

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



*Helmsman September 2021
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The Peralta Helmsman

www.peraltasquadron.org

For those who missed the District 25 Summer Rendezvous at Rio Vista's Delta Marina, it was a very enjoyable outing for all of us who have been cooped up for the past 18-months. It was warm, and it was just nice to be outdoors in a pleasant park-like environment. This rendezvous was hosted by the Sacramento Squadron, who did great job with the decorations, meals and games. A movie was planned for Friday evening, but as the sun dropped in the western sky, everyone gravitated to their boats to avoid the mosquito evasion. The wind picked up Saturday evening, so several of us stayed to visit on the patio without being bothered by mosquitos.

The Peralta Squadron has volunteered to host the rendezvous in July 2022. We are starting to make plans on how we can put on a great party for all. We are once again planning on a Friday evening movie, games and possibly a seminar on Saturday with a fantastic dinner and a wrap up Sunday breakfast before everyone departs for home. We will be sure to provide updates next spring when active planning will take place.



More Pictures on Page 5

Also in this Issue:

- Messages from our Commander and Bridge Officers
- Notes from the Recreational Boater of California
- Mike Holmes on Working the Bay
- Jump Start Explained
- Educational accomplishments and outlook for 2022.
- Calendar Update

Executive Officer's Report

By Lt/C Nick Pack, JN

VESSEL SAFETY CHECK

2021 is coming to a close and there is still time to get a free vessel safety check. The vessel safety check only takes about 20-minutes on the averaged size boat. Whether or not your vessel passes the safety check, you will know that your vessel is safe and compliant, or that you need to take care of a few things. Items that usually need to be addressed are having the current registration, documentation and pollution signage on your boat, fully functioning navigation lights, a clean

bilge free of oil or other containments, If your vessel passes the safety check, your boat will be awarded the blue VSC for 2021. This will not guarantee that you will not be boarded, however may lessen the change of being boarded by the Coast Guard for a safety check.

The state of California had considered a 250 percent increase in boat registration fees that would have taken effect July 1st. However, through the efforts of Recreational Boats of California (RBOC) the legislature decided to not impose an increase this year. Still, they could comeback in 2022 or 2023 and request an increase in registration fees.

Governor Newsom has signed into law AB 591 [Villapudua] that will provide incentives for boaters to correct certain violations by giving peace officers

See RBOC on Page 7

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VESSEL SAFETY CHECK (VSC)
To be completed by a U.S. Coast Guard approved Vessel Examiner. See the back of this form for a brief explanation of required items. A Federal Requirements pamphlet is also available.

Date of VSC: _____
Decal Awarded: Yes No

Owner/Operator Name: _____
 Owner/Operator has attended a CGAUX, USPS, State or Boating Safety Class: Yes No
 Location of VSC - County: _____ State: _____
 Replaced decal was: Last Year Outdated First time

VESSEL INFORMATION:
 Registration or Documentation Number: _____
 HIN: _____
 Length: <16 16-25 26-39 40-65 >65
 Powered by: Gas Diesel Sail Other
 Area of Operations: Inland Coastal
 Type: PWC Open Cabin Other

VESSEL SAFETY CHECK DECAL REQUIREMENTS

Item	Yes	No	N/A
1. Display of Numbers			
2. Registration/Documentation			
3. Personal Flotation Devices (PFD)			
4. Visual Distress Signals (VDS)			
5. Fire Extinguishers			
6. Ventilation			
7. Backfire Flame Control			
8. Sound Producing Devices/Bell			
9. Navigation Lights			
10. Pollution Placard			
11. MARPOL Trash Placard			
12. Marine Sanitation Devices			
13. Navigation Rules			
14. State and/or Local Requirements			
15. Overall Vessel Condition: as applies			
a. Deck Free of Hazards / Clean Bilge			
b. Electrical - Fuel Systems			
c. Galley - Heating Systems			

RECOMMENDED AND DISCUSSION ITEMS
(While encouraged, items below are not VSC requirements)

Item	Yes	No
I. Marine Radio		
II. Deteriorating Device & Backup		
III. Mounted Fire Extinguishers		
IV. Anchor & Line for Area		
V. First Aid and P/W Kits (*over)		
VI. Inland Visual Distress Signals		
VII. Capacity/Certificate of Compliance		
VIII. Discussion Items: as applies		
a. Accident Reporting - Owner Responsibility		
b. Offshore Operations		
c. Nautical Charts / Navigation Aids		
d. Survival Tips / First Aid		
e. Fueling / Fuel Management		
f. Floot Plan / Weather & Sea Conditions		
g. Insurance Considerations		
h. Boating Check List		
i. Safe Boating Classes		
j. Maritime Domain Awareness		

I certify that I have personally examined this vessel and find it meets the above requirements at the time of this Vessel Safety Check. I am a qualified Vessel Examiner of the: CGAUX USPS State of _____ or _____
 Printed Name of the Examiner: _____ Examiner Number: _____
 Examiner Signature: _____ Telephone Number: _____

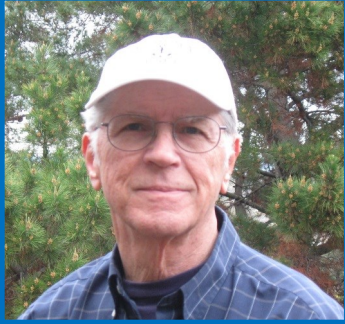
Additional Comments: This is not an official boarding for law enforcement purposes. It is recommended that you correct any deficiencies noted. This checklist is provided for your information. There is no assumption of liability of any kind for advice given or opinions expressed in connection to this examination. By accepting the Vessel Safety Check decal you are pledging to maintain your boat and equipment to the standard of safety established during this examination. Please remove the Vessel Safety Check decal if a boat is sold or no longer meets these requirements.

I am consenting to this Vessel Safety Check of my watercraft with full knowledge that it is provided to me as a public service on a volunteer basis without cost, and I understand and agree that any receipt of a Vessel Safety Check shall not constitute or be construed as a warranty or guarantee as to either the qualification, knowledge, or skills of the operator; the seaworthiness of the vessel; or the serviceability or adequacy of any equipment on board.

Owner/Operator Signature: _____ Date: _____
 ANSCT012 (4-08) Previous edition may be used

Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN-ON



In my last report, I discussed USPS courseware. In this report we will cover USPS seminars offerings. These short seminars are targeted to specific topics and needs. Each seminar may provide the student with credit toward the

Boat Operator Certification program and/or credit toward an elective course, but only if the student is registered, and a registration fee is paid, otherwise there is no seminar fee with the exception for those desiring study materials. The following is the list of current seminars.

Advanced Powerboat Handling - This seminar is a three-part series: Close Quarters Maneuvering, How Boats Behave and Seas, and Handling at Sea. The seminar shows you how your boat will behave and why in response to your controls. Then, on the water you can visualize your actions and execute them easily.

AIS Electronics for Boaters - Automatic Identification System (AIS) electronics can help you navigate waterways more easily and safely in conditions of high traffic and restricted visibility. AIS electronics are becoming increasingly popular for use by recreational boaters who want to see and be seen on the water. With AIS marine electronics onboard, you can identify potential dangers and quickly make decisions. Many systems share your boat's information with other boats so they can also make better, safer boating decisions.

Basic Weather and Forecasting - The safety and comfort of those who venture out on the water have always been weather dependent. This seminar serves as an introduction to the basics of weather and forecasting. It is a must for boaters who have never taken a weather course.

Boating on Rivers, Locks and Lakes - This seminar is designed to meet the needs of our large inland boating membership and the general public. Seminar topics include The Western Rivers System of Navigational Aids; River Boating; and Locking Through.

Crossing Borders - This seminar explains the immigration and customs process and the programs that enable boaters to easily cross into Canada, Mexico or the Bahamas. Be prepared by having the correct documents; we can help you get there.

Fuel and Boating - This seminar assists the student in understanding the issues and problems involving the handling of gasoline and diesel fuel and how these issues relate to boating. Sections deal with computing and evaluating fuel consumption, system care and safety, and environmental issues associated with fueling a boat.

How to Use a Chart - The NOAA Chart No. 1 is the quintessential reference to chart details, but is difficult to understand. This seminar walks you through what you really need to know in an entertaining and interesting fashion. In addition to showing you all about your chart, this seminar walks you through the essentials of laying out a safe course, and the steps to measure a course with the USPS plotter.

Hurricane Preparation for Boaters - In this short seminar, you'll learn how to select a location from which to weather the storm and prepare your boat for a hurricane.

Introduction to Navigation - The Introduction to Navigation seminar replaces the Basic Coastal Navigation seminar, and presents information to enable beginning recreational boaters to practice safe passage using navigation charts with Global Positioning System (GPS) technology on devices such as chart plotters. This seminar introduces recreational boaters to navigation using charts in combination with GPS and the electronic navigation software, OpenCPN. Continued education on using OpenCPN software is provided in the continuum of education in advanced courses such as Piloting and Navigation. Navigation chart and OpenCPN data is introduced through no-cost website access.

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On the Calendar:

September 14 — Peralta Executive Committee Meeting
Via Zoom, All Members Welcome

October 9— D25 Council & Fall Conference
Via Zoom, All Members Welcome

October 11 — Peralta Executive Committee Meeting
Via Zoom, All Members Welcome

Administrative

Officer's Report



Boat Safety

Our organization is about boating safety, well some fun also. As a rule we take great pride to make sure our boats are safe to operate and operate

our boats safely. But what do you do when you are a passenger on a boat in another country? One question I have is, are those boats up to any safety standards? Over the years I've seen stories of disasters at sea. Some of the disasters at sea was caused by storms, bad seamanship, or just plain bad luck. Regardless people died. Knowing what to do during a disaster and being prepared ahead of time might make a difference of life or death.



Way back in 2017 I took a trip on the road less traveled in Vietnam. One afternoon in Vietnam I was invited to a birthday party on a nearby island. It sounded like fun so I went with some of the locals. At the dock the boat I was boarding might be more of a water taxi. It did not look to unsafe to travel on. After all the boat looked sea worthy but I did not see any life jackets.

Once underway at sea we pulled up along side another similar boat to take on more passengers. While transferring more passengers to the boat I was on rocked and listed badly as all the all the people shifted to one side of the boat. It did not take long for me to see that we were taking on a lot more passengers. Eventually everyone spread out on deck and the boat was level again. There was not one place left on the deck or on top of the cargo to seat anymore people. I use the word seat passengers loosely, there was no real seats. Approximately a third of the boat was standing room only.



Needless to say to see such an overloaded boat signaled a lot of red flags in my head. My thought was what happens if the boat sinks or capsizes? With no life jacks or other floatation devices there will be panic. For me I thought the safest place would be at the extreme bow of the boat. That way I would have a better chance to stay clear of the boat capsizing.

Also I knew the waters that I was in was warm enough that if the boat sank, I would not have to worry about hyperthermia. I knew if the wooden boat did sink it would be a long swim to shore.

Eventually we arrived at our destination safely. I had a great time at the party.

Late that dark night returning back to the mainland in the boat had very few passengers. I felt a little safer.



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

General Committees

Auditing
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



Photos from the Alan Smith Collection

WORKING ON THE BAY

MIKE HOLMES, P



It has been an interesting year to say the least. With the global pandemic I have not been on any grand adventures as of late, but my boating focus has turned more domestic. Last year I earned my USCG 100 Ton Master Inland license and recently I have been able to put it to work.

As the country started to get vaccinated and businesses opened, more people were looking for ways to experience the San Francisco Bay by water. I became a part time charter boat captain through Passage Nautical and have been captaining charters on 42' and 48' Beneteau Oceanis sailboats out of Jack London Square.

On the 4th of July by brother, a past Peralta member, was able to crew with me on an 8-hour charter. We sailed through the slot, anchored in Richardson Bay for dinner, and then motored over to the San Francisco waterfront for fireworks. I positioned the vessel right outside of the north perimeter of the fireworks barge and we by far had the best seats in the Bay.



1st Mate Eric Holmes at the helm of a Beneteau Oceanis 41.1 during the 4th of July. From his clothing you can tell “summer” has set in on the SF Bay.

In addition to charters, I started teaching basic keel boat sailing at Tradewinds Sailing School and

Club in Richmond. This has been a great experience thus far, as teaching requires a comprehensive understanding of sailing both theoretically and practically. I wish I could say I was a master, but in boating one is always learning and it's important to never be too arrogant or complacent.



Fireworks being launched off the fireworks barge. A USCG cutter is in the foreground patrolling the perimeter

I also have been doing delivery work for brokerages in the Bay Area. Recently I moved a 1987 Bayliner 3818 from my home port of Marina Bay Yacht Harbor to Antioch Marina. This was a bit of a nostalgic trip for me as my parents used to dock our family Bayliner 2452 Ciera Sue there. Heading up through San Pablo Bay, Carquinez Straits, past Port Chicago and into New York Slough brought back many fond memories.

Doing deliveries on newer boats doesn't worry me as much as doing deliveries on older vessels. With older vessels I'm always concerned about the potential higher probability of mechanical failure. I'm thinking through what could go wrong and what are my options. Is the anchor in working order? Where is the closest marina? If we needed a tow, how long would it potentially take to reach us? Where is the lee shore?

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Mike Holmes doing a delivery of a sailboat from South Beach Marina to Richmond.

Being a boater is about managing risk and having contingency plans in place. Luckily for us, the only issue on the Bayliner 3818 was a bilge pump that went off halfway through the trip. Upon inspection we found a loose hose clamp on the exhaust muffler that was slowly leaking cooling sea water when the engines were at high RPM. We were able to tighten the hose clamps and finished the trip with no other issues.



On a delivery of a Beneteau Oceanis 35.1 from Jack London Square to Richmond

To think, my boating education all started back in a classroom in Hayward with my dad, taking our first safe boating course from Rick Mares and continuing with taking numerous classes from Norm Pennington.

I don't know if I would be where I am today in my boating life if it wasn't for the education and the on-water time that the Peralta Squadron offered. I am forever grateful.



Headed towards the eastern span of the Bay Bridge aboard a Beneteau Barracuda 21' powerboat

All photos from the Mike Holmes Collection

RBOC (Continued from Page 2)

the option to issue a written notice containing a violator's promise to correct and alleged violation of various offenses relating to vessels.

The bill will require an officer, unless certain specified conditions exists, to permit a person arrested for the following vessel-related offenses to execute a notice containing a violator's promise to correct the alleged violation:

- Expired registration.
- Failure to paint the vessel identification (CF) number on the forward half of the boat.
- Operating a vessel propelled by an engine without possessing an operating license (CBC).
- Failure to display registration stickers.
- Using a recreational boat without a proper floatation device, as specified.
- Operating a vessel without a properly serviced fire extinguisher.
- Having a fire extinguisher without the proper metallic name plate, as specified.

from Page 3

Man Overboard - This seminar is designed to teach boaters how to react, and then, how to recover a crew member or passenger who accidentally falls overboard. The seminar covers vessel set-up and MOB equipment, maneuvering to keep the rescuer close to the MOB, the responsibility of the MOB in this emergency situation, and methods of recovering the MOB.

Mariner's Compass - This seminar explains how to select, install, calibrate and use your compass on board your boat. You will learn which features are most important and what will work best for you, how to deal with variation between true and magnetic north, and how to adjust your compass to remove most of the deviation caused by local magnetic influences. This is an essential seminar for all boaters and includes a Student Manual.

Paddle Smart - This seminar is intended for those about to join the sport and those considering purchasing paddling equipment. Learn about the largest growing segment of boating. The seminar kit includes an attendee workbook which can be used for note-taking. In this course you will learn about the necessary safety equipment, cold water protection, basic kayak and canoe paddle strokes plus much more!

Partner in Command - This seminar provides an introduction to boating for crew members who need basic information and who may or may not have taken a boating course. It is designed to provide essential information one may require to assist a skipper in the safe operation of a recreational boat and includes actions to take in response to emergencies. The San Joaquin Delta Squadron ordinarily schedules four seminars during the boating season.

Propane Systems on Your Boat - Propane Systems on Your Boat gives you the tools you need to use propane fuel safely on the water. Propane and butane, also known as LPG, are the most common cooking fuels used on boats. While efficient, cost effective and widely available, these fuels can also be dangerous. This seminar explains boat propane systems, propane safety, and how to keep your boat and crew safe. You will learn how LPG works; how to identify components of your bulk delivery system, what they do, and how they work together to deliver fuel to your appliances. You will also gain an understanding of the risks of using LPG and how to mitigate them through prevention - how to inspect and maintain your LPG system, test for leaks and locate them, operate your LPG appli-

ances safely - and what to do in an LPG emergency. This seminar will not teach you how to install or repair an LPG system. Those tasks should only be performed by technicians certified by ABYC in marine LPG systems.

Tides and Currents - The seminar deals with how the sun and moon create tidal patterns, sources of information about tides and tidal currents, simple ways to predict height of tide and current flow and how to use both print and electronic tide tables.

Trailer Your Boat - This seminar explains how to select a tow vehicle, discusses the correct towing hitch for the intended use, and information to aid in choosing a trailer that has the features that meet your needs. It explains how to safely trailer your boat, why you must match the trailer hitch ball to your trailer hitch, the need for and types of trailer brakes, and the importance of correct electrical connections.

Using GPS - This seminar explains the principles of waypoint navigation and shows you how to relate the GPS to your charts. The seminar also shows you how to operate your GPS - what the buttons do, what the screens show, and how to access the functions you need. You'll also get some tips for choosing a GPS if you don't currently own one.

Using VHF and VHF/DSC Marine Radio - This 2010 seminar explains basic Very High Frequency (VHF) marine radio operations, Digital Selective Calling (DSC), Maritime Mobile Service Identity (MMSI) numbers, making emergency calls, and radio selection.

Boat Handling seminar series - six seminars that replaced the 2016 Seamanship course

Anchoring with Assurance: Don't Get Carried Away - Anchoring is the skill of securing your vessel to the bottom through the use of line, chain, and one or more anchors. Whether it's for fishing, swimming, a lunch break, or an overnight stop, one of the real pleasures in boating is "hanging on the hook" in some quiet spot. Emergencies such as loss of power, equipment breakdown or failure, or weather hazard may also require that your boat be anchored for a time.

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Boating with Confidence: Handling Your Boat Underway -

Boat handling away from the dock or marina is often called “at sea.” This seminar has been designed to acquaint you with general boat-handling situations and teach you skills to handle your boat at sea. You’ll gain confidence about basic operations; trimming your boat; operating on plane; handling seas and waves; dealing with bars, inlets, rivers, and bends; and other situations you will encounter along your cruise. And you’ll have a better understanding about issues you can control, issues that the environment will present, and how to use and tie the two knots most often used when at sea: the sheet bend and the bowline.

Confidence in Docking and Undocking: Slow-Speed Maneuvering - Docking can be one of the most stressful tasks you can perform, especially if you are a new boater. Closely related as a source of anxiety is maintaining control of your boat at slow speed in close proximity to other boats and fixed objects. With the knowledge you’ll gain in this seminar — coupled with your on-the-water practice — your confidence in docking, undocking, and slow-speed maneuvering will increase and your boating will be both safer and more enjoyable.

Emergencies on Board: Preparation for Handling Common Problems - Prevention and preparation make all the difference. This seminar has been designed to prepare you to handle common emergencies that can happen when you are away from the dock... whether you venture out for the day or are leaving on a longer cruise. You will learn how to deal with them as they occur and especially when the skipper is unable to respond. The topic of emergencies will be covered in three parts: vessel-related emergencies, medical emergencies, and emergency communications. Upon completion of this seminar, you will have gained an understanding of: the most common types of vessel emergencies and how to deal with them, medical emergencies and how to be prepared for them; and the various ways, when you need help, to communicate your problem to others.

Knots and Line Handling: The Knots You Need to Know - Recreational boaters use line and knots to: secure their boat to docks, piers, and other boats; handle rescue and repair situations; manage running rigging; anchor securely; and tow other vessels or people. This seminar has been designed to help you

to select line for your boat and know which lines and knots to use in each situation. You’ll gain knowledge and hands-on experience selecting line and tying the 10 most useful knots, bends, and hitches; and you’ll learn how to care for the lines on your boat and on the dock.

Rules of the Road: A Practical Approach - Navigational rules of the road help you know what to do when you share the water with other boats, how to recognize and signal intentions, and how to avoid collision. This seminar focuses in a practical way on helping you understand the basic rules encountered by recreational boaters during most every boating outing and the rules most likely to apply in the local waters where you boat. It covers skipper responsibilities, general rules and definitions, rules to avoid collision, lights and shapes, and sound and light signals.

The above seminars may be taken individually or as a collection to earn the grade of Seamanship (S).

Most of these seminars and other courses can be presented via Zoom or in the classroom. Please let us know if you are interested in any of these so that we can schedule them.



Peralta Helmsman

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With the buzz about electric cars being the future, many are wondering about electric boats. Electric energy usage is measured in Kilowatt hours (KWh) and according to the Environmental Protection Agency (EPA), a gallon of gasoline has the equivalent thermal energy of 33.70 KWh, weighs 6.3 pounds and has an efficiency of 20 to 25% when converted to work by an internal combustion engine. By comparison, an electric motor is approximately 84 to 92% efficient with negligible charge and discharge losses when powered by a lithium ion battery.



For those wondering, the development of the electric motor with its associated speed control is fully mature for marine propulsion use. A first comparison actually favors electric propulsion as they are lighter, smaller, more reliable and do not have the added parasitic losses of a transmission but these salient advantages take a back seat when we compare their respective power supplies. A 100 KWh lithium-ion battery weighs a little over 1,200 pounds or about the same as 190 gallons of gasoline. Even with the added efficiency of electric propulsion, on a per pound basis, gasoline powered propulsion systems are capable of 10 times more work and with diesel adding another 20% to 35%.



With the aforementioned applications such as docking a sailboat, electric propulsion is already a viable option. Other applications may need to wait for battery technology and the availability of marina charging stations to catch up before electric propulsion might meet their needs.

R/C Charles (Chuck) Tremaine SN-CN
Chair, Boat Systems Committee
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Peralta Educational accomplishments at a glance and looking forward to next year.

Since July 1, 2020 we have only had two members complete an Advance Grade or Elective Course.

Nick Haney completed **Engine Maintenance** that was presented online by the Sacramento Squadron, and **Rick Erickson** completed **Navigation** that was partially online and in the field.

Rick has completed all courses required for his **Senior Navigator** grade and is eagerly waiting for his plaque. **Congratulations to both Nick and Rick.**

We have also held one ABC3 course at the **Coyote Point Yacht Club**. I currently have three registrations for the next ABC3 course and seeking more.

We are looking forward to offering **Marine Electrical Systems** and **Boat Handling** courses, and conducting Boat Operator Certification for **Inland** and **Coastal Navigator** exercises in 2022.

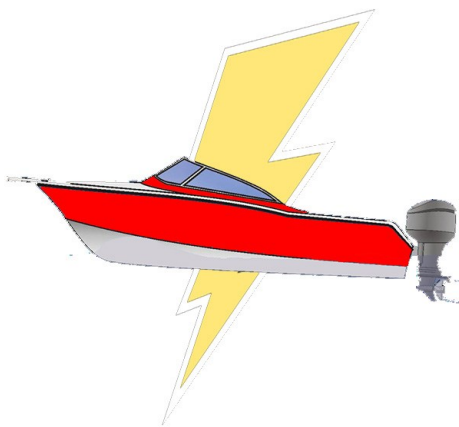
Jump Start

Have you ever wanted to know about a system or feature on your boat, but you could not find any information in your owner's manuals or on the Internet. I have been in the situation where the owner's manual was simply not clear such as a complete wiring diagram that not only shows the schematic, but also the physical location of the components described in the circuit. I ran into that situation when the engine alternators were not charging the batteries while underway. After checking the alternators, I finally tracked the problem to three-tripped circuit breakers that were hidden behind the main electrical panel that was under the salon floor.

There is a no-cost program that is available to members and non-members called Jump Start. When help is needed to understand how something works, or not functioning, a knowledgeable member comes to the rescue.

I recently responded to an inquiry where a non-member wanted to take the Engine Maintenance Course to better understand his sailboat diesel engine. He previously had a diesel mechanic service his engine, but did not cover some of the finer points. Fortunately, I had experience with the type of engine on his boat and was able to answer all of his questions.

This inquiry expanded to the fresh water system on his boat where he was using an accumulator tank to reduce the operation of the water pump and for a smoother flow of water. In this case I learned something new with the benefits of an accumulator tank. It turns out that the accumulator tank is similar in concept to an expansion tank used with a domestic water heater.



The Jump Start Program is a hands-on training program from the Boat Operator Certification Committee of the United States Power Squadrons. It provides a framework for teaching a one-on-one training session with a student on their own boat. The content of the training is customized to fit the needs of the individual student. The goal is to help the new boat owner develop essential skills for safe operation of their boat, and to break through any barriers that may limit their boating enjoyment. The Jump Start Program provides a personalized, high-quality training experience for the student.

The Jump Start program is available for use by our members. There is no charge for the program. Since the student provides the boat and fuel, and instruction is voluntary, the training program can be offered to the student at no charge.

This program is intended for boaters that need some basic hands-on training in order to operate their boat safely and with confidence.

- • The student should be the owner of a new boat, or at least a boat new to them.
- • The boat may be of any type or size, as long as the instructor has relevant experience.
- • The student's boat may be kept in a marina, or may be on a trailer. Launching and retrieving the boat may be part of the training.
- • The student should have some boating experience, but has limited experience with a boat of this type

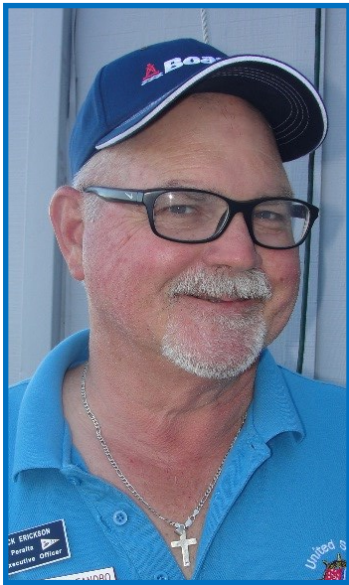
If you need help and think the Jump Start program will help then drop any bridge member a line and we will arrange a time to meet with you.

THE PERALTA HELMSMAN

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



Commander's Comments



Greetings, Shipmates,

We're nearly halfway through summer, and we're still in the grips of this pesky COVID pandemic. Now we get to navigate the Dela variant, as well as the 'all new' Delta Plus I heard about yesterday. We are, or will be shortly, experiencing some restrictions associated with face coverings and the like. Sadly, the issue continues to polarize our society and lots of confusing information is passed.

Please take care of yourselves, keeping in mind that prevention is vitally important.

Last month (July) members of District 25 gathered at Delta Marina in Rio Vista at the annual rendezvous. The shindig was hosted by our friends of the Sacramento squadron, and the event was amazing. Tri tip, potato salad, Caesar salad, and lots of wine were provided. It was interesting to see how the people who attended were gathered together. It was obvious to me that we have all missed each other a lot during the past year and a half. Norm Pennington presented a seminar on Anchoring, which was fantastic. Thank you, Norm, for all of your efforts. It was reported that there were seven boats that cruised into Delta Marina. All in at-

tendance enjoyed the party. And, wait...there's more!! We (Peralta) stepped up to take on the roll of host for next years' Rendezvous. So, my fellow squadron members, please plan to attend and, if you see your way fit, please lend a hand!!

Up to now, we have been gathering virtually to meet, conduct our club business, and learn. However, with the partial relaxation of restrictions, the Executive Committee recently decided to conduct the September meeting using a hybrid model. Those who wish may attend in person (we'll be meeting at Barbara Waldstreicher's home). Those who wish may attend via zoom as well. We are actively seeking out a new place to meet and gather/party, with an eye toward facility access and cost impacts. The ExCom is trying to find a place to gather at least once this summer as a Squadron. Stay tuned!!

Don't forget about your Vessel Safety Checks.
Respectfully,
Commander Rick Erickson, SN-IN

