

AMERICA'S BOATING CLUB
For Boaters, By Boaters®



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The Peralta Helmsman

www.peraltasquadron.org

Peralta members to host the District 25 Rendezvous at Rio Vista on July 15-17, 2022.

Plans are being finalized to make this rendezvous a great adventure. As members start gathering on Friday, there will be a hot dog and hamburger dinner followed by a movie under the stars. On Saturday there will be an interesting seminar of interest to boaters. There will also be games and activities, or simply time to visit friends to pass the lazy days of summer. To add a little excitement there will be a squadron competition.

Saturday evening will bring us a Barbequed Ribs and Chicken dinner. More details and how to register for this great event will be available with an announcement coming in the next issue of Light 25. Mark your calendar and plan on attending.

Delta Marina shown



Photo from the Pennington Collection

Also in this Issue:

- Messages from our Commander and Bridge Officers
- USPS/America's Boating Club Member Benefits Page
- Talk of America's Boating Club / USPS Reorganization
- Squadron Activities and Calendar Update

Executive Officer's Report

By Lt/C Nick Pack, JN



In 2021, Peralta Member Rick Erickson, Norm Pennington and I collectively completed 33-Vessel Safety Checks (VSCs). We are off to a good start in 2022 having already completed 11-VSCs.

Getting a VSC is like getting an annual checkup with your doctor. Unlike a doctor's visit there is no cost for the service. The first part of the VSC is to make sure that the proper documents such as registration documents and decals are onboard, and safety items such as flares and fire extinguishers have not expired. Then operational equipment is checked to make sure that its functioning such as lights, horn or bell, and blowers (if equipped). A VSC does not guarantee that one will not get boarded by the USCG for a safety inspection, however if you are boarded, you will be much more prepared for their safety inspection, and will have already taken care of any deficiencies uncovered during the VSC.



Beginning April 20, new U.S. Coast Guard regulations takes effect that change [fire] extinguisher expiration dates and the minimum classification of fire extinguishers carried aboard newer boats.



The new U.S. Coast Guard regulation puts a 12-year expiration on all disposable (non-rechargeable) fire extinguishers. The manufacture date may be two or four digits (e.g., 21 or 2021) stamped into the bottom of the bottle or near the UL label.

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Administrative Officer's Report

By Lt/C Alan Smith, P

With COVID going on for 2 years it is hard to come up with new articles to write about.

Since a number of our squadron members have been cruising the world on giant commercial pleasure ships, maybe it is time to compare just how far we humans have come to cruising the world by boat.



In the 1600's and 1700's traveling from Europe to the new world was a hazardous affair. In some cases you had a choice of being shipped to the new world or be hanged. Some chose to be hanged rather than be sent to the New World. After all going to the New World you had to survive the crossing of the Atlantic Ocean, survive not being tortured and/or killed by the local Indians, build a settlement, and finally in some cases if your group arrived too late in the fall season to plant a harvest you starved to death during your first winter.



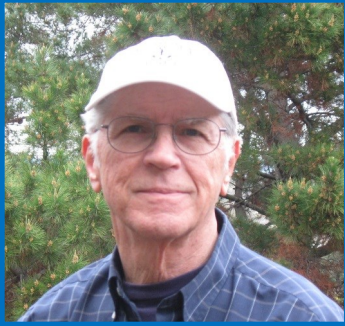
Living in your settlement there were harsh penalties for many things. I know in Jamestown if you were caught sleeping during guard duty you were hanged. But if you were a nobleman or someone of importance while caught sleeping on guard duty you were given a choice of firing squad or hanging.

Let me back track a little bit and get back to crossing the ocean. Way back in 1600 the local water around the sea ports and for that matter any big city was polluted. So drinking water from the barrels on the ship would make you very sick. One solution was to drink beer, it was much safer.

Administrative Officer's Report Continued on Page 4

Squadron Educational Officer's Report

D/Lt/C NORM PENNINGTON, SN-ON



As I am sure everyone is aware of, Peralta Squadron had to cancel several activities due to various reasons that we are in the process of resolving. Up until December 2020 we had the

use of the San Leandro Yacht Club (SLYC) to hold squadron activities. However, due to declining SLYC membership the club had no choice but to close their doors due to unavailable financial support from their members. Unfortunately, Peralta needs to locate new quarters to hold meetings and classes.

We held our holiday dinner at Pier 29 in Alameda. Unfortunately, only a few attended a really great dinner in a fantastic venue. Lack of attendance is suspected due to the pandemic. We previously announced holding a crab feed. However, our supplier for crab temporarily went out of business, which by all account, is still out of business? While this was going on, the Omicron variant of Covid-19 was in full swing. It was our intention to hold the crab feed at the Oakland Aviation Museum. However, it was felt that rather than subject members with the potential of contracting the virus it would be best to cancel the event until next year. And again, with the pandemic, and without a venue, we were forced to



hold the annual Change of Watch on Zoom.

The future is looking up, however. Despite not having a training venue, we are planning on holding a series of two-hour topical seminars about every six-weeks over the summer and early fall using Free Conference Call.

This will allow attendees to attend from home or work using a computer or tablet. Fortunately, most of these seminars will be free with



the exception if there are seminar booklets, and/or the student desires seminar credit, which will result in a \$25 fee. Currently I am planning on offering **Onboard Weather Forecasting, VHF/DSC Marine Radio, Rules of the Road, Anchoring, Emergencies Onboard, and The Mariner's Compass**. In the fall we are planning on offering the **America's Boating Course** virtually for the rock-bottom fee of \$25 for each book. This course will be presented over five weeks with the last session reserved for the final examination.

Apply Now!



This course with a passing examination qualifies the student to apply for their California Boater Card, which is required for every boater 45-years and younger. Starting in January 2023 the age will be increased to 50-years and younger. Under consideration is On the Water skills demonstration for the Inland and Coastal Navigation for Boat Operator Certification.

Until next time and beyond, stay safe on the water.

Administrative Officer’s Report from Page 2

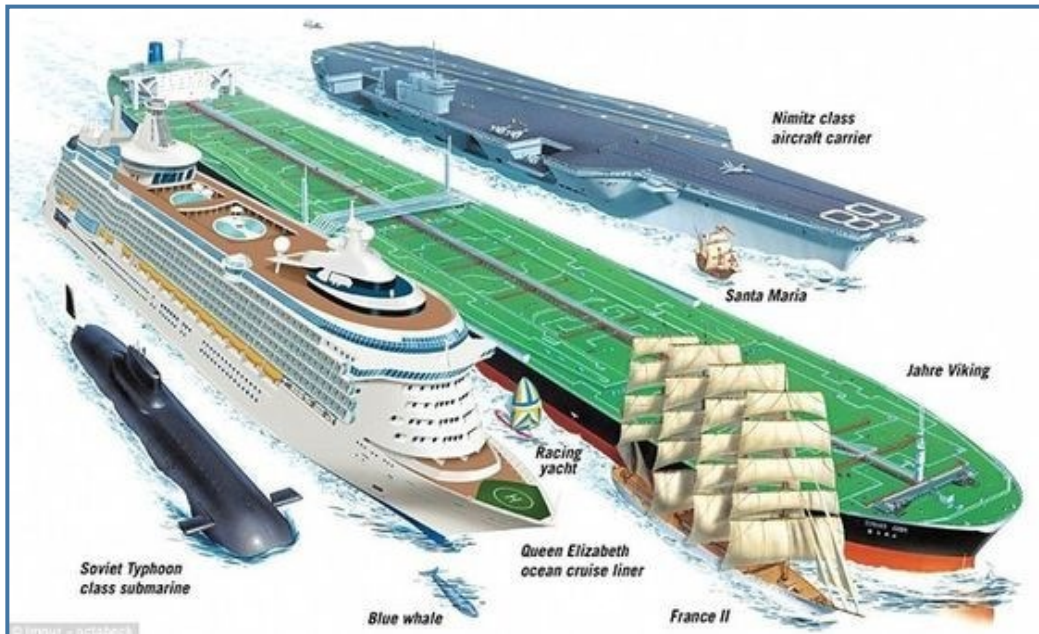
Accommodations on those early ships, well they sure didn’t have all those fancy buffet meals, entertainment, and a lot of other fun things to occupy your leisure time. Life aboard the Mayflower was below deck with no windows and the ceiling was only 5-foot high. There were no latrines or private rooms for the 102 passengers. If you needed some privacy you hung up a blanket. I guess the Mayflower could be considered luxurious. On other ships that was planning to start a new colony then the ship would have been packed completely full. That means the crew and passengers had to sleep on deck. Only the captain had a room to sleep in. The crew would have to eat their way into the ship. The ship had to carry enough food for the crew, passengers, and food for all the animals going to the New World.

One question I had while visiting the reproduction ships that were at Jamestown Virginia was how did they haul the horses so they did not break a leg or any other injuries. The answer was simple, the horses were hung from the ceiling in the cargo hold.

Reading some of the stories about the early passages across the Atlantic Ocean, it was not unusual that after 6-months of reaching the New World half of the passengers and crew would have died.

The length of the three ships that carried the first colonists to Jamestown were: 50-feet, 65-feet, and 82-feet (deck length). While the Mayflower that took the Pilgrims was approximately 100 feet long. At the time the early explorers did not know about the ocean currents so it took 3-4 months to cross the Atlantic Ocean. They were sailing against the current thus causing a rough ride. Oh, did I mention anything about seasick? Those early ships were very small compared to today’s cruise ships with stabilizer fins. Today’s latest cruise ships are closer to 1200-feet.

With modern weather satellites ships can keep away from storms.



What is ahead on the Calendar:	
April 24 —	PICYA Opening Day on the Bay
May 9 —	Peralta Executive Committee Meeting Via Zoom, All Members Welcome
June 13 —	Peralta Executive Committee Meeting Via Zoom, All Members Welcome
July 15-17	District 25 Summer Rendezvous at Rio Vista Delta Marina
August 8 —	Peralta Executive Committee Meeting Via Zoom, All Members Welcome
August	Onboard Weather Forecasting and VHF/DSC Marine Radio seminars
September	Rules of the Road, Anchoring, and Emergencies onboard seminars
October	The Mariner’s Compass seminar
November	America’s Boating Course

USPS/America's Boating Club Reorganization Discussion.

Recently there have been discussion at the national level regarding the need to reorganize the structure of the United States Power Squadrons. Today, the organization is comprised of individual squadrons that are also referred to in some cases as Clubs. Squadrons and Clubs in a specific geographic area assigned to districts. Both squadrons and districts are organized according to functions. First we have a leader referred to as the commander, roughly the equivalent to a yacht club commodore.

Under the commander's leadership there are five departments consisting of the Executive Officer who handles items and tasks associated with external functions such as vessel safety, public relations, etc. The Administrative Officer handles items and tasks associated with internal functions such as dinners, cruises, rendezvous, and picnics. The Educational Officer manages the educational functions of the squadron including courses and seminars. The Treasurer handles the financial matters of the squadron. Lastly, the Secretary handles meeting minutes and other administrative matters. Each of these departments are composed of one or more committees to handle the various functions. The District has a similar structure as well as the national level. At the national level committees comprise of a large number of members from squadrons across the country to complete the work to keep the organization moving in a forward direction.

Membership has been declining over the past 10-15 years partially due to older members getting out of boating, finding new interests where the needs of a growing family need to take precedence, or they are simply passing on. Now days due to the inflation rate, we could expect a further decline due to setting financial priorities. Another problem is that many members are not interested in getting involved at the committee or department including the support of the educational function by taking and

teaching classes. When I first became a member there were 13-local squadrons in our district. Several squadrons evolved from the San Francisco Power Squadron (SFPS), routinely referred to as the "Mother" squadron. The Oakland Squadron evolved from SFPS and Peralta evolved from Oakland, etc. When there were four or five squadrons in Northern California, District 25 was created by the Governing Board and allowing us to split from District 13 in the Los Angeles area of the state.

Enough on history, now let's discuss reorganization. Several committees at the national level were tasked by the Chief and the Board of Directors to come up with a plan to better serve the membership with a smaller organization requiring fewer support members at the Squadron (Club) and the District levels of the organization. The first report on reorganization discussed the need to reorganize, goals of reorganization, scope of the project, and recommended operations. At this juncture I am only going to cover the need to reorganize and the goals of reorganization along with a few alternative solutions.

Why we need to reorganize

- Shrinking membership over several decades
- Existing tiny Districts and Clubs
- Lack of member volunteers to get the work done
- Leadership and staff positions are hard to fill
- Communication & coordination is poor
- Lack of engagement
- Erosion in public perception of who we are and what we do
- The number of students taking courses and seminars is declining

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Reorganization Discussion Continued from Page 5

- Harder to fulfill our mission of educating boaters; we have lost our prominence in boater education

Goals of Reorganization

- Enhance the attraction of America's Boating Club to increase member recruitment and retention
- Meet the needs of members to keep them satisfied and engaged
- Preserve and strengthen Club capabilities to serve their members
- Reduce burdens on Clubs and allow more freedom to do what they feel necessary
- Bolster the capabilities of local Clubs to market and teach boater education
- Where necessary, directly provide education to individual members such as cyber-members and Club members who do not get adequate education locally
- Increase opportunities for members to participate in boating events and social activities
- Reduce red tape and bureaucracy to streamline services, administration, and coordination
- Improve communication to Clubs and to all members
- Provide better marketing and management tools to Clubs and undertake more National marketing campaigns

Recommended Alternative Solutions

- Option 1. Do Nothing. Pros – Less organization turmoil, Cons – Membership continues the decline
- Option 2: Rely More on Districts. Allow district to reduce bureaucratic burdens and undertake an active role in Club membership growth, education, social & boat events, and Club stabilization/growth. Pros: Less organizational turmoil for a few districts, consistent with desire for some Dis-

tricts to continue personal relationships. Cons: Only a few Districts have sufficient volunteer and leadership resources; historical data not encouraging; current model is not working for most Districts; no reason to believe this will work nation-wide. Survey data supports this conclusion.

- Option 3: Consolidate Districts into Regions. Replace Districts with regions with strong leadership equivalent in level to National committee chairs and sub-chairs; responsible for collaborating and assisting Clubs with education, social & boating events, membership growth, and Club stabilization/growth; expanded active role in Club support; few bureaucratic requirements; directly serves unattached and cyber members in their geographic areas. Originally, it was recommended that there would be six-geographical regions across the country, with the four west-coast districts comprised of 37 Squadrons combined into a single region. Pros – More resources available due to aggregation from Districts; can focus on Clubs and systems specific to their catchment area. Cons – Would need a leader and support volunteers for each region, some duplication of effort and systems between regions.
- Option 4: National Level Club/Member Services. Replace District with coordinated, centralized support directly to Clubs and members; specific resources focused on Club issues, member education, boating & social event coordination, customer/member service; direct communication with Clubs via both paid customer service staff and improved website resources. Pros – Better meet needs of Clubs and members; direct line to Clubs and members; more accounta-

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bility; easier to manage paid and volunteer staff time allocation; smaller number of volunteers; utilizes paid staff for event planning and customer/Club/member service. Cons – More disruptive, broad scope of responsibilities; requires more changes and reorganization at National as described above, requires paid staff, during the transition there may be some confusion and clear communication will be required.

The above is a lot of information and alternative solutions to the issues and challenges that face this organization. I could continue with the recommended solution, however rather than present it here, we should wait to learn more as the National leadership held a town-hall meeting a few weeks ago that resulted in a lot of comments from concerned members. Based on those comments I would expect that there will be a refined reorganization plan with new recommendations. Stay tuned for my next report on this topic.

Executive Officer's Report continued from Page 2

And the other big change: boats that are model-year 2018 or newer must carry newer “5-B”, “10-B”, and “20-B” classified extinguishers rather than those with the older “B-I” and “B-II” labels, which are being phased out. The number in the new labels refers to the size (in square feet) of a potential fire the device is suitable to extinguish. For boats less than 26 feet and 2018 model year or newer, fire extinguishers must be unexpired “5-B” “10-B” or “20-B”. For 2018-and-newer recreational boats 26-65 feet, requirements vary.

For rechargeable fire extinguishers, a certified inspection is due one year from the date of manufacturing and the bottle tag must indicate this inspection. A rechargeable does not need to be removed from service after 12 years, but it instead must be maintained annually by a technician.

The U.S. Coast Guard has just approved for public release the America's Boating Channel (americasboatingchannel.com/) video that covers the new rule, “FIRE EXTINGUISHER REGULATIONS,” and you can access it here: <https://www.youtube.com/watch?v=Mj0bFyfWV08>

2022-23 Bridge**Commander:**

Cdr Nicholas J. Pack, JN

Executive Officer:

Lt/C Ricardo L. Mares, P

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 Rick Erickson, SN-IN

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

P/Lt/C Vickie Erickson, JN

Rules

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

Lt/C Alan Smith, P

Lt/C Ricardo L. Mares, P

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THE PERALTA HELMSMAN

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Commander's Comments



Greetings, Shipmates,

I write this article with a bit of a heavy heart, as this one will be my last as the Commander of the Peralta Squadron. In a few short weeks (as of this writing), the Squadron leadership will pass into the capable hands of the 2022 Bridge. I will be retiring from my job at the SLAC National Accelerator Center in September. Vickie and I will then relocate back to Las Vegas to be closer to family.

The past two years has been one of the amazing highlights of my time as a member of America's Boating Club. I count myself fortunate to have found the Peralta Squadron shortly after moving to the Bay Area. We have not had many functions or gatherings during the past two years, but we've managed to stay connected as a group of friends. I take with me some unforgettable memories of boating on the Bay and in the Delta, great parties and wonderful friendships. Who can forget the never-before-seen theatric masterpiece entitled "The Christmas Cows", written and directed by Dick Folger? And the wonderful music brought to us by Melba Hale and her accordion? And how about that epic District Rendezvous weekend at Rio Vista hosted by our Squadron?

I have learned amazing things here, and have been able to apply the knowledge I have gained through USPS classes including how to sail, real tides and currents, and how to use a sextant. I have learned that the lifeblood of the organization is the classes, and I encourage each of you to encourage Norm Pennington to put on the classes and seminars you want!

I have also learned that the glue that keeps this Squadron together as an effective, functioning group is each of you.

I want to thank Nick Pack, Norm and Judy Pennington, Barb Waldstreicher, Alan Smith, Melba Hale, and Ricardo and Josette Mares who have served on the Bridge with me these past two years, and who will stay the course into 2022. I have absolute confidence in Nick Pack as he takes the helm, and I wish him and the rest of the 2022-23 Bridge well.

It has been a distinct honor and privilege to have served on the Bridge. Thank you for your support.

Hoping to See You Soon!!

Past Commander Rick Erickson, SN-IN

