

AMERICA'S BOATING CLUB
For Boaters, By Boaters®



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The Peralta Helmsman

www.peraltasquadron.org

Go Cruising, or simply go on a cruise?

D/Lt/C Norm Pennington, SN-ON

There is a difference between going cruising or simply going on a cruise. Going cruising requires that one take their own boat and cruise in local waters, or take an extended cruise along the coast heading towards foreign waters. Alternatively, one can take a bareboat charter from a domestic or foreign port that will usually require travel to reach the charter company. Going on a cruise usually involves flying to a foreign or domestic port and board a cruise ship for an extended voyage in international waters, either returning to the point of embarkation or to a foreign port and returning home by air.

Going cruising on your own boat requires that you maintain the systems aboard your boat for an extended cruise and that you take consumable mechanical components such as belts, hoses, clamps, bulbs, bilge pumps and filters. You will also need to carry additional fuel, water, oil and other supplies to keep the propulsion systems functioning. If your boat has a generator, then you will need some spares for that system. Since space is at a premium, you will need to consider the type of clothing you will need to take with you as well as the type of luggage. Obviously, you will not have space to carry hard suit cases. Next, you will need to carry provisions to get you and



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- Mike Holmes on the time he was stuck in Dutch Harbor
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your crew to the next port of call. If, instead of sailing to your cruising destination, and your boat is small enough, consider trailering your boat to where you plan to launch your boat. If you are planning on visiting foreign ports, you will need a passport and your VHF radio will need a license issued by the FCC.

An alternative to using your own boat is to charter one. Charter companies usually handle provisioning and their fleet of boats is generally well maintained. Charter companies may have a limitation as to where you may use their boats, such as distance from the point of embarkation. Should you have a problem with a breakdown, the charter company may need to rescue you and their craft for repairs. When cruising in foreign waters, you will need a passport for everyone traveling with you. There are also specific rules when clearing customs in foreign ports. Like with your own boat, space is at a premium for clothing.

The important thing to consider is to do your homework when cruising. Tour guides are available that describe the many anchorages and ports of call including camp grounds, visitor centers, marinas, shopping, and restaurants. This can be a very rewardable experience as you can take your time to explore the region that you are cruising.

I would recommend that your cruise leader take the Cruising and Cruise Planning course and the Cruising Boats and Cruising Seminar and the Crossing Borders seminar. I would further recommend that the person serving as the navigator complete the Advanced Marine Navigation (formerly Advanced Piloting) course, and at least one in the crew have taken the courses in Marine Electronics, Engine Maintenance and the Weather Course and become familiar with the various systems aboard the craft.

As an alternative, consider taking a cruise aboard a cruise ship. Cruise durations can be a little as a few days or can go on almost indefinitely. You pick the cruise line and the destination and the cruise line will provide some alternative ships to travel on. Once you have decided on a cruise and the ship, you can pick out your stateroom and the amenities that go along with it. From the point of embarkation until the end of your voyage, your days aboard the ship will be planned to give you the most rewarding cruise experience. Sleep as long as you wish, eat and drink as much as you want and enjoy the solitude that cruising can provide. Cruising is much like staying in a five-star hotel that is able to travel the world to some of the most fascinating places. While in port you are able to visit local places of interest and experience local cuisine, shopping or tours to places that you would never tour on your own. When you return to your ship, you can relax and enjoy an afternoon tea or coffee with a treat before heading to the pool or hot tub. Since space is not as critical as cruising on a small boat, bring your suitcases with all the outfits that you intend to



Executive Officer's Report

By Lt/C Nick Pack, JN



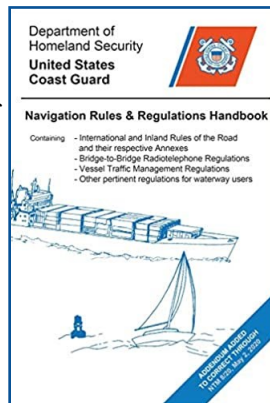
As 2021 grings to a close so does our Vessel Safety Checks end for the year. However, it is never too late to get a vessel safety check to ensure the safety of your passengers and your boat. Our Vessel Examiners, Norm Pennington, Rick Erickson and myself are ready to perform a safety check at any time and especially after the

turn of the new year for the new boating season coming in 2022.

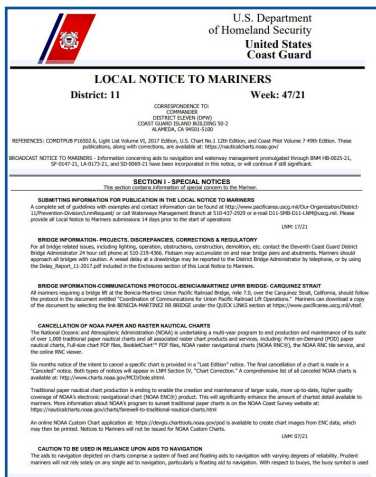
For 2021, I believe we have a good year. We were able to inspect some of the boats from Trilogy Fishing Club and the Potter Yachters, plus individuals totaling 33 vessels.

I am hoping members will get their Safety Checks for 2022, if for no other reason, I referring to the article “Why VSCs Matter” by Jack Singletary in the Fall 2021 issue of the Ensign Magazine. It refers to Gas Fumes in the bilge after topping off the fuel tank.

In case you were not aware, owners of boats that are greater than 39-feet are required to carry a copy of the Coast Guard Rules of the Road. Electronic copies are allowed providing they can be obtained during a safety inspection by the Coast Guard and the Vessel Safety Check. Of course, a paper copy is always preferable in case of electronics failures.



For those who boat regularly on the Bay or in the Delta, it is highly recommended that you subscribe and read the Local Notice to Mariners (LNM) for Coast Guard District 11. The LNM is published weekly providing special notices such as projects, discrepancies, corrections and regulatory bulletins covering such issues as



See XO Report on Page 11

Administrative Officer's Report

By Lt/C Alan Smith, P



This has been another tough year to organize any boating activity in advance. I didn't get much time on the water this year.

Just when it seemed like the pandemic is improving then a few weeks later the pandemic starts to rise again. At least we were able to have our District rendezvous in Rio Vista during the summer.

For me I canceled many of my summer activities to travel around the country.

By the time this article reaches you Thanksgiving will already have happened. It looks like things are starting to get back to the new normal. The Peralta Christmas party is coming up very soon. With the loss of our club house we will have to settle for a dinner at a restaurant. That will have to do for now.

It looks like our highly attended crab feed is back for 2022! Watch for information coming out. At the January planning meeting we will try to get back to fun activities again.

On the Calendar:

December 11— Peralta Holiday Dinner at Pier 29
1148 Ballena Blvd Alameda, CA 94501
 All Members Welcome

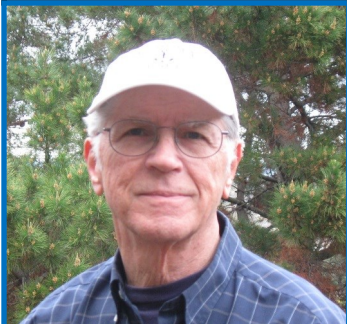
December 13 — Peralta Executive Committee Meeting
 Via Zoom, All Members Welcome

January 10 Peralta Executive Committee Meeting
 and Calendar Planning Meeting, Via Zoom,
 All Members Welcome

January 29 Peralta Crab Feed,, Oakland Aviation
Museum, 8252 Earhart Rd, Oakland
 All Members Welcome

Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN-ON



In my last report I discussed USPS (America's Boating Club) seminar offerings. I may not have covered them all, but there are now eighteen seminars that are available. As you may not know, we lost access to our classroom facilities at the San

Leandro Yacht Club. The club had to close for a variety of reasons, but mainly due to the loss of yacht club members required to sustain the yacht club operation. This coupled with the Covid-19 pandemic the club was no longer a viable place to hold courses or activities. Obviously, we have not been able to offer any courses or seminars. Hopefully this will change when we locate a new facility to operate from.

The good news is that is an alternative to classroom learning and that is the virtual classroom that you can attend on a schedule that is convenient for you. America's Boating Club provides three distinct types of online boating education

Virtual classroom courses and seminars - presented as if the student were in a classroom. A comprehensive student guide in PDF format supported by a narrated slide presentation. In the case of our Boat Handling Course, an online exam and if passed, course credit for our members. This site, <https://uspsonline.lmscheckout.com>, is the home for these courses and seminars.

Interactive online seminars – These interactive offerings are fully redeveloped versions of America's Boating Club's seminars with the student interacting on various screens to reinforce learning. The student also has complete control over navigating through the content so any screens can be viewed any time as the student wishes. Beginning in August 2021, these are also sold at this site, <https://uspsonline.lmscheckout.com>.

America's Boating Course Online – Extensive course preparing student to get state boating card and start

having fun on the water. Available in Spanish and English. Includes comprehensive, full-color, downloadable, 288-page course book also available in Spanish or English. It can be found by clicking on the blue tile at <https://AmericasBoatingcourse.com>

The following seminars are available at \$24.95 each:

- Using Nautical Charts
- How to use a GPS?
- All about Marine Radio
- Weather for Boaters
- AIS Electronics for Boaters
- Planning your Boating Cruise
- Cruising Boats and Systems
- Boating on Rivers, Locks and Lakes
- Propane Systems on your Boat
- Crew at the Helm (also known as Partner in Command)
- Hurricane Preparation for Boaters
- Rules of the Road: A Practical Approach
- Anchoring with Assurance: Don't Get Carried Away
- Boating with Confidence: Handling your Boat Underway
- Confidence in Docking and Undocking: Slow Speed Maneuvering
- Emergencies on Board: Preparation for Handling Common Problems
- Knots and Line Handling: The Knots You Need to Know

The following courses are available at \$67.50 each:

- Weather – 2021
- Boat Handling

The following Webinars are available at \$24.95 each:

- Weather Forecasting for Mariners: the 500 Millibar Chart
- Computer Weather Forecasting
- Thunderstorms and Severe Weather
- Living Aboard
- Ocean Currents and Computer Navigation
- Ocean Waves
- Personal Watercraft Operations

If you have any questions or would like more information, feel free to drop me a line and I will get back to you as soon as I can.

This part covers America's Boating Club courses and seminars, now let's take a look on the next page for courses and seminars offered by Boat US.

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Available Seminars from the BoatUS Foundation

Modern Marine Navigation—Learn the basics of plotting, reading charts, identifying ATONs and using them to find your way on the water. The BoatUS Foundation and the United States Coast Guard Auxiliary present Modern Marine Navigation! \$40.00

Offshore Sailing School's Learning to Sail—Jump start or refresh your sailing skills with interactive lessons from America's #1 Sailing School.

The Colgate Offshore Sailing School Learn to Sail online course starts with the sailing basics and takes you through the intermediate level. A product of renowned sailing educators, Steve and Doris Colgate, this course provides the skills and knowledge to handle a sailboat up to 30' with confidence.

Who Should Take This Course? Designed for those with no sailing experience as well as returning "rusty" sailors, this course sets the stage for embarking on the sailing lifestyle. \$39.50

Weather for Boaters (ABC) - Weather makes the difference between a great day and a lousy day on the water. Recognize and prepare for whatever weather comes your way. \$34.95

All About Marine Radio (ABC) - This course will teach you how to choose the proper Marine VHF radio for your boating style and give you the confidence to operate it effectively. \$34.95

How to Use GPS (ABC) - Are you new to electronics on your boat or uncomfortable with the operation of the electronics that you have? We can help! \$34.95

Cruising Boats and Systems (ABC) - Having the right boat, systems and electronics can make cruising more enjoyable. This seminar outlines your options and helps you determine what is right for your type of cruising. \$34.95

Crew at the Helm (ABC) - Are you a regular passenger on your family's or friend's boat? Become more confident with anchoring, handling emergencies, first aid and more. \$34.95

Boating on Rivers, Locks and Lakes (ABC) - Learn about boating on the more than 30,000 miles of America's inland waterways – increase your confidence and your fun on the water. \$34.95

Hurricane Preparation for Boaters (ABC) - Protect your boat from the ravages of wind, waves, torrential rain, tidal surges and high water. \$34.95

AIS Electronics for Boaters (ABC) - Are you new to electronics on your boat or uncomfortable with the operation of the electronics that you have? We can help! \$34.95

Propane Systems on Your Boat (ABC) - The interactive online seminar, Propane Systems on Your Boat, gives you the tools you need to use propane fuel safely on the water. \$34.95

Planning Your Cruise (ABC) - This seminar will give you all of the basic knowledge & skills necessary to prepare for your first voyage or act as a refresher for more seasoned cruisers. \$34.95

Clean Boating—The course is free to everyone who wants to learn more about clean boating and taking care of our waterways. Free

To enroll in BoatUS Seminars, head over to <https://courses.boatus.org/categories/type/course-group-1>

** Items designated as (ABC) are USPS/America's Boating Club seminar offerings. Check <https://www.boatus.org/courses/> To learn more or to sign up for these seminar offerings.*

The classroom may be empty now, but learning can continue online.



THE TIME I WAS STUCK IN DUTCH HARBOR, ALASKA

MIKE HOLMES, P



I recently made another career change. After spending the past year in commercial real estate investment sales, I made the move back to a role that leveraged my core skills of operations and my passion of being on the

water. I started as a Vehicle Operations Technician for Saildrone, a technology startup located at the old Naval Air Station Alameda.

Founded by Richard Jenkins, who set the land speed record by a wind powered vehicle at 126mph, Saildrone builds semi-autonomous sailing vessels used for scientific research, maritime domain awareness and ocean floor mapping. The company recently completed series C funding in the amount of \$100M which will allow for the next growth phase in the coming year.



The Vehicle Operations Technician role is responsible for the logistics of preparing a drone for deployment, sea trials, dismantling for shipping, reassembly at the deployment site, deploying the drones and reversing the process once the mission is over. To sum it up, I get paid to work on boats.

After only five weeks on the job, I was headed to Dutch Harbor, Alaska to recover a few drones that spent the summer in the Bering Sea and up

towards the Arctic Sea ice. You may find the name of Dutch Harbor familiar, as it features in the TV show *Deadliest Catch*.



Arriving on a Tuesday in October, we were done with our work by Thursday and ready to fly out, but our flights were canceled due to an incoming storm. This storm would be the largest of the season thus far with sustained winds over 40mph for 11 hours and a recorded wind gust of 132mph. Needless to say, the airport was closed, and our flights were rebooked for the end of the weekend.

Our next opportunity to fly out came on that Sunday. All packed, checked out of the hotel, rental car returned, we checked in for our flight. The first flight of the day was departing, and things were looking positive that we would be able to fly out too. I started tracking on [Flightradar24.com](https://www.flightradar24.com) the inbound flight that would be our plane off the island. At 5 miles from the airport the plane aborted the landing procedure and returned to Anchorage, some 3 hours of flight time away.

With our flight canceled, the next available flight off the island for us would be Thursday, a week after we were originally supposed to fly out.

So, what is there to do on an island and a town that is solely there to support the nations largest commercial fishing industry? We drove on the sole

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road that does a loop out of town, checking out the local beach and doing short hikes in the tundra.

It's not the most pleasant hiking weather at 38 degrees! We also spent a night or two at the main local watering hole, the Norwegian Rat Saloon, or locally known as "The Rat". My manager has stories from prior work trips where they met the captains of some of the Deadliest Catch boats at "The Rat".



The natural beauty of the island is hard to describe. Snow capped mountains adjacent to the ocean and the untamed beauty of nature as one looks around the natural amphitheater of Captains Bay. This was my first time in Alaska.



Bald Eagles and Golden Eagles spend time on crab pots and fishing gear stored on land, waiting

for a tasty rodent to appear. Such a rare bird to see in the wild of California, here in Alaska they are so plentiful, you just look up to see one. As seagulls sit atop light poles in parking lots, so do Bald Eagles, as I glanced up walking from the airport parking lot to the terminal.



On Monday we went to the airport to see if there were any outbound flights and if we could get on the standby list. We heard that seats on privately chartered aircraft were selling for \$1,600 each for a 3-hour flight to Anchorage.

Ready to head back home, our group decided we would get to the airport Tuesday morning at 0730 and wait in line to get our name on the standby list. The weather window looked promising.

Arriving at the airport we were numbers 4, 5, and 6 in line. The ticket counter did not open for another hour and by the time they did, the line was at least 20+ people deep looking for a flight out. We proceeded to wait for the first flight to arrive. As the outbound flight check in process was nearing completion, we hear the ticket agent call the first 3 names on the standby list. Then, the first person in our group, then my name, and finally the name of my manager. Could this be it? Could we be leaving today?

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Cruising from Page 2

wear from morning casual, pool side and formal, if you choose. However, Evening Chic attire has replaced formal attire. While dressier than Smart Casual, Evening Chic is intended to be less dressy than Formal attire.

I have been on two bare boat charters in the Caribbean, and Judy and I have been on two bare boat charters in the San Juan's as well as eight cruises aboard ships cruising the length of the Pacific Coast, the Panama Canal, Hawaii, Australia and the Society Islands, the Gulf of Mexico and the Atlantic Ocean to Europe, the Azores, the Mediterranean Sea, and to the United Kingdom. Our next adventure in October 2022 will be a return trip across the pond visiting Italy, Corsica, Spain, Gibraltar, Bermuda and Ft. Lauderdale. We will especially enjoy eight days at sea to totally unwind and relax what will be lazy days at sea with some great friends to enjoy our journey with.



If cruising is of interest, consider a bareboat cruise in the many cruising locations around the world, or come cruise with us on our next adventure on the Mediterranean Sea and over the Atlantic

Photos from the Folger-Pennington Collection

Dutch Harbor— Continued from Page 7

We go to the counter, and they start processing our tickets and collecting our luggage. But, when they get to my manager, the 6th person on the standby list, they make him wait. There seems to be an issue as there is still one person that has not checked in. The ticket agent talks to their manager, a tense few minutes pass, then they print his ticket.

Just then a young woman shows up at the ticket counter. Flustered, she says she slept through her alarm and needed to check in for her flight. The ticket counter agent looks at her manager, he then turns to the young woman and says sorry, the check in process is now closed. There is then a subtle nod from the ticket counter manager to the ticket agent to hand the boarding pass to my manager. Tickets in hand, we proceed to board the aircraft. Talk about a tense few minutes!



With my new job there will be plenty more trips and experiences like this as I contribute to a company that is helping collect data on the World's oceans. Exciting times are ahead!

All photos from the Mike Holmes Collection

Member Benefits

Our benefit package is growing rapidly. The benefits are structured to the USPS MEMBER, and can only be obtained by a person with a current membership card. Below is a list of benefits, categorized and in alphabetical order.



Advancing Education

- Great Lakes Cruising Club School
- Mariner's Learning Guide - Captain's License Software

Goods and Services

- 11th Hour - Printing Promotional Services
- Caskey Monogram & Embroidery
- HelmsBriscoe
- Life Lock
- Office Depot/Office Max
- SmartPlug
- Solude Coffee
- UPS Shipping
- Vistaprint Corporate

Health Benefits

- American Hearing Benefits
- HeartSine
- Life Line Screening
- MyMedic - 1st Aid & Supplies
- USPS Prescription Savings Card

Insurance Benefits

- BoatUS
- Farmers Insurance Discount
- LTC Global, Long Term Care Insurance Program
- LTCR Long Term Care Insurance Program
- America's Boating Club Boat Insurance Program
- Travelers Auto and Home Ins. Program
- VPI Pet Insurance
- VSP Individual Vision Insurance

Marine Benefits

- Boatfix
- Coastal Explorer from Rose Point
- GPS for Mariners
- Hamilton Marine
- McGraw Hill
- Sea Tow
- Soundings
- Weems & Plath
- Wow Training Aids

Travel Benefits

- Avis
- Budget
- Cruises Only
- DAN Boater
- Endless Vacation Rentals
- Motel 6
- On Call International Medical & Travel Assistance
- Orlando Vacation.com
- Red Roof Inn
- Road Scholar Program
- TNT Vacations
- Wyndham Hotels
- Wyndham Extra Holidays
- USPS Vacation Center

ABC Benefits

- America's Boating Club App
- America's Boating Channel Subscription
- Highway Mariners
- The Compass Newsletter
- The Ensign® Magazine
- Port Captains Program

Peralta Sail and Power Squadron invites you to our
Holiday Dinner Party

7:00 p.m. on Saturday, December 11th

Pier 29 Restaurant in the Ballena Bay Marina
1148 Ballena Blvd, Alameda



If you would like to attend, please RSVP Alan Smith by Wednesday, December 8, either by telephone (510) 581-5932 or e-Mail to alans3@aol.com so that he can reserve a spot for you. We will be ordering off the menu so you can have your choice meal and beverage



**Peralta Sail and Power
Squadron**

Annual Crab Feed

Saturday, January 29, 2022



at the
Oakland Aviation Museum

8252 Earhart Rd.
Oakland, CA 94621



Arrive after 5:00 p.m. and tour the museum
Fresh Crab Dinner 7:00 p.m.

Menu:

Salad, Pasta, and Fresh Crab
French Bread

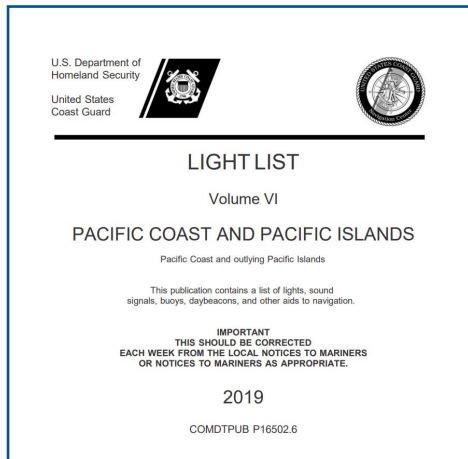
Dessert, Coffee, and maybe something special

Cost and signup to be announced in early January, meanwhile mark your calendar and plan on attending the crab feed at this wonderful venue

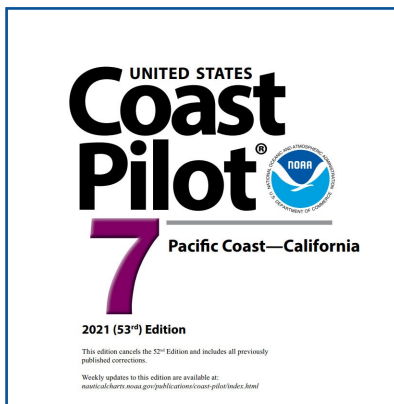
XO Report continued from Page 3

bridge information, chart changes, local aids to navigation, construction, dredging operations, seasonal changes with sound signals on buoys, and changes in light characteristics. Additionally, speed reductions, submerged objects are noted. Discrepancies such as missing buoys, lights that are out of service, damaged ATONs including those appearing on charts and the light list as well as private aids. There are also (electronic) chart and publication corrections. A typical LNM is usually about 22-pages in length that may contain attachments providing additional information. The LMN is downloadable and free of cost.

In addition to the Local Notice to Mariners, there is also a Light List that describes all of the Aids to Navigation, and there is a Coast Pilot that describes what is seen on a nautical chart in prose. The Light List Volume VI, 2019



Edition with 329-pages covers the Pacific Coast and the Pacific Islands. The 2021 Edition of the Coast Pilot with over 370-pages covers California, Oregon and other areas in great detail. These publications are easily downloadable and are free of costs.



The Local Notice to Mariners, the Light List and the Coast Pilot are excellent references when exploring new areas as well as keeping up to date on changes to areas that you are already quite familiar with.

By the way, January 2022 Persons 45-years of age and younger will need the California Boater Card to operate a boat. This also applies to those who supervise children ages 12 – 15 years.

2020-21 Bridge

Commander:

Cdr Rick Erickson, SN-IN

Executive Officer:

Lt/C Nicholas J. Pack, JN

Educational Officer:

D/Lt/C Norm Pennington, SN-ON

Administrative Officer:

Lt/C Alan Smith, P

Secretary:

Lt/C Barbara Waldstreicher, JN

Treasurer:

D/Lt/C Judy Pennington, P

Assist Educational Officer:

1st/Lt Ricardo L. Mares, P

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P/C Janis K. Chapman, AP

Susan Ann Holmes, S

P/Lt/C Fred Holmes, AP

Nominating

P/Lt/C Josette Mares, S

P/C Melba J. K. Hale, P

Rules

1st/Lt Ricardo L. Mares, P

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

P/Lt/C Vickie Erickson, JN

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of Peralta Sail and Power Squadron

San Leandro, California



OUR JOURNEY ON THE CELEBRITY EDGE

By Lt/C Barbara Waldstreicher, JN



The day we waited so long for finally came, for us all to finally, again, play the cruising game. The 3:00 pick up time came might early in the dark, however, the drive down the freeway ended in an easy park.

Rick almost forgot his phone in the car prior to airline check in, luckily Vickie was able to retrieve it in time for our trip to officially begin.

The Delta flights were almost completed without a hitch, except for the O2 Rick was administered for a necessary glitch.

The embarkation process could not have gone any more smooth, and seeing Judy Ireland upon entering the ship was an emotional soothe.

Seeing the ship shove off and hearing the 3 horn blast, brought back many memories of great cruises from the past.

Article Continued on the next Page



OUR JOURNEY ON THE CELEBRITY EDGE

Continued from the previous page

The clock change on day 2 messed with our morning routine, but there were plenty of tables to choose from for our cup of caffeine.

On our first sea day we enjoyed a leisurely breakfast in the Oceanview Café, there were so many choices to pick from in the large buffet.

As we were getting more comfortable navigating our way on the ship, exploring activities from trivia, lectures, getting lost and losing many a chip.

2nd night dinner came in the Tuscan Restaurant which was chic, everyone wearing their dress up clothes and looking so sleek.

The “Color of Life” was the fabulous after dinner show, the action was non-stop with its continuous flow.

After the show, the casino was the happening place, Barb, Mary, Vickie and Judy were beginning to find their favorite space.

Day 3 came with trivia, relaxing, Café al Bacio and cards, then watching the ship pass the fort which housed many guards.

San Juan Puerto Rico was the first port to get out to shop, Mary, Nick, Bonnie and Vickie were disappointed and their adventure soon came to a stop.

Dinner in the 3rd restaurant, Normandie, was with Dick and his harem, we had to prepare the wait staff so as not to scare ‘em.

The show that night was a singer known as a croon, who was a baritone that belted out a soothing tune.

Day 4 took us to San Maarten for the Double Decker Island Bus Tour, despite the heat and humidity, we were exhausted by the end but managed to endure.

The highlight was Moho Beach to watch the planes take off and land, they were so close you could reach up and touch them with your hand.



Article Continued on the next Page

OUR JOURNEY ON THE CELEBRITY EDGE

Continued from the previous page

Many in our group went to Le Petite Chef for a special animated meal, where the characters prepared our dinner on the table in a masterful ordeal.

The entertainment was a Buddy Holly Tribute Band, whose music sounded great and could have auditioned for Dick Clark's American Band Stand.

Day 5 took us on an early tour of Tortola, British Virgin Isles, where our guide, Roscoe, presented us his culture and residents lifestyles.

We stopped and got out to stretch at Cane Garden Beach, and saw the remnants in the water of the hurricane breach.

Day 6 brought us to Charlotte Amalie in St. Thomas, where Norm finally got to deliver on his promise. For us to experience the Jewish synagogue and learn of its history. and the many stories and meaning of the sand floor mystery.

Bonnie and Dick ventured to the beach for a relaxing time and to wind down, and to get away from the hustle and bustle of the down town.

Rick, Judy, Vickie and Mary stayed on the ship to experience the activities of the day, and met back up with everyone after they passed thru the gangway.

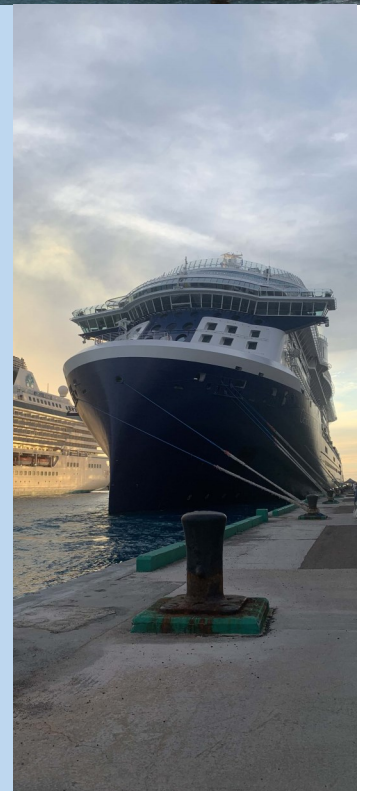
Day 7, a sea day at last, and finally time to slow down and relax, and get our exercise walking multiple times forward and aft making tracks.

We had our meeting with Judy to go over details of our next trip, cruising transatlantic on this beautiful Edge ship.

Afterwards Betsy, Mary and Vickie played in a slot tourney hoping for luck, by rapidly tapping the button and screen completely amuck.

Dinner was evening chic again with everyone dressed up nice, and eating lobster for dinner

Article Continued on the next Page
without worry of the market price.



OUR JOURNEY ON THE CELEBRITY EDGE

Continued from the previous page

Nassau, Bahamas was the last place to tour, many of us went on a harbor cruise to see the city with all its allure. However, when the boat broke down and we were left stranded, it took a while for back-up to rescue us and finally ashore landed.

Bonnie and Dick ventured to the Blue Lagoon Island for some much needed rest, where they reminisced of the trip and decompressed. Our cabin steward, Nicole, needs to be recognized for all her good deeds, and meeting each and every one of our needs.

It was a joy to have our travel agent extraordinaire on our ship to keep an eye on us, so we did not have to stress, worry, rant or cause a fuss. She was always looking out for us and keeping us in the loop,

which was very appreciated from our 9-member group.

Now we must go and

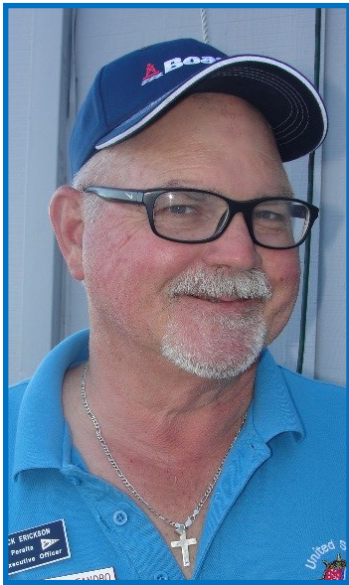


THE PERALTA HELMSMAN

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



Commander's Comments



Greetings, Shipmates,

Another season is drawing to a close. We continue to watch and wait and wonder when the COVID pandemic will ever end. Thankfully, the rains have reappeared.

While our social calendar has been on hiatus, the Education Department remains in full swing. Our Education Officer continues to plan ABC courses, seminars and the like.

There is a rumor spreading that he has developed a plan to conduct a robust schedule of On-The-Water certifications and skills demonstrations while also serving to develop and certify new trainers. Have you considered 'upping your game' by participating in some on-the-water training? The BOC program is a great way to refresh your skills and apply them in a practical setting on your boat.

Several of us recently returned from an 8-night Eastern Caribbean cruise where a good time was had by all. The weather was warm, the islands were friendly, and the water was that special blue that I cannot adequately describe in words. What struck me was the nautical traditions that I was able to observe during a short ceremony commemorating Veterans Day and

Remembrance Day. A truly international flavor with the same message of nautical pride and respect for fellow sea travelers

And I was again impressed with the seamanship displayed by the ships officers in meeting their schedule while ensuring the safety of the ship.

The ExCom met last evening to discuss a holiday get-together dinner at the Pier 39 Restaurant at Ballina Bay on December 11th, and our annual Crab Feed to be held on January 29, 2022 at the Oakland Airport Museum from 5-9 pm. Please add these events to your calendar and come on out.

I will close with my best wishes to each of you, and a reminder that we will emerge from this difficult time if we remember to be safe and look out for each other. I encourage you to reach out to your friends and fellow boaters, staying in touch and keeping our collective spirits up. Remember: "Smooth Seas Never Make for a Skilled Sailor".

Hoping to See You Soon!!
Commander Rick Erickson, SN-IN

