and must complete our motoring by 4 degrees South. We waited to the end to maximize the wind we had and that tactic played to our advantage. We went from near the back of the fleet to 2nd place.



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We continued north and after 12 days at sea we crossed the equator on January 31st at 0 Degrees 0.00' North, 151 Degrees 5.249' East. It was in the middle of the night as we crossed but all the crew were awake and on deck to mark this special occasion. King Neptune would hold his court later that day.

A seafarer tradition, all crew that cross the equator for the first time have to attend King Neptune's court. This is the ceremony where the crew go from being a pollywog to a shellback. This includes confessing a boat sin and having to eat a special mixture from Davy Jones' galley. Let's just say, I'm glad I have already crossed the equator before.

As we continued heading north of west towards the Luzon Strait, we went from wind hole to wind hole. Finally, a low-pressure system developed that we could utilize to slingshot ourselves towards the northern tip of the race course.

In a matter of 24 hours we saw the wind build to 25kts+ with a sea state between 3 meters and 4 meters. With the wind just abaft the beam it was great spinnaker weather! So much fun on the helm of a 70' ocean racing yacht with a spinnaker up in a moderate to rough sea state. I was in a constant state of bliss.



Our position on the race course, sitting about 6th at the time, was more favorable to this low-pressure system and we saw massive gains on the front runners. Every 6 hours we received an update from the race office on our position relative to the fleet.

It was encouraging as we continued to decrease the distance to the boats in front of us. Our skipper reminded us, focus on the boat in front, once we pass them then focus on the next boat, don't worry about the front runners. At this point we thought we may be able to get on the podium in 3rd place.

As we exited the Luzon Strait and entered the South China Sea the next tactical choice was to head inshore or offshore. The two lead boats headed off-

shore, but the weather forecast showed an inshore route that could potentially be favorable. Our skipper opted for this inshore route. It would be a few days of chutes and ladders before we knew if we had made the right tactical choice.



48 Hours later and we were chasing down 1st place. At the same time, the two boats that were leading a few days prior but offshore were now in 3rd and 4th place. They altered course and dove deep inshore, which saw them sneak up on our inside. With only 100 nautical miles to the finish it was going to be anyone's race. At this point we saw the first-place boat head slightly more offshore in search of a little more wind. Our skipper took the helm and was able to keep the inshore boats at bay. After a few hours we found ourselves sitting in first place.

The next 24 hours were intense. Not only from a sailing perspective, but from a mental perspective. We knew we were capable of winning, but with the variable wind and the top boats breathing down our transom, we knew we couldn't ease off until we crossed the finish line.

I remember going to bed that night, hearing the whooshing sound of water along the hull adjacent to my bunk. That was a positive sound, a sound that we were moving through the water at a good speed towards the finish line. Then the sound stopped.

Another bloody wind hole. I came on watch at 0200 with only 25 nautical miles to go. I started praying to the wind gods, and literally the wind started to pick up. It was a very surreal moment. The wind started to build and back, which gave us a lift towards the finish line. With no other Clipper boats in sight the thought of a 1st place was getting more and more real. A few tacks and a few hours later we crossed the finish line in 1st place. That moment and what I was feeling I will never forget.

Continued on the next page

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Once across the finish line it was time to drop the sails, put up the sponsor flags and prep to enter the marina. 50 Minutes later and we were dockside, celebrating 26 days at sea, 4,300 nautical miles, and a win of Race 6 in Leg 5 of the 2019-2020 Clipper Round the World Yacht Race. It doesn't get much better than this!

Stay tuned for the next issue of the Helmsman to hear more about the Clipper Race and the second race of Leg 5, a 1,600 nautical mile "sprint" towards Japan.

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.



Mike with Sir Robin

Article Photos courtesy of Mike Holmes



Hungry Crab Eaters at Peralta's Annual Crab Feed Fund Raiser in January

Photos courtesy of P/C Alan Smith

Member Announcement

The earthly sun has set for **Larry Gertz**, but he will be remembered by many friends.



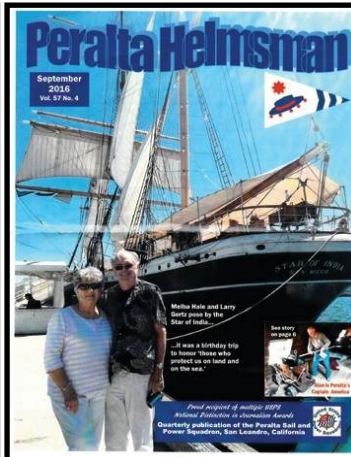
Larry was an avid boater, fisherman, and in his younger years, water-skier.

He was a barber for 42 years and had many loyal customers. His shop was not too far from the San Leandro Marina – the meeting place of the Peralta Sail and Power Squadron.

Larry joined the Squadron and Bridge Marina Yacht Club after he retired – quite a commitment for him because he often stated he “joined the Navy, and that was enough.” He was very proud to have been a part of the U.S. Navy and believed that all who were able should serve their country some way sometime during their lifetime.



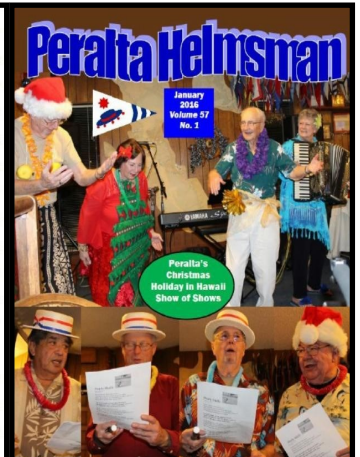
Larry Gertz donated his seascape to Peralta as a fund-raiser for the silent auction. Ricardo Mares bid the winning amount. Larry is retired after being a barber for 42 years. He pursues his art talent by painting and enjoys boating on the California Delta waters.



Peralta Helmsman
September 2016 Vol. 57 No. 4
Marta Hite and Larry Gertz pose by the Star of India.
...It was a birthday trip to some fishes who protect us on land and on the sea.
Proud recipient of multiple 2017 Annual Distinguished in membership awards. Quarterly publication of the Peralta Sail and Power Squadron, San Leandro, California.



Larry's Fishing Hole
By Eric Jensen, Member
It was an invitation from Peralta Member Larry Gertz that delivered us the Catch of the Day! Larry invited us to bring out with him on the main deck of his boat...
Inspired by Larry's evening performance, Ricardo Mares decided to thank us. He dove alongside the boat...
Then it happened. All of a sudden Ricardo's net started heaving and after 10 minutes of fighting the fish he had...
Hey Peralta! Summer's Here!
Let's have some fun on the water.



Peralta Helmsman
January 2016 Volume 57 No. 1
Peralta's Christmas Holiday in Hawaii Show of Shows
Let's have some fun on the water.

As an active participating member of the Peralta Sail and Power Squadron, Larry was often featured in the Squadron's news reports. He greatly enjoyed the camaraderie and could often be found reminiscing and discussing the days of yesteryear with other members.

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servicing company, however those with plastic tops are not refillable and need to be replaced twelve-years from manufacture. In preparation for your VSC, check your safety equipment along with lights, horn, current registration on board, life jackets and floatation devices. If your boat is gas powered, then inspect and clean your backfire flame arrestor to make sure it is clean.

While you are conducting your self-survey, check the operation of bilge pumps to make sure they are functioning. Check all hoses and hose clamps to make sure they will not fail during the boating season. It is also a good time to check your ground tackle, mooring lines and running rigging and replace if they show signs of wear or fatigue. Lastly, check your first aid kit to make sure that it is complete, and that the mastic on Band-Aids and tape has not dried out. Also check the currency of first aid cream and sun tan lotion as these have a tendency to expire. Peralta has three vessel examiners that are ready to conduct a vessel safety checks; **Cdr Rick Erickson** servicing the East Bay, **Lt/C Nick Pack** servicing the West Bay and **D/Lt/C Norm Pennington** servicing either the East or West Bay.

Finally, consider taking a course or seminar to broaden your nautical knowledge. In our squadron we practically holding a class or course in ten of the twelve months each year. We obligated to hold the basic course, America's Boating Course annually, and we like to hold a few Advance Grade or Elective Courses as well as a seminar or two. If you do not see a course or seminar that you are interested on our website, notify our Educational Officer and place a request and hopefully that particular course is being considered. Also, online courses are available on the national website. At the local level we are starting to offer online courseware for the convenience of our members. Take a course, teach a course. We are always looking for members interested in course instruction.

2020-21 Bridge

Commander:

Cdr Rick Erickson, JN-IN

Executive Officer:

Lt/C Vickie Erickson, JN

Educational Officer:

D/Lt/C Norm Pennington, SN-ON

Administrative Officer:

Lt/C Nicholas J. Pack, JN

Secretary:

Lt/C Barbara Waldstreicher, JN

Treasurer:

D/Lt/C Judy Pennington, P

Assist Educational Officer:

1st/Lt Ricardo L. Mares, P

General Committees

Auditing

P/Lt/C Fred Holmes, AP

P/C Janis K. Chapman, AP

Susan Ann Holmes, S

Nominating

P/C Melba J. K. Hale, P

Lt/C Vickie Erickson, JN

P/Lt/C Josette Mares, S

Rules

1st/Lt Ricardo L. Mares, P

D/Lt/C Norman W. Pennington, SN-ON



Outgoing Commander Barbara Waldstreicher, JN receives her Past Commander Plaque from D/Lt/C Judy Pennington, P



D/Lt/C Norm Pennington Administers Oath to Lt/C Rick Erickson



Cdr Rick Erickson Administers the Oath to his new Bridge



Peralta Bridge Officers with their Flags of Office



Past Commander Barb with incoming Commander Rick



Change of Watch Dinner at Horiato's



All photos courtesy of P/C Alan Smith

Memories From District 25 Spring Conference



P/C Barbara Waldstreicher, JN receives P/D/C Montgomery Commanders award from D/C DeMicheli and C/C Abbott



Cdr Erickson, JN receives certificate for Membership Growth



District 25 of the United States Power Squadrons awards the

P/D/C G. E. 'Bud' Gordon Membership Award



2019

National Membership Committee Squadron Growth & Retention Award

Honorable Mention (Fifth Place)

PERALTA SAIL & POWER SQUADRON/D25

In Recognition of Outstanding Membership Growth & Retention Among All Squadrons In division 3 (45-74 members)

5% growth



District 25 of the United States Power Squadrons awards the

P/D/C Victor Howard Membership Involvement Award



District 25 of the United States Power Squadrons awards the

P/D/C Robert M. Montgomery Commanders Award

to **P/C Barbara Waldstreicher, JN Peralta Sail and Power Squadron**

the immediate past squadron commander who exemplifies those outstanding qualities of leadership exhibited by Robert Montgomery

Robert Montgomery
District Commander

7 March 2020



THE PERALTA HELMSMAN

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



Commander's Comments



Greetings, Shipmates,

We have had an amazing winter this year, with February looking to be completely rain-free. I suspect the rain will return (it always does), keeping me from some of the boat projects I never seem to get to. Our recent Crab Feed was an absolute success, and the Change of Watch was attended by many. I am humbled to assume the duties as Squadron Com-

mander for this upcoming year and am excited to serve with you.

I want to recognize **Past Commander Barb** for four years of amazing leadership as she relinquishes command. I have enjoyed serving alongside of her for these past years. She is as active as possible, taking classes, assisting people who need help, and being an unbelievable friend and shipmate. I have been privileged to serve with her and look forward to more in the future.

Thank you, Barbara, for your service. And a big THANK YOU to **Norm and Judy Pennington, Nick Pack** and **Vickie Erickson** (and **Barbara**, again) who will be serving on the Bridge this year.

Be sure to check the calendar on the website for upcoming activities. However, one significant event is upcoming on March 7th that you may find interesting. The District will be holding it's Spring Conference at the San Leandro Yacht Club. While not a completely new event, it is significant in that the **Chief Commander of the United States Power Squadrons** will be there. **Mary Paige Abbott** has a long history of service in America's Boating Club since joining in 2000 as a member of **Sanibel-Captiva Sail and Power Squadron of District 22**. She served as commander of the Squadron and District along with a host of other positions, and has been on the National Bridge 2016. She is a former sailor, now power boater, an instructor and avid proponent of boating safety. I first met Chief Commander Abbott while the District 25 Commander while she served as the National Administrative Officer. If you are able, please consider attending the District Conference on the afternoon of March 7th and meet the Chief!!

This is also a great time to get your Vessel Safety Check done. As you may know, **Nick Pack** joined the ranks as Vessel Safety Examiner this past year along with **Norm Pennington** and myself. Let us know when you would like to do yours!!

Please let me know if you have ideas for future events or share with us any concerns you may have. We'll be looking for you on the water!!