

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



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The Peralta Helmsman

www.peraltasquadron.org

As I, you are probably sick and tired of hearing about the Covid-19 Pandemic that has swept the county and parts of the world. Much of the world as we know it has been shut down, with those portions that are allowed to open, we are required to cover up and maintain social distancing. Unfortunately, this has stalled our educational program due to these restrictions. Fortunately, I have been able to present the Radar Course and the AIS (Automated Identification System) Seminar. Underway now is the Navigation Course, the last in the navigation series of courses. To meet and maintain social distancing and sheltering in place mandates, these courses and seminars are available in an online setting utilizing online services such as Free Conference Calling or Zoom. Students in the comfort of their home are attending with little change in the learning process. Recordings of all sessions are available should the student need to miss a session. For other courses or seminars, I will be taking a summer hiatus to return to boating.

Nearly 40-years ago when I started in boating, we had paper charts, a compass, a Radar display about the size of a medium television and Loran-C. In my case, it was only the paper charts and a compass. I can still remember my first cruise from the Alameda Estuary to the San Leandro Marina. Fortunately it was not foggy, but there was a lot of haze making our journey a bit challenging as a novice boater.

With sheltering in place, self isolation and the like, one has to venture out and explore new ideas to keep the gray matter going. I see in many of the home improvement shows on television where the host is explaining different home design alternatives with different cabinet styles, colors and home furnishing ideas. The presentation is the result of a new concept called Augmented Reality Content Management that overlays real world objects with digitally immersive information. Real world images can be augmented with video,

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Executive Officer's Report

By Lt/C Vickie Erickson, JN

Greetings fellow boaters.

This is a time that is rare and confusing for most of us everything has changed. We can no longer have our regular meetings or planned events. According to the powers to be at headquarters we cannot perform vessel safety checks, without following the distance guidelines. There is some good news though, you don't have to be shut off from all your friends and fellow boaters, you can give them a call or use Google Duo or Apple Face Time for a one on one face to face meeting. If you need to have an official meeting you can use, Go to Meeting for no charge or Zoom for a face to face meeting Rick and I use zoom for our social functions. It is a great way to keep in touch while social distancing.

Keep the faith this too shall pass. When it does, we will all be able to take out our boats and meet at some cove on the bay or the river. The rule for boating now is that you cannot be in a boat unless it is with someone you live with to keep social distancing rules intact.

I am anxious to see all of you again. Until the restrictions are lifted, remember to follow the "CDC Guidelines see below (CDC Website May 31, 2020)

Wash your hands often. Wash your hands often with soap and water for at least 20 seconds ...

Avoid close contact. Avoid close contact with people who are sick. Put distance between yourself atleast 6ft or two arm's length.

Cover your mouth and nose with a cloth face cover when around others. You could spread COVID

Cover coughs and sneezes. If you are in a private setting and do not have on your cloth face ...

Clean AND disinfect frequently touched surfaces daily. This includes tables, doorknobs, light switches, countertops, handles, desks, phones, keyboards, toilets, faucets, and sinks.

If surfaces are dirty, clean them. Use detergent or soap and water prior to disinfection.

Then, use a household disinfectant. Most common EPA-registered household disinfectants will work".

I know I am excited at the prospect of getting back out on the water, and I am looking forward to this pandemic being eradicated and we can get back to normal boating activities

Victoria Erickson
Executive Officer

Social Distancing When Boating

Only boat with those in your immediate household.

No beaching your boat right next to someone else.

Maintain your distance at the fuel dock – and remember to wash your hands.

No rafting up – keep your distance on the water.

No guests on your boat!
This includes family members not in your immediate household or your closest boating buddies.

Go right from your house to the boat and back –
no unnecessary contact with anyone.

Enjoy your boat, the water and the fresh air; but enjoy it while boating responsibly.

Social distancing is the best way to stay safe. **SEA TOW**

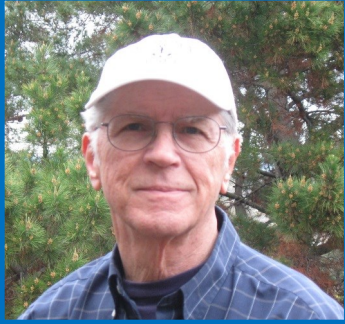
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Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN-ON



For Boaters, By Boaters

As the District Educational Officer, I usually attend national meetings and report newsworthy items to the district council and conference, as well in my report in this newsletter. Unfortunately, I missed my first meeting since 2010 for a variety of reasons. The primary reason for not attending was the uncertain local transportation between the airport in Jacksonville and Ponte Vedra, Florida due to the closing of SuperShuttle. The other reason for not attending was that I thought the agenda was on the light side, not worthy of taking a cross county flight in February with at least one-stop at an airport that has a reputation of being problematic.

I am thinking about attending the September Governing Board Meeting in Raleigh, North Carolina, as I believe I can get a non-stop in at least one direction, and the meeting agenda looks more promising. However, considering that I have advanced to a vulnerable age in regards to health and with the age of Covid-19, I will be thinking seriously before considering attending the Fall Governing Board Meeting in Raleigh.

Finally, consider taking a course or seminar to broaden your nautical knowledge. In our squadron we are practically holding classes or courses in nine of the twelve months each year. We are 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 mem-

bers. Take a course, teach a course. We are always looking for members interested in course instruction.

As I have reported previously, the Boat Handling Course consisting of six seminars has replaced the Seamanship Course. Students may either take individual seminars to meet their individual needs, or take all six seminars and sit for the examination to receive credit for Boat Handling (aka Seamanship). There is an economic benefit in taking all six seminars and taking the examination. The economic break-even point is 2.3 seminars. The new curriculum comprises a full six-part course and six seminars:

- Rules of the Road: A Practical Approach
- Confidence in Docking and Undocking: Slow-Speed Maneuvering
- Boating with Confidence: Handling Your Boat Underway
- Anchoring with Assurance: Don't Get Carried Away
- Emergencies on Board: Preparation to Handle Common Problems
- Knots and Line Handling: The Knots You Need to Know

Did you know that starting January 1, 2021 Persons 40 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.

Mike's Next Adventure

Farallon Patrol – Replenishing an Island Outpost

MICHAEL HOLMES, P



I had the opportunity to sail to the Farallon Islands recently, and it was an opportunity I couldn't pass up. I have boated and sailed all over the world but I have never been out to the Farallon Islands. To say I was excited would be an understatement.

The islands are part of the City and County of San Francisco and managed by the United States Department of Fish and Wildlife in conjunction with the non-profit Point Blue Conservation Science. At any given time, there are five to eight scientists living on the island conducting field research on the mammals and birds that use the island for a breeding habitat. Point Blue utilizes volunteer boats to shuttle biologists and supplies to and from the island year-round. These supply missions are called "Patrol Runs".

The weather in mid-May should have been relatively benign, with a higher potential for fog than during the winter months. However, a low system was forecast to come through the Bay Area and the trip, scheduled

for a Sunday, was not confirmed until eighteen hours before departure. With the weather window now looking promising, we received the "GO" notice from Point Blue on Saturday afternoon.

Sunday morning, my alarm goes off at 0415. I'm not quite sure the last time I woke up this early. I'm out the front door of my house at 0445 and arrive at the Sausalito Yacht Harbor at 0510. It was raining when I left my house and driving over the Richmond San Rafael Bridge, but it has subsided now. Hopefully it won't be too wet of a morning.

Due to COVID-19, our essential trip to restock the island was approved by the local police department, otherwise they would not have allowed us to park at the marina. The entire area had been gated off but we were granted permission to park. During the entire trip were to follow a strict protocol on wearing face masks and utilizing hand sanitizer. In addition, the boat crew were not permitted to step foot onto the island.



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I greet the owner of the boat at “C” dock and he gives me an introduction to his boat, a 1980’s Beneteau 350. It’s perfect for the type of work we were setting out on. A few minutes later and another crew member arrives followed by the three biologists from Point Blue. We proceeded to load the boat.

Their gear consisted of x7 five-gallon propane bottles, ten large plastic boxes the size of large ice chests, x15 five gallon “Home Depot” style buckets filled with food, and all of their personal gear. These biologists were headed out to spend anywhere from five to seventeen weeks on the island. The biologists that we were bringing back had spent anywhere from twelve to eighteen weeks on the island. The Patrol Run frequency varies but the next scheduled trip out to replenish the island with supplies was not for another month after our trip out.

We left the dock at 0600 for the thirty nautical mile trip offshore. Low clouds persisted out past Point Bonita but visibility was still good to fair. The storm front that came through the night before left a decent sea state, with the Potato Patch in a 5’ to 7’ swell.

The wind had backed and was coming directly in line with our course for a straight route out to the island. Being on a strict timeline with a scheduled arrival at 1100, we had to motor out to the islands. As we slowly left the California coast behind us, the clouds started to clear and we had a beautiful blue sky in front of us. The choppy, coastal sea state also subsided into a gentle rolling ground swell. Nearing the NOAA weather buoy (Station 46026) eighteen miles offshore, the islands appeared in the distance, still some twelve nautical miles away.

The Southeast Farallon Island (SEFI) is the largest and only habitable island of the chain and was our ultimate destination. As we motored closer, there were more and more sea birds in the water and in the air. The area was teeming with life. We spotted something splashing in the water with Western Gulls looking on with curiosity. It was a small Mola Mola, aka Ocean Sunfish, about the size of a large dinner plate.

We were now about a half mile out from the East Landing, which is one of the two public mooring balls located at the Farallon’s. The other mooring is located in Fisherman’s Bay. Just then, a water spout from a whale’s blow hole shot up a few boat lengths off the starboard bow. How cool was that! As we motored past you could see a large Grey Whale catch another breath before diving below the surface in search of its next meal.



We picked up the mooring ball in 40’ of water at 1045, fifteen minutes ahead of schedule. We proceeded with setting up fenders on the port quarter. A small tender with two biologists was launched from the island to come out and start the decanting process of all the gear we had onboard. It took multiple trips to get all the gear to the island.



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There is no dock on the island, so the small tender had to be hoisted out with a shoreside crane for each trip. Pretty fascinating to watch, given the swell rolling through the area. You could tell the biologists have done this before! Along with the supplies we brought out, we would also load our boat to bring back with us the trash, recycling, science equipment, and personal gear of the three biologists that were leaving the island.



At 1245 we cast off the mooring line and depart for a circumnavigation of the island. There is so much life out there. Especially during this time of year when hundreds of thousands of birds call the Farallon's home for raising their offspring. After spending so many months on the island, it was really interesting to see the biologists and how excited and surprised they were to see the island from the water.

Finishing the circumnavigation, it was time to hoist the sails. The wind had backed further and set us up for a great beam reach to broad reach run all the way back to the Golden Gate Bridge. With sails hoisted we turned off the diesel engine and all was quiet. Just then, we looked out over the port side and not even one boat length away was a very large Mola Mola, the size of a dinner table. One word, epic.



As we approached the San Francisco bar, the wave height increased and became a little bit of a confused sea state. Not helping the situation, we were approaching a tidal change just off Point Bonita. Even so, the downwind sailing continued to prove exciting, with small surfs down waves up to ten knots. Not that impressive for a racing yacht but we were in a loaded down "RV" on the water.

We crossed under the Golden Gate Bridge and a few gybes later it was time to lower the sails and motor into the Sausalito Yacht Harbor. It was a great day out on the water and what an honor to be able to provide a valuable service to a non-profit organization that does some great work out at the Farallon Islands.

To learn more, check out their website at:

<https://www.pointblue.org/>

Also, don't forget to check out my personal blog that covers my sailing adventures as crew in Leg 5 of the Clipper Round the World Yacht Race. Make sure to watch the YouTube videos too! Follow along and don't forget to subscribe to get the latest updates.

<https://regularmike.com/>

Fair winds and following seas.

Article Photos courtesy of Mike Holmes

The A, B and Cs of Fire Extinguishers

By D/Lt/C Norm Pennington, SN-ON

Going all the way back to the Squadron Boating Course and proceeding to the current America's Boating Course, we learned about Coast Guard Approved Fire Extinguishers that we carry on our boats. We learned that there are three classes of fires. Depending on the size and type of recreational vessel, there are specific requirements as to the type and capacity of fire extinguisher that is required to be aboard your boat. The big mystic when selecting a fire extinguisher is what do all of those letters and numbers mean? The purpose of this article is to try to break down the types of fire and what the associated type of extinguisher used to extinguish the fire.



A Class-A fire extinguisher is used for ordinary combustibles, such as wood, paper, some plastics, and textiles. This class of fire requires the heat-absorbing effects of water or the coating effects of certain dry chemicals. Extinguishers that are suitable for Class A fires are identified on the label by the letter "A."

A Class-B fire extinguisher is used for flammable liquid and gas fires such as oil, gasoline, etc. These fire extinguishers deprive the fire of oxygen and interrupt the fire chain by inhibiting the release of combustible vapors. Extinguishers that are suitable for Class B fires are identified on the label by the letter "B."

A Class-C fire extinguisher is used on fires that involve live electrical equipment, which require the use of electrically nonconductive extinguishing agents. (Once the electrical equipment is de-energized, extinguishers for Class A or B fires may be used.) Extinguishers that are suitable for Class C fires are identified on the label by the letter "C."

Multipurpose fire extinguishers will be labeled A:B or A:B:C for Class-A and Class-B fires or for Class-A, Class-B and Class-C fires respectively. Also located on the fire extinguisher label is the UL rating. The UL rating is broken down into Class A and Class B:C ratings with a numerical prefix. These numerical ratings allow you to compare the relative extinguishing effectiveness of various fire extinguishers. These new ratings replace the old B1 or B2, now 5B and 20B respectively. For example, an extinguisher that is rated 4A:20B:C indicates the following:

The A rating is a water equivalency rating. Each A is equivalent to 1 1/4 gallons of water. 4A = 5 gallons of water.

The B:C rating is equivalent to the amount of square footage that the extinguisher can cover, handled by a professional. 20 B:C = 20 square feet of coverage.

C indicates it is suitable for use on electrically energized equipment.

When analyzing these ratings, note there is not a numerical rating for Class C or Class D fires. Class C fires are essentially either a Class A or a Class B fire involving energized electrical equipment where the fire extinguishing media must be non-conductive. The fire extinguisher for a Class C fire is based on the amount of the Class A or Class B component.

If you were paying attentions, you will notice that I mentioned Class-D fires. Yes, there is a Class-D fire extinguisher used on combustible metals, such as magnesium, titanium, sodium, etc., which require an extinguishing medium that does not react with the burning metal. I also discovered that there is also a Class-K fire extinguisher used on fires involving cooking media (fats, grease, and oils) in commercial cooking sites such as restaurants. Neither Class-D nor Class-K are required nor should be a substitute for Class-A, B or C extinguishers.

Of the types of extinguishers used on recreational vessels, there are those that are portable, single-use extinguishers. This type of extinguisher is not refillable and identified by the plastic handle and head assembly. Non-refillable extinguishers have a 12-year service life regardless of the pressure gauge reading and must be replaced at the end of its service life.

A certified company or individual on an annual basis must inspect rechargeable fire extinguisher. Once certified, the inspector will attach a service tag on the extinguisher showing the date of certification.

Fixed fire extinguisher systems must be periodically inspected with the type of retardant being the determining factor as to the frequency of inspections by a certified inspector.

Now you know the A, B and C's of fire extinguishers. Regardless of the type of extinguisher, you have on your boat, periodically check the pressure gauge and shake the extinguisher to disperse the contents. Mount the extinguisher, and show your crew and guests where the extinguishers are located and how use them should you have a fire. When purchasing new or replacement fire extinguishers, read the label to ensure that you are purchasing the correct type of U.S. Coast Guard approved fire extinguisher.



In this day of the Covid-19 Pandemic we have had to make some adjustments that include the cancellation of events, the cancellation or the postponement of classes, and how we conduct meetings to keep the squadron functioning at some level. We have had to cancel membership meetings and activities until such time as venues reopen and it is safe to gather.

For classes, we have had to cancel public courses (America’s Boating Course) due to no one signing up for the course, or that we could not conduct the course without being in the same facility. Fortunately, we have been able to conduct other courses and seminars using Free Conference Call with the instructor and students at home with only minimal contact to distribute course materials or conduct examinations. We have also been conducting our monthly business meeting using Free Conference Call with great success, we have been practicing social distancing, not only with using electronic means, but as a double measure, we have been wearing masks to make sure that we do not transmit Covid-19 during our meetings.



What's ahead for Peralta Squadron?



July

Fri-Sun, 17-19 July

On Vacation — No Executive Committee Meeting in July.

Cancelled due to Covid-19 Pandemic — District 25 Summer Rendezvous — Rio Vista.

August

Monday, 17 August

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

Tuesday, 18 August

America’s Boating Course, 7:00 p.m., San Leandro Yacht Club (course runs for five Tuesday sessions)

September

Tuesday—Sunday, 8 September

USPS Fall Governing Board, Raleigh, NC

Monday, 14 September

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

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sound, two and three-dimensional graphic models and animations. Keeping my ear to the ground and my eye on the horizon I learned about a new idea in marine electronics called Augmented Reality.

From FLIR Systems, it's a marine industry first: Raymarine ClearCruise Augmented Reality (AR) brings enhanced on-water awareness to the Axiom multifunction display. Axiom is Raymarine's latest family of multifunction displays. With ClearCruise AR, boaters can make the best decisions as physical navigation objects are overlaid on Axiom's high-definition video display.

Images seen on the screen is supported by a Raymarine family of high definition cameras to provide an augmented reality view from any camera position on the vessel. ClearCruise AR shows nearby navigation markers, automatic identification (AIS) traffic, objects, and waypoints in sync with real-world imagery for instant recognition and making complex navigation and high traffic situations simpler to understand. Larger Axiom display units can simultaneously support multiple screens such as a camera view, Radar, depth information and a chart. On the camera view, chart and Radar, AIS targets can be seen as well as all of the other information to properly navigate a vessel. ClearCruise AR can also be equipped with a FLIR (Forward-Looking Infrared) imagery camera to display images during periods of darkness.

To watch a 46-minute webinar on Augmented Reality select this link below the image on the right.

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

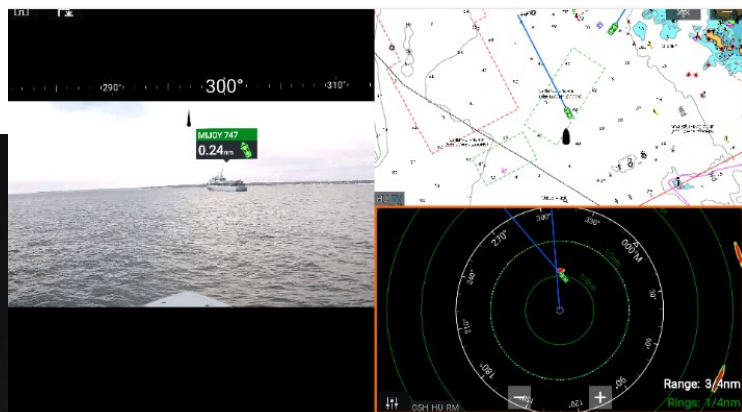
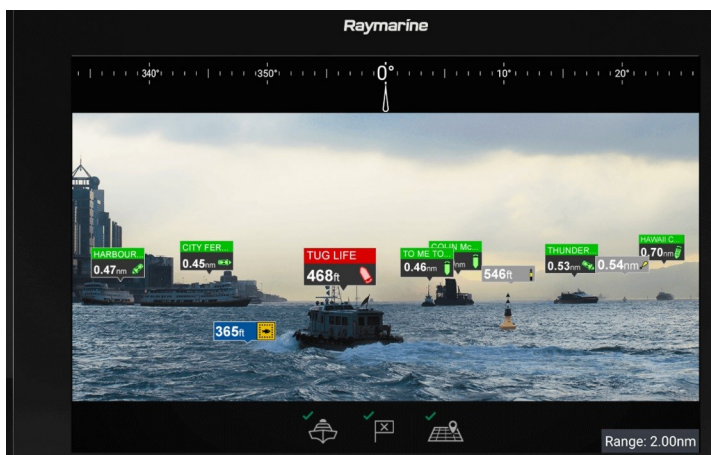
P/Lt/C Josette Mares, S

Rules

1st/Lt Ricardo L. Mares, P

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

Photos courtesy FLIR Industries



Webinar link: <https://youtu.be/od4CEVe91do>

Travelling America's and the world's backroads

P/C ALAN SMITH, P

Hi All,

I think this year will be known as the Coronavirus year. Regardless it is starting off very different so far. With the shelter-at-home mandate my boating and other adventures so far are not happening. For this report I'll just recap on some of my other past adventures. At least my memories and photos can keep me going.

The San Juan Islands area in Washington has always held a special place for me to cruise. I've gone boating there 3 times. Around 2001 my daughter and I cruised those islands. Back then I had a 15-foot open boat. One day on the water we were looking for an Orca Pod between the United States and Canada when an Orca Pod swam by us. It was exciting to witness a 35-foot adult male Orca swim right past my 15-foot boat. I remember being able to look upward to the 7-foot high dorsal fin.

In 2005 I was back on the San Juan Islands area to attend the National Cruise. This trip my daughter and I trailered my new larger boat to Anacortes Washington. Even though I had a larger boat it was the smallest boat in the rendezvous.



In 2010 I visited my cousin that lives in Perth Australia. My cousin asked what I wanted to see in Perth. I told him something different and unusual. That request



turned out to be an abandoned drinking water system deep underground. I thought it was unusual to go boating deep underground.

In 2012 one of my cousins asked if I wanted to visit him in Peru. At the time I was not doing anything special so I went.

My cousin arranged a trip to the Peruvian Amazon River. There we arranged for a small boat to take us down the Amazon River to a "friendly" Head Hunter Village. BTW there are "unfriendly" head hunter villages. At the village I got an opportunity to tryout one of those blow guns with the local natives. By the way, depending on the size of a person it takes 4-6 poison darts to drop an adult.



We also did a few hikes in the jungle, once at night. The guided night hike in the jungle was a little spooky. All of the trips on the Amazon River were on small boats.

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Later on the Peru trip I visited floating islands of Lake Titicaca. Lake Titicaca is the highest navigable body of water in the world, 12,500-ft. For us sea level dwellers it was easy to get light headed at those altitudes. These man-made floating islands have been used for centuries by this group of natives. Later that day we cruised over to the island of Taquile. Taquile has a modern looking town but has no motor vehicles anywhere on the island.



In 2014 I took a motorcycle trip across Canada. Passing across British Columbia I took the Kootenay Bay Ferry, the longest free ferry ride in North America. It is about a 35-minute ferry ride across the lake.



In 2017 one of my adventures was almost a month long trip to Vietnam and Thailand to visit one of my friends.

Halong Bay in Northern Vietnam was high on the list to visit. Halong Bay is listed at a World Heritage Site. We took a two day one night cruise



through the islands of Halong Bay. I was surprised that even the larger boats, 100-feet, are still made of wood in that part of the world.

Next stop was Thailand. One place we visited was the Phi Phi Island Group. There we chartered a boat to visit smaller more isolated and scenic islands. Also there were fewer tourists in those more



isolated areas. The ocean waters were bathtub warm.

Anyway that is a very quick trip down memory lane. Of course I have been on many other adventure trips.

Alan Smith

Article Photos courtesy of Alan Smith

THE PERALTA HELMSMAN

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Commander's Comments



Greetings, Shipmates,

My sincerest hope is that this article finds each and every one of you and your families safe and well. The pandemic came upon us all too quickly and has changed the lives of everyone. Shelter-in-Place became the order of the day – day after day – with the foremost question (that no one had a good answer for) being how long would the madness go on? The State seems now to be gradually opening up and easing restrictions, all with the ominous predictions of what still may to come.

With the Shelter-in-Place mandate, Squadron activities have come to a halt. Our Membership Appreciation originally scheduled for June had been cancelled, as well as the District 25 Rendezvous at Rio Vista scheduled for July. However, I am pleased to report that the Bridge continues to conduct business via the internet, and education offerings are ongoing using Free Conference Calling. There are currently three of

us working through Navigation, and we appear to be staying on track.

I was off work for about eleven weeks (working from home, as the official explanation), and have now returned to a slightly modified work schedule. While I was able to get in a lot of study time in my “N” class, I also learned many new and exciting ways to communicate with my co-workers via Zoom, and became adept in staying out of Vickie’s way.

I want to thank the members of the Bridge for being flexible in doing our Squadron business, and also to those of you who continue to participate in the meetings and classes. I’m sure that as we move into the post-COVID world, some things will be different, but I look forward to spending time with each of you as we gather, tell tall tales of the sea, hand hoist a glass in celebration. Until we meet in person, please follow the CDC guidelines about hygiene and distancing and take care of yourselves and each other.

See You On The Water,

Cdr Rick Erickson, JN-IN