



*Helmsman November 2023
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The Peralta Helmsman

www.peraltasquadron.org

Dangers of Carbon Monoxide poisoning

Carbon monoxide poisoning is a life-threatening emergency that occurs from inhaling carbon monoxide (CO) fumes.

CO is a colorless, odorless gas made when fuel burns. Fuels include diesel, gasoline, alcohol and others. Breathing in carbon monoxide fumes prevents the body from using oxygen properly, which can harm the brain, heart, and other organs. People with health problems, such as heart and lung disease, are at greater risk for harm. Infants, children, pregnant women, and older adults are also at greater risk.

Traditionally, carbon monoxide poisonings have occurred on houseboats, vessels with overhead canopies or other vessels that have poor ventilation. Carbon monoxide also accumulates onboard a vessel through a process known as the ‘station wagon effect.’ This occurs as air moves around a boat and forms a low-pressure area immediately behind the broad, flat transom. Carbon monoxide from the exhaust system enters the low-pressure area and is fed back into the cockpit and into cabin.

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Educational Officer's Report

R/C NORM PENNINGTON, SN-ON



As we bring the education year 2023 to a close, our numbers are miserably low or non-existent. Prior to 2021, we had the San Leandro Yacht Club (SLYC) that hosted our educational program. As many of you know, we lost access to SLYC in December 2020 due to the closure of that facility. Since then we have had to present courses and seminars virtually using Free Conference Call. Presenting our courses virtually as we need to develop a way to administer a proctored examination. Adding to the problem, we have had to cancel or reschedule courses due to low or no student registrations. For example, I have had to reschedule the America's Boating Course three times. This course will be offered to begin on Wednesday, January 3rd. Very special pricing will be available to Peralta members. Remember, passing this course will qualify for the California Boater Card.

California Boater Card

Did you know that the California Boater Card (CBC), is required for every boat operator 45-years and younger? However, starting in January 2023 the age was increased to 50-years and younger. Additionally, every boat operator regardless of age supervising a child 12 to 15-years of age must have the CBC. You ask, who is checking if one has a CBC? I'm told that state and local authorities such as the county sheriff is checking when stopping a boat for safety compliance. The Coast Guard may or may not check as they are more concerned with compliance with Coast Guard regulations. One way to qualify for a CBC is to have taken the America's Boating Course after January 2018. As your squadron educational officer I am prepared to present the America's Boating Course to members at a very small cost to cover mailing of materials. Presentation of the course will be via Free Conference Call, so members will not need to travel to the classroom. Drop Norm a line if you are interested. Remember, the first offence for not having the California Boater Card is a \$100 fine.

Administrative Officer's Report

By Lt/C Alan Smith, P

The Alaska Cruise was actually a mini family reunion with 16 members attending. This mid-September cruise to Alaska was the last one of the season. The winter weather was already charging to arrive.



On a massive ship that is 950-feet long, I was not too worried about getting seasick. The ship carried approximately 3,500 passengers and 1,200 crew. The ship pulled away from the San Francisco dock at 4 pm. From others I heard that I should go to the 19th deck to watch the ship pass under the Golden Gate Bridge. Passing so close the bottom of the Gold Gate Bridge was a surrealistic experience. See next photo.



For the next two days I didn't think the ocean was that ruff but the ship rocked bad enough for the ship's crew to drain all the swimming pools. It was entertaining to watch the water in the pool to slosh around, see next photo. Everyone walked around like drunken sailors.

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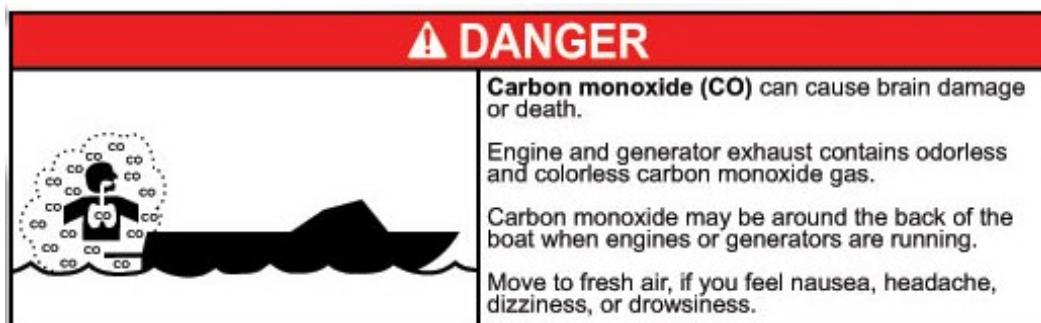
Many recent cases of carbon monoxide inhalation have involved a recreational activity known as ‘teak surfing’. ‘Teak surfing’ involves holding onto the swim platform or transom of an underway vessel to bodysurf on the wake of the vessel. As of January 1, 2005, ‘teak surfing’ and other similar recreational activities are against the law in California.

How can I protect my family from carbon monoxide?

There are many ways to protect your family from the dangers of carbon monoxide. Several of the different precautions a boater can take are listed below.

- **Use a Marine Carbon Monoxide Detector** – These detectors work much like smoke alarms in houses. They sense a moderate level of carbon monoxide present on the vessel and emit a loud siren noise to alert the occupants of the danger.
- **Ensure Proper Ventilation** – Open foredeck hatches and a window in the cabin to allow fresh air to travel through the vessel. Also, be aware that carbon monoxide can collect under a canopy.
- **Inspect Exhaust System Regularly** - Look and listen for leaks in the exhaust system. Check each joint for discoloration, water leaks, carbon build-up or stains. Make sure all ventilation systems are in good repair and are not obstructed, restricted, or punctured. Seal gaps around engine room and exhaust system doors, hatches, and access panels.
- **Avoid the Transom** – The transom is where carbon monoxide collects. Stay away from the transom while the vessel is idling or underway.
- **Educate Children** – Instruct your children about the danger and presence of carbon monoxide on vessels.
- **Avoid Other Idling Vessels** – Idling vessels are a very prominent source for high concentrations of carbon monoxide.

For more information, check out <https://uscgboating.org/recreational-boaters/carbon-monoxide.php>



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By the end of the first night I was starting to get seasick. Recovering from seasickness on a rocking ship is almost impossible. Two days later with enough meds I was starting to feel normal again.

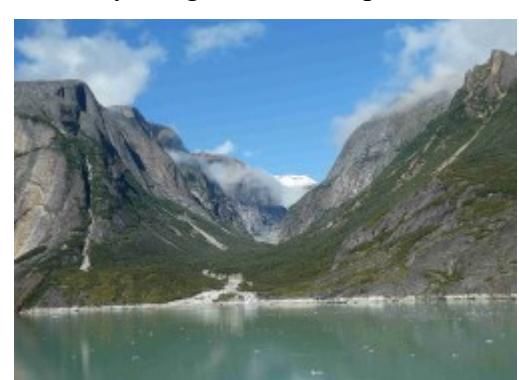
First stop on land was Juneau, the capital of Alaska. Juneau is a small town of 33,000 people. The town is squeezed between the base of the mountains and the shoreline. There are no roads to Juneau, you have to fly in or arrive by boat. It was great to be able to walk on firm ground again. Our visit of the city was wet, cold, drizzly, and heavy overcast. As a side note about the area, it costs 20% more to live here than in the lower 48 states. We were only in Juneau for a few hours then back on the ship. The shops were full of authentic goods made in China for the tourists to purchase. My wife purchased a couple of authentic T-shirts.

Next stop was Skagway, Alaska. Skagway only has a year around population of 850 people. When a cruise ship with 3,500 people arriving it quickly fills the streets. Sometimes more than one cruise ship is in port. We did the tourist thing by taking the train 20-miles to the famous Klondike Gold Rush (1897-1898) 3,000-foot Chilkoot Mountain pass. At that point it was still 1,000-miles of wilderness to the gold fields. Of the estimated 100,000 who attempted to find their fortune, it is estimated that only 11,000 people reached the gold fields. Of those that made the trip, very few made any money. Ok back to current times, at the 3,000-foot elevation the temperature was dropping fast. The local mountain tops had fresh snow. We could easily see our breath. It was time for the train to return to Skagway where it was much warmer.

Back down to sea level in Skagway we found the town to be a nice place to walk the streets. We had lunch in one of the local businesses, next photo.



Back on the ship, cruising down Endicott Arm Fjord to reach Dawes Glacier we passed by a lot of scenic valleys carved by the glaciers, next photo.



Administrative Officer's Report from Page 4

The next stop was at Dawes Glacier. I'm not sure how close we actually approached Dawes Glacier, because of its size it throws everything else off, 600-feet tall and one mile wide. Due to the heavy flow of small icebergs our ship kept its distance from the glacier.

Next land stop, Ketchikan, Alaska. We signed up for a bus tour of the area. The tour included a place where new totem poles are made the traditional way.



Originally the Ketchikan city streets and sidewalks were paved with wood or logs. Today only a few places like this survives. Later I found out those nice little building was the "Red Light District". The "Red Light District" was closed down in 1954. Today those nice little buildings are little boutique shops for the tourists.



After visiting Ketchikan my wife started to get sick. It didn't take long to figure out that she got COVID. After that she had to quarantine in our room the rest of the cruise.

Our last land stop was Prince Rupert, British Columbia. With a sick wife left behind, I did a quick solo walk around the immediate area. Staying away from the crowds I took the trail less traveled. I came across a place called the sunken gardens, next photo.

Afterward I hiked on a secluded wooded trail. I hiked by what appears to be an Indian Lodge that had some interesting stone carvings. There were 3 Indians in the area that I talked to but didn't really understand them. See next photo of one of the stone carvings.

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The next stone carving I almost missed because it was almost buried by the tree roots, next photo. I would like to have learned the history about them. At least I feel like I did one non-touristy thing on this whole trip.

After returning to the ship I started to feel sick. Being confined to my sick wife with COVID I figured there was no need to get a COVID test. Afterward I got pretty sick for the remainder of the cruise.

Ok enough grim things like catching COVID. Before I got sick on the ship, I did manage to have some fun. The ship did offer specialty deserts that I was forced to sample. Note in the photo that I have my warmest winter coat and beanie on. Afterall I am in Alaska. For quality purposes I did have to sample more than one of them.

One afternoon on the ship there was a paper airplane competition. Hundreds of people competed. My extended family (brother, sister, and nephews) competed. 4 out of 5 got an award. I guess we were the wrecking crew!

Except for the first couple of days on the ocean, the sea was actually pretty smooth. On our return home the ocean was a calm as a lake or pond. A couple of days after returning home the seas outside of the San Francisco Bay was 10-12 feet. So I guess I got lucky with the weather.

This was my first trip on a cruise ship. I know of others that love to travel on them. Our cruise ship was fancy. It reminded me of a casino. For me, it was interesting to do once. I found it interesting watching 3,500 people getting on and off the ship. It was easier to wait an hour to leave the ship after the majority of the people already left. On this trip I did manage to travel to places that I had not been to before. Personally I like to travel the road less traveled.

As I write this adventure report, I'm home recovering from COVID.

Alan



What is ahead on the Calendar:

Nov 14	Executive Committee Meeting
7:00 p.m.	All members welcome via Zoom
Dec 9	Holiday Party at the Pasta Pizza Primavera
2:00 p.m.	All members and guests welcome
Dec 11	Executive Committee Meeting
7:00 p.m.	All members welcome via Zoom
Jan 8	Executive Committee Meeting
7:00 p.m.	All members welcome via Zoom
Jan 27	Peralta Annual Crab Feed
6:00 p.m.	Oakland Aviation Museum
	All members and guests welcome

Peralta Squadron

Holiday Luncheon

2:00 p.m. Saturday,

December 9th

Pasta Pizza Primavera

2997 N Main Street

Walnut Creek

For information and reservations

Call or e-mail Lt/C Alan Smith

(510) 520-0915 (cell)

alans3@aol.com

<https://www.pastapizzaprivavera.com/>

2022-23 Bridge

Commander:

Cdr Nicholas J. Pack, JN

Executive Officer:

Lt/C Ricardo L. Mares, P

Educational Officer:

R/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/Lt/C Vickie Erickson, JN

Rules

R/C Norman W. Pennington, SN-ON

Lt/C Alan Smith, P

Lt/C Ricardo L. Mares, P

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Boating Under the Influence: Talk about it before it's too late

Let's talk about boating under the influence (BUI). Just because November is upon us and a lot of boats have been winterized, we continue to need to educate each other about this dangerous practice. **America's Boating Channel™** BUI videos offer an excellent way in which to do this.



Check out the “**Dispelling BUI Myths**” video in Season Four that covers six major misconceptions about boating under the influence (BUI). It teaches viewers about unique dangers associated with boating while intoxicated and features law enforcement actions and penalties for conviction of BUI. In Season Five there is a video entitled “**BUI Fatalities**” that covers the most fundamental reason for not boating under the influence of alcohol or drugs. Viewers will learn of additional associated risks and receive tips for avoiding BUI, such as using a designated sober operator.



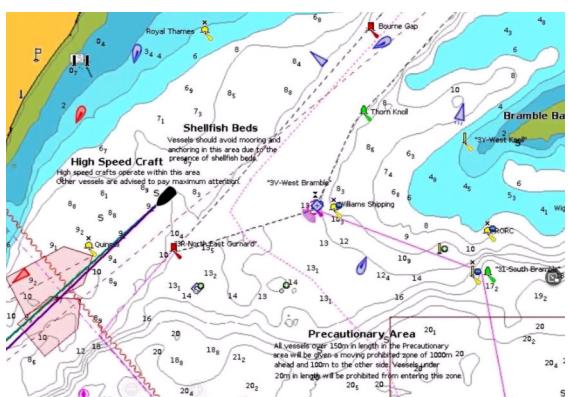
The videos referenced here, and others, are available to USPS members to view and download for free at bit.ly/USPSABC. There is an index to help you find the topic you need, which is very convenient for instructors who want to use these videos in the classroom without the need for an internet connection. Otherwise, visit America's Boating Channel on YouTube at <https://www.youtube.com/@AmericasBoatingChannel> to find these and nearly 100 other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America's Boating Channel to introduce them to what our organization has to offer.

In addition to YouTube, these professionally produced high-definition safe boating and boater education videos are available via the America's Boating Channel on-demand app on Roku, FireTV and, as of November 2023, Apple TV. [America's Boating Channel™](#) is produced by the United States Power Squadrons® (USPS) under a grant from the Sport Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard.



Tap Into America's Boating Channel™

The boating community uses many acronyms that someone new to boating may not understand. Do students enrolled in our basic safe boating course understand that the acronym ATONS references aids to navigation? In 2020 America's Boating Channel produced “**Introducing ATONS**,” a video showing how buoys, day beacons, and other marks provide aids to navigation. This short video offers a wonderful introduction to ATONS. In it, viewers also learn about categories such as lateral and regulatory ATONS, as well as special purpose and danger marks.



Remember, if you need a refresher before getting out on the water, you can access an invaluable library of videos produced by America's Boating Channel. The videos referenced here, and others, are available to USPS members to view and download for free at <http://bit.ly/USPSABC>. There is an index to help you find the topic you need, which is very convenient for instructors who want to use these videos in the classroom without the need for an internet connection.

Otherwise, visit America's Boating Channel on YouTube at <https://www.youtube.com/@AmericasBoatingChannel> to find these and nearly 100 other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America's Boating Channel to introduce them to what our organization has to offer.

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THE PERALTA HELMSMAN

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Commander's Comments



As we approach the change of seasons, on the water activities are on the decline despite that on the bay boating during the winter

months is actually one of the best times for power boaters due to very calm waters. You sail boaters had your chance during Autumn boating season with strong winds that are common in the fall.

We have several social activities that are in the planning stages that I hope you will take advantage of. We are planning on a holiday luncheon for Saturday, December 9th at the Pasta Pizza Primavera in Walnut Creek. On January 27th we are planning on holding our annual Crab Feed at the Oakland Aviation Museum. This will be followed with our annual Change of Watch on February 17th.

The Rules Committee will be considering changes to our bylaws that will allow the squadron (club) leadership to operate with a

smaller Executive Committee meaning fewer bridge members. On the other hand, fewer leadership positions will mean potential of fewer activities. The good news is there will be no changes in education staffing or plans. Over the coming months the nominating committee will be seeking for members who would like to get involved to help the club grow.



In closing, I am once again in hopes in the near future we can have a venue to have classes, meetings and social activities.

