

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



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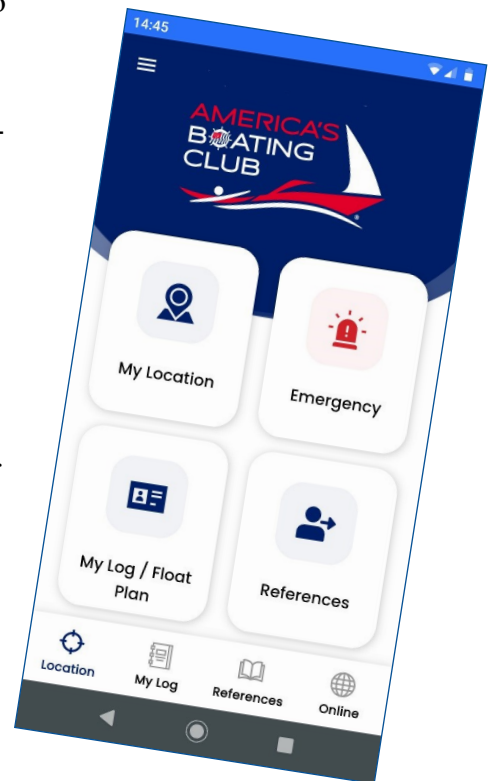
# The Peralta Helmsman

[www.peraltasquadron.org](http://www.peraltasquadron.org)



Recreational boaters have far more electronic accessories that were available 10 or 20-years ago. Those that were available were hardwired to the boat's electrical system. Those who have taken Marine Electronics know that these devices quickly become outdated as newer products become available. However, they all have something in common, they must be attached to

the vessel to operate. The good news is that for owners of smart phones and other wireless devices, there are applications, known as apps, that can be downloaded to provide information such as weather and navigation assistance. I found a list on the USPS Educational Department website that contains numerous apps in the area of Astronomy, Education, Medical, Navigation, Reference, Sailing, Travel, Utilities, Weather and Miscellaneous. <https://www.usps.org/departments/13000/13000-apps-for-boaters>. (The list of apps is not up to date, but serves as a guide in what is available) Let's not forget the America's Boating Club app that contains a whole host of information including online access to Membership & Benefits, Events & Meetings, Ship Store and an exten-



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## Also in this Issue:

- Messages from our Commander and Bridge Officers
- Alan Smith on America's Back Roads
- California Boater Card Advisory
- P/C Conway Pendleton crossing the Bar
- Boater Certifications Made Easy
- And a bit More ...



## Executive Officer's Report

By Lt/C Vickie Erickson, JN

Greetings fellow boaters.

*Although the pandemic continues to grow there is hope in the near future. A vaccine has been made and is just waiting for approval. The CDC has approved the treatment that was used for President Trump when he contracted the covid19 virus. So we are on our way to going back to our old way of doing things. We probably will not be able to have a gathering until spring or summer. As for the crab feed we have a venue, but it will have to be conducted within CDC guidelines for social distancing.*

*We no longer have the San Leandro Yacht club for our executive meetings but have been conducting the meetings on ZOOM, it is great to be able to see and speak to everyone. If you are interested in attending the Zoom meeting let us know so we can get the link, date and time sent to you.*

*In the meantime be aware of what you do and follow the CDC guidelines as of today they are:*

*To prevent infection and to slow transmission of COVID-19, do the following:*

- *Wash your hands regularly with soap and water or clean them with alcohol-based hand rub.*
- *Maintain at least six feet distance between you and people coughing or sneezing.*
- *Avoid touching your face.*
- *Cover your mouth and nose when coughing or sneezing.*
- *Stay home if you feel unwell.*
- *Refrain from smoking and other activities that weaken the lungs.*
- *Practice physical distancing by avoiding unnecessary travel and staying away from large groups of people.*



*I am looking forward to seeing you all again.*

# 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**

# Peralta Helmsman

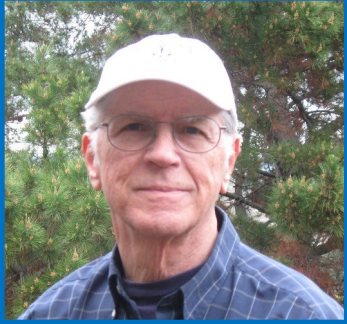
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**D/Lt/C Norm Pennington, SN, Editor**  
650-595-2169 or  
nwpenn@sbglobal.net  
Quarterly publication

## Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN-ON



### *For Boaters, By Boaters*

With the change of the Fall meeting in Raleigh from a Governing Board to a virtual conference, there is really not much news to report. Covid-19 has essentially shutdown most activities, especially those that involve meetings or activities, classroom and on the water instruction. In California and more specifically in the Bay Area, rules and mandates regarding gathering seem to be in a constant state of flux, first we are closed, then we are open only to be closed again. This makes planning extremely challenging for the changing environment. To put another damper on things, we lost access to the San Leandro Yacht Club as they were required to shut down due to going out of business. However, there is hope that we will survive and eventually resume some sort of normalcy.

Meanwhile, as we self-isolate, there are a number of free learning opportunities that exist on America's Boating Channel. (<https://americasboatingchannel.com/>) Here are just a few of the free short videos that are available:

- Boater Education
- Engine Cut-Off Devices
- Life Jacket Care
- Behavioral Consequences
- Introducing ATONS
- Dispelling BUI Myths
- Life Jacket Labels
- Electric Shock Drowning (ESD)
- Cold Water Survival
- Wear a Life Jacket!

- Safety Tips for Paddle Sports
- Stand-Up Paddleboard Safety
- Electronic Navigation with GPS
- Situational Awareness
- What Is BUI?
- Dangers of BUI

On the fifteenth of each month for the next four months, the America's Boating Channel will



be distributing a new video in their "Knots to Know" series produced by COMPASS, the United States Power Squadrons (USPS) America's Boating Club's monthly electronic magazine, under a grant from the USPS Educational Fund, Inc. The latest in the series is how to tie a Bowline. Other videos are added each month with the most recent on MMSI. For more information, visit: [bit.ly/BoatingEd](https://bit.ly/BoatingEd)

In our squadron we have already conducted distance learning with several courses including Navigation and a seminar with very good results. Most importantly, members are receiving recreational boater education while we hunker down and wait for Covid-19 to subside. Despite cancelling

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sive Reference section.

I have previously talked about the OpenCPN App for navigation that uses NOAA charts. Three others that look promising are Weather: Live Weather Forecast & Widgets, Marine Traffic showing ship positions, and the American Red Cross First Aid App. With the exception of OpenCPN, the others should be available from the iTunes Store for the iPhone and the Google Play Store for most Android devices. Many Android apps are also available on the Kindle Fire (Amazon) Appstore.

On the lighter side, many boaters enjoy games, especially games of competition. I have grown fond of dominoes and have been very successful at beating the computer more that 80% of the time. The skills and techniques I have learned have allowed me to be fairly competitive when playing the game with others.

Many apps are free but not all. I found one that had a one-day free trial. When looking for apps, be sure to check the user reviews before downloading as some contain undesirable features that I would categorize as bugs.

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all activities including the upcoming Crab Feed, our Executive Committee continues to meet monthly utilizing Free Conference Call and a new comer to us, Zoom. We are able to conduct meetings and attempt to plan for the coming months. Although no decision has officially been made, we are likely to hold our Annual Change of Watch in February using Zoom.

Until next time, stay safe.



## 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

## **Travelling America's and the world's backroads**

**P/C ALAN SMITH, P**

What can we do for our boats during a pandemic in the fall season? Well maintenance and storage until the weather improves in the spring. I have found it interesting how different parts of the country store their boats in the winter season. Of course my observations are a broad generalization of how different parts of the country do their boat.

Last October my wife and I drove to Seattle to visit our daughter. While in Seattle I found it interesting how they winterize their boats. There were large areas where boats were dry stacked in the open. In other areas there were acres of boats also sitting out in the open. I would have thought with all the rainy winter weather the boats would have been stored out of the weather. I would not want to perform my winter maintenance out in the open.

Years ago traveled the north eastern part of the country along the Ohio River. I stopped by a few marinas to see what boaters do during the off season. The winters are harsh enough that many boaters store their boats inside giant sheds.

Another reason the boats are pulled out of the river is that the spring river surge is strong enough that a docked boat can get swept away or damaged from floating debris. The area I visited along the Ohio River even the docks are pulled out of the water so they don't get damaged or swept away.

Also for boaters that live only on rivers I thought it interesting that you can only boat upstream or downstream. Navigation is really easy.



## California Boater Card Update

In case you have not heard, the California Legislature passed Senate Bill 941 in September 2014 that a person shall not operate on waters subject to the jurisdiction of the state a vessel that is propelled by an engine, regardless of whether the engine is the principal source of propulsion, unless the person 40 years or younger has in his or her possession a vessel operator card issued by the Division of Boating and Waterways on and after January 1, 2021. This also applies to any individual of any age supervising another individual aged 12 through 15. To avoid the rush, I would recommend those turning 45 years in 2022 to apply for their California Boater Card in 2021.

You ask yourself, so what? A violation of not having a California Boater Card is an infraction. A person convicted of an infraction for a violation of this shall be punished as follows:

- (1) For an initial conviction, by a fine of not more than one hundred dollars (\$100).
- (2) For a second conviction, by a fine of not more than two hundred fifty dollars (\$250).
- (3) For a third or subsequent conviction, by a fine of not more than five hundred dollars (\$500).

In addition to the fines the court shall order a person convicted of violating this article to complete and pass a boating safety course approved by the division. The cost of a California Boater Card is (\$10). This is really an easy math problem, \$10 verses \$110 plus the cost of the course.

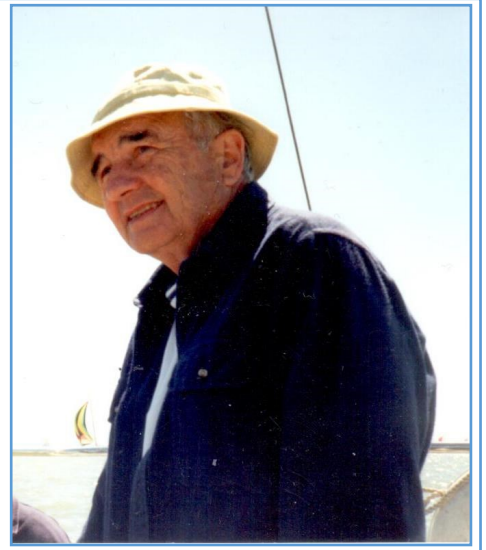
You say, I took a Safe Boating Course years ago. Do I need to take the course again? As of January 1, 2019, DBW will only accept proof of passing approved boater education courses taken since January 1, 2018. Older courses may not include recent state or national changes to navigation law.

For more information about the California Boater Card, visit DBW's website: <https://californiaboatercard.com/>



## P/C L. CONWAY PENDLETON, JN CROSSING THE BAR

P/C Conway Pendleton, JN passed away the 19th of November after suffering from a heart attack a few weeks after his 95th Birthday. Conway is survived by his sons, Reed and Don. Conway's wife, Dorothy passed away in October 2017. Conway was an avid boater, accomplished in both power and sail, however his first heart attack, Dorothy insisted that he give up boating and sticking with golf. Besides Peralta, he was a member of the Spinnaker Yacht Club in San Leandro as well as the Discovery Bay Yacht Club. When he had his business, he was involved in community affairs as well as his local Rotary chapter. With Peralta, Conway was a certified instructor and up until we transitioned from using an overhead projector to computers with PowerPoint he was an active instructor. Conway was a member for 41 years earning 33-merit marks and a life member.



### P/C Dick Folger, writes:

There was a time when Conway ran a gas station in East Oakland. Being a people guy he was easily successful and later began a printing business called Copyrama. With his right hand Dorothy to keep tabs on income and outgo, there was more income eventually. Conway was a visionary and bet on the emerging quick print business. He once had a store at Southland near McDonald's and offered a free sample scratchpad with your name on it on demand.

Despite being "competitors" I liked Conway and soon learned he was a boater. When I was taking JN he used to help teach classes at the San Leandro Yacht Club. We were also in Spinnaker Yacht Club and USPS together. Once he invited me to spend the night at his home in Discovery Bay. We sailed together in a Club outing that took us down to Carmel Bay and Stillwater Cove. The next morning, we sailed up around Point Pinos and struck a



course for Moss Landing Harbor. It was a wonderful sail and as our reward we went to the Whole Enchilada for dinner. The next day we left Moss Landing and headed for Santa Cruz. On the way the wind suddenly piped up. According to Conway's anemometer it was gusting near 50 mph. Up ahead we saw boats that had ventured out of Santa Cruz Harbor with knockdowns and wildly flapping sails. We made it safely into Santa Cruz and eventually on back to San Leandro.

If there was ever a flaw in Conway's character one might question his alleged attempt to make young Eric Holmes an alcoholic.

We were in Napa after a squadron cruise event up from Vallejo. A wide

-eyed and innocent 14 year old Eric was seen being offered a sip of Scotch from Past Commander Pendleton. This moment was forever frozen in the now iconic photograph that appeared in the Peralta Helmsman.

We lift our glasses to you, dear Conway You were a joy to know and looking back, I cannot help but say, "to love."



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**P/C Melba JK Hale, writes: MEMORABLE MOMENTS WITH CONWAY**

Aboard his boat when Barbara Waldstreicher and I crewed for him on a Peralta Squadron summer cruise. He was a gracious captain and instructor as we experienced assisting some other boaters in distress.

When attending Squadron functions at San Leandro Yacht Club, his effervescent smile always made me feel welcome.

When we were attending a birthday celebration for Rick Mares, Conway was designated to extend to me the formal invitation to serve as Squadron Commander for a second term. Bridge members knew I could not say “no” to him. That night, and for many occasions following, we laughed about hearing railroad whistles.

When he and Dorothy opened their home for the Christmas/Holiday dinners it was a joy to see him in the role of Chef Extraordinaire. The wonderful dinners always included a mug filled with candies for each guest.

Thank you, Conway, for being a “forever friend” to those of us that had the privilege to know you. We will miss you.



**D/Lt/C Norm Pennington, writes:**

I was probably one of Conway’s youngest customers at his Standard Oil Station in East Oakland. I remember one occasion where I went to his station to fill the tire on my bicycle. Being inexperienced in handling the air hose I managed to “pop” the tube. I asked Conway what can he do to help me out and he said “Nothing.” Some 30-years later I met him again, this time at the San Leandro High School in the Safe Boating Class. I was truly impressed with the very knowledgeable cadre of instructors: Bob Ellington, Bill Hanke, Emery Zajec, Art Dwyer, John Schantin Jr., and of course, Conway Pendleton. All Past Commanders.

I was also invited to go boating with Conway, this time aboard his Chris Craft express cruiser from Discovery Bay up to San Joaquin Delta’s Island on the San Joaquin River near Stockton. This was a Cooperative Charting cruise where I learned a little about boating aboard a power boat and Cooperative Charting. Those in the boat next to us were Bill, Art and John, and his son John the III. That bunch kept Judy & I in stitches for hours, of course, Conway and Dorothy did not hear anything. During the night it rained, so Judy & I experienced our first boat outing in the rain.



A few years later when I was serving as Administrative Officer, I was responsible for setting up the summer rendezvous at the Spindrift Yacht Club on Brannon Island. One of my duties was to introduce the members and guests before dinner. Because folks were always referring to me as Pendleton, I introduced Conway and Dorothy as my son and daughter-in-law. That moniker has stuck for all of these years. Later, when Conway was at the Berkeley Yacht Club, he was approached by several members of the former Sequoia Power Squadron. They introduced themselves and welcomed Conway as the district representative to their Change of Watch. Conway informed them they were mistaken that it was his father who would be at their Change of Watch. You should have seen the expression on their faces.

As I would say many times, so long Sonny.



## Nominating Committee Report

The Peralta Nominating Committee presents the following list of Candidates for the  
2021 – 2022 Bridge:

**Commander** ..... Cdr. Rick Erickson, JN-IN  
**Executive Officer** ..... Lt/C Nick Pack, JN  
**Educational Officer** ..... D/Lt/C Norman W. Pennington, SN-ON  
**Assistant Educational Officer** ..... 1st/Lt Ricardo L. Mares, P  
**Administrative Officer** ..... P/C Alan Smith, P  
**Assistant Administrative Officer** ..... P/C Melba Jean Hale, P  
**Secretary** ..... P/C Barbara A. Waldstreicher, JN  
**Treasurer** ..... D/Lt/C Judith A. Pennington, P

The next issue of the Helmsman will include the Executive Committee, Rules, Audit and Nominations.

Respectively submitted,

P/Lt/C Josette Mares, S  
 Nominating Committee

## WINTER LAY UP CHECKLIST

As the winter season approaches, or in this case, is already here, boaters need to properly winterize their boat, especially if it is laid up over winter and not used again until Spring. There are many checklists that are available, with most pertaining to the most severe weather conditions. The following are items that I attend to on my boats

### Engine and System Checks

- Change engine oil
- Replace fuel and oil filters
- Check battery terminals for corrosion
- Check battery water levels
- Check engine and Genset zincs, replace if less than 50% remaining
- Check engine coolant levels and top off as needed
- Check engine belts and adjust as needed
- Check fluid levels in the trim tab, power trim and power steering reservoirs
- Check seawater impeller for wear, replace if worn
- Check transmission fluid and filter, change according to manufacturer's schedule
- Install a chill chaser in the boat to combat moisture
- Make sure the fuel tank is full before storing and treat the fuel with storage stabilizer

### Boat Interior

- Check all lights and switches.
- Check torque on bolts and fasteners
- Clean freezer and refrigerator, leaving doors open if turned off to combat mildew
- Close all seacocks before storing (I also clean and empty all sea water strainers)
- Flush head with a sanitizer, empty holding tank.
- Vacuum cushions, mattresses and carpeting

### Boat Exterior

- Check hatches and ports for leakage
- Check operation of all locks and lubricate as needed
- Clean exterior light bulb sockets and check operation of all fixtures
- Do a complete wash of the entire boat
- Spray all light bulb sockets with anti-corrosion spray
- Touch up cracked or chipped gelcoat where necessary
- Wax the hull and topsides that may be exposed during the offseason

## A COMPARISON OF CERTIFICATIONS

D/Lt/C NORM PENNINGTON, SN-ON

I am often asked what are the differences between the California Boater Card, USPS Boat Operator Certification and having a Coast Guard License. The only comparison between the three as each serves a different need for boaters seeking certification.

As previously explained, the California Card is a document that one has taken an approved safe boating course and passed an examination, generally a proctored examination. The safe boating course that we offer, America's Boating Course, or the one that the Coast Guard Auxiliary offers called the About Boating Safety qualify. Both courses have at least 8-hours of instruction and are taught by certified instructors and require a proctored examination. Costs run from \$35 to \$50 that may include a facility fee.

There are at least ten other courses that are available in California that are presented in a self-study format or taught

online or online/interactive. The costs range from free to \$49.50. Some may provide free instruction, however charge for the certificate of completion. Any of these courses qualifies for a lifetime California Boater Card. The Boater Card serves as proof that the boat operator has completed a basic safe boating course and examination. It is not a license as it does not expire and cannot be revoked or suspended.

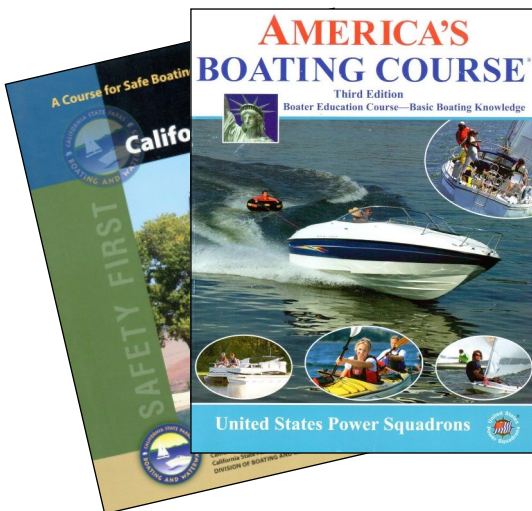
USPS Boat Operator Certification as previously described, is a demonstration of proficiency

and educational achievement. There are four levels starting with Inland Navigator. This is followed by Coastal Navigator, Advanced Coastal Navigator and Offshore Navigator. The first level actually does not have anything to do with navigation, rather on small boat operation proficiency. Each level requires completion of courses and seminars as well as demonstrating one or more on the water skills. Upon completion of a level, the member receives a certificate of completion and is qualified to work towards the next level. Besides the costs of the courseware, there is a \$44 fee for the certification level passport.

Achieving a certification level brings a feeling of accomplishment with courses that are completed, but also meaning that there is something beyond the classroom. Unfortunately, the State of California does not recognize any of the USPS certification levels to qualify for the California Boater Card unless a basic boating course was completed as of 1 January 2019.

One of the original intents of the Boat Operator Certification program was accepted compliance with certain aspects of UN Resolution 40, or more specificity with the International Certificate of Competence (ICC) a certificate, which may be issued to anyone who has successfully completed certain national boating licenses or has passed an examination to prove the necessary competence for pleasure craft operation. Although only guaranteed to be accepted in countries that have adopted the relevant UN Resolution, the ICC is a useful document to carry and will generally be accepted where proof of competence is required such as when renting a recreation vessel in a European country.

A Coast Guard License, on the other hand, is available in a variety of levels depending the need and experience of the individual applying for a license. Probably the most basic Coast Guard License is what is known as the Six-Pack Captains License that is issued in three forms, Inland, Great



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Lakes & Inland and Near Coast. The six Pack License, also known as the OUPV (Operator of Uninspected Passenger Vessels), is a designation awarded by the United States Coast Guard that allows the holder to take up to six paying passengers and crew out on the water. To qualify for a Six Pack License, the applicant must meet age requirements, pass a physical and drug test, hold a valid adult CPR and basic First Aid Card, have a minimum of 360 days boating experience, be a U.S. citizen or prove lawful admittance to the country, obtain a Transportation Workers Identification Credential (TWIC) which includes a background check done by Homeland Security, and pass a USCG approved course. The course fee and application/examination fees can run as much as \$2,000.

In the ABC's Ships Store there is Captain in a Box, known as the OUPV/ Six-pack Captains License (Deluxe Edition) selling for \$535 that provides



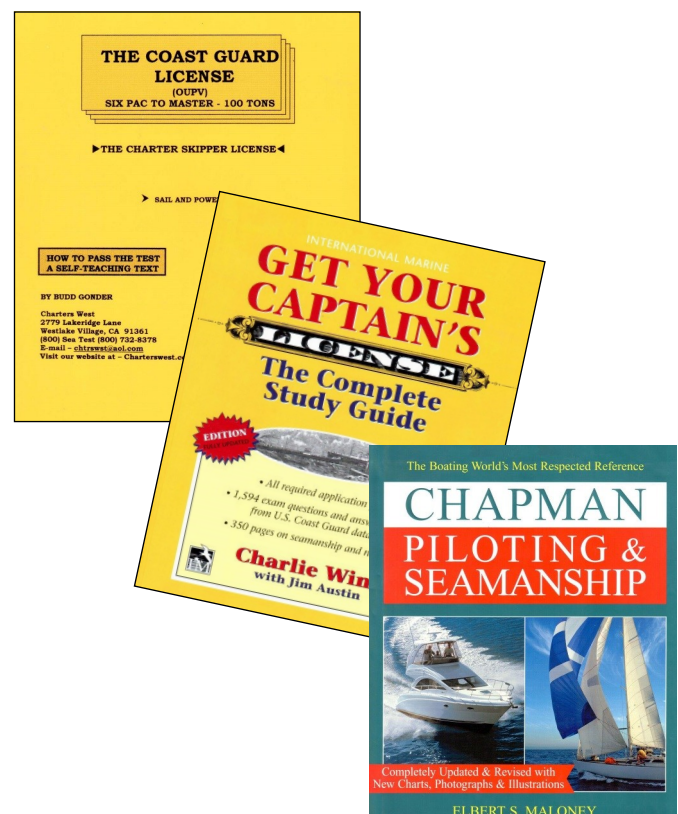
everything to prepare for the examinations.

The examination covers Rules of the Road, Navigation General, Deck General & Safety, and Piloting and Navigation. The Rules of the Road examination requires a 90% passing grade and is closed-book whereas the other examinations require a 70% passing grade and are open-book. I believe each examination is about six-hours in duration, or two three-hour periods.

From what I can see, if one takes our basic boating course, Seamanship (Boat Handling), Piloting (Marine Navigation), Advanced Piloting

(Advanced Marine Piloting), Weather, Engine Maintenance, and Marine Electrical Systems, they would have the basic core knowledge. I would also add the Rules of the Road, Anchoring, Emergencies on Board, Knots and Line Handling seminars and find one of the books on how to acquire the Coast Guard License such as the one by Budd Gonder or Charlie Wing. A recent edition of Chapmans would also help. Studying these books will give the applicant a cookbook approach to qualifying and applying for a Coast Guard License.

Depending on your need, the minimum to operate a boat is the California Boater Card. USPS Boat Operator Certification broadens one's knowledge, experience and confidence while boating. The Coast Guard License goes way beyond certification and is required if one is taking on paying passengers. Oh yes, if you have a Coast Guard License you are exempt from having a California Boat Operator Card in your possession.



## THE PERALTA HELMSMAN

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



# Commander's Comments



### Greetings, Shipmates,

This year, 2020, is finally coming to a close. The holidays are upon us, but we have been urged not to gather in large groups for fear of the further spread of the pandemic. Usually a time of celebration, this season seems to be filled with dire predictions. There are signs of hope, however, as clinical trials of vaccines are showing positive results.

I attended a webinar last week at work where the presenter suggested that the time we are living in should be embraced as a 'new normal'. While I tend to agree that some positive innovations have come out of this time, I still need personal interaction with people. We have transitioned to Zoom as the platform for having meetings, and I am struck by the response – people are excited to see friends! The opportunities to present educational classes has been greatly enhanced with Zoom, and our SEO Norm continues to lead the way in new and exciting ways to present.

To that end, and with the outstanding efforts of Barbara, we have a venue for January to have our Crab Feed

while respecting social distancing recommendations. My sincerest hope is that we can have this event.

I have also noticed that there are still boats on the water, which is an encouraging sign. Whether you are still actively boating or putting your vessel up for the winter months, please keep in mind basic safety requirements. I also suggest developing and using an inspection checklist for various systems on your boat to prevent tragedies like the recent explosion and fire, resulting in a loss of life, on a vessel at anchor in Richardson Bay.

In closing, let me say "Happy Holidays" and I miss you. I continue to look forward to see each of you in person in the coming months. I, for one, prefer the old normal where we can gather as a club and enjoy our company. Please continue to take care of yourselves and each other.

