

Peralta Helmsman

September
2016
Vol. 57 No. 4



Melba Hale and Larry Gertz pose by the Star of India...

...it was a birthday trip to honor 'those who protect us on land and on the sea.'

See story on page 6



Alan is Peralta's Captain America

*Proud recipient of multiple USPS
National Distinction in Journalism Awards*

Quarterly publication of the Peralta Sail and Power Squadron, San Leandro, California



What's ahead for Peralta Squadron?



2016 Calendar of Events

September

Thursday, September 1—Helmsman arrives in your mailbox!

Saturday, September 10—Delta BYOB (bring your own bag) Picnic and Fun Cruise aboard Footloose departing from Stockton Riverpoint Marina. Call Judy Pennington for details and reservations. (Only room for 10 guests.)

Monday, September 12—Peralta Bridge and Executive Committee Meeting, 7:30 p.m. at San Leandro Yacht Club. All are welcome.

Saturday, September 17—California Coastal Cleanup Day and Barbecue. Meet at San Leandro Yacht Club at 9 a.m.

October

Monday, October 10—Peralta Bridge and Executive Committee Meeting, 7:30 p.m. at San Leandro Yacht Club. All are welcome.

Saturday, October 22—District 25 Fall Conference at San Leandro Yacht Club. All members encouraged to attend.

November

Monday, November 14—Peralta Bridge and Executive Committee Meeting, 7:30 p.m. at San Leandro Yacht Club. All are welcome.

Saturday, November 19—Commanders' Chili Cook-off. Bring your taste-testers because you are the judges. Attitude 5 p.m. at San Leandro Yacht Club.

December

Saturday, December 10—Peralta's Holiday Party and Pot Luck at San Leandro Yacht Club. Cheers at 5 p.m. Dinner and fun to follow.

Monday, December 12—Peralta Bridge and Executive Committee Meeting, 7:30 p.m. at San Leandro Yacht Club. All are welcome.

ABC Boating Course is underway. Take it yourself or invite someone to join the class

Peralta SEO Norm Pennington said: "I am pleased to announce that starting on Wednesday, August 31st the Peralta Power Squadron started the next America's Boating Course. The course will be held at the San Leandro Yacht Club, 20 Mulford Point Drive in the San Leandro Marina. This is a basic course that is designed to qualify recreational boaters to obtain the California Vessel Operator Card when the state of California begins to phase in the implementation of SB-941 in 2018."

Norm went on to say: "This course will be held on five weekly sessions on most Wednesdays from 7:00 p.m. to about 9:15 p.m. The second class meeting will be held on Thursday, September 8th. On the last course session we will review the course material and there will be a 60-question examination. The grading of the exam will be done that evening and everyone who passes will be given a Certificate of Completion.

This course is a complete classroom program covering the basics of recreational boating. The course is designed for boaters using all types of watercraft. The course material includes:

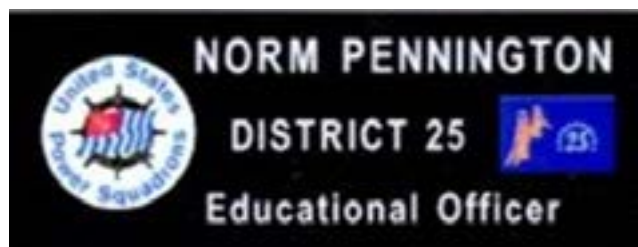
Boat Education: General information about boats and personal watercraft, and their maintenance

Boating Safety: How to make your boating safer and more comfortable

Boating Law and Regulation: Laws and regulations that you must follow.

The cost of this course is \$50 which covers all materials including the student text. Registration is easy, simply click this link below to register.

<http://www.usps.org/cgi-bin/nat/eddept/800/getregform.cgi?C-17030>



New name badges are here! Order yours

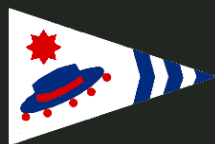
Peralta Bridge Members will all be wearing their new "politically correct" squadron name badge. As a part of USPS branding, having a consistent look, the new badges display the correct, approved logo and style. The USPS circle emblem features the Ensign over a wood spoke helm. The District 25 flag is also featured. The price is \$10, but Peralta will pay half. Contact Judy Pennington to place your order.

Nomination Committee is already searching

A year flies by at breakneck pace and the Peralta Nomination Committee is already scanning the horizon for new and sustained leadership. If you don't want to serve Peralta, by all means avoid being noticed by: P/C Melba J. K. Hale, Lt/C Josette V. Mares and Patricia Ann Folger. They are already thinking about the 2017 Change of Watch.

Peralta Helmsman

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San Leandro, California

Tempting new simulator has many bells and whistles

Recently I had an opportunity to view a demonstration of a commercial ship simulator that depicted the cruise ship we were sailing on. The simulator was set up on a laptop computer with the image displayed on a screen in an auditorium. A couple of volunteers from the audience each guided the large cruise ship from its berth out to a channel in the Amsterdam harbor. This demonstration was run using the European Ship Simulator customized for the cruise line.

This reminded me of another ship simulator that I recently had an opportunity to see a presentation on. While attending the USPS national meeting in Orlando Florida I attended a presentation on a simulator called MuVITm. MuVIT is a Multiple Vessel Interactive Trainer that was developed by the Tampa Bay Power Squadron using mostly off the shelf components that are readily available. MuVIT supports 24 vessels ranging from jet ski to supertanker, 15 locales including NYC and San Francisco; US locales correspond to NOAA charts such as SFB #18649, canned and free roam scenarios available, editor allows creation of custom scenarios, and environmental conditions are adjustable. Other features provide many user -configurable environmental conditions (rain, fog, waves, wind, TOD, TOY, etc.), contains distractions (VHF traffic, chart plotter, ATONS, etc.), provides multiple vessel types & engine configurations, capabilities to use in all squadron classes, and provides multiple viewing angles such as bird's eye and helm view.

Unlike the USPS Boating Skills Virtual Trainer, that costs in excess of \$14,000 or closer to \$15,000 with shipping/transport containers plus taxes, the cost of MuVIT is approximately \$1,540 plus taxes. The components consist of a VRInsight Ship Console, USB Steering Wheel, Laptop, 40" TV Monitor, and the ShipSim 2008 software package. If one already has a suitable laptop, the price can be dropped by \$700, and if one already has a 40" TV monitor, the cost can be further reduced by another \$340, bringing the cost to approximately \$500 plus tax and shipping.

Starting the simulator is simple, and setting up the scenario goes quickly. You set the location, type of vessel and weather parameters. From there you select the type of view; helm with chart plotter or birds eye view. From there on to custom scenarios using any vessel or locale in the library. Also, any text book example can be created, and the scenario editor is graphical and simple to use. The Tampa Squadron will also host a repository of custom scenarios on their website. A few examples of custom scenarios are close quarter maneuvers such as docking

and leaving the dock with variable wind and current settings and interaction with commercial traffic.

The Tampa Power Squadron has created a website that explains MuVIT and has access to additional resources. <http://tampaps.org/MuVIT/MuVIT.html>. The website remains a work in progress. Full documentation is available online. Future development includes a Sail Trainer and a Radar Trainer. Information on specific products listed above is available on the Internet including in some cases, You-Tube Videos. The Tampa Power Squadron has done all of the work combining compatible components in order to create MuVIT. On the surface this appears to be a viable alternative to other boating simulator alternatives. Tampa is committed to keep this going serving as a repository of custom scenarios and forum based on their webserver.

Impressive educational accomplishments for us

I was finally able to get nearly 200 boating course records cleaned up on the National Educational Registration System (HQ-800) and I thought that you might find the statistics interesting.

Since 2003, Peralta has conducted 76 Safe Boating Courses (consisting of the America's Boating Course, Boat Smart or the Squadron Boating Course). We had 496 course registrations, with 449 students passing. Of the remainder we only had six failures and 41 students that did not stay for the exam. Courses range with a minimum of one student to as many as 20 students passing.

The statistics do not show the course locations, so I'm going to guess that most of these courses were conducted at one of the following; the Marina Community Center in San Leandro, the Benicia Yacht Club, the Bridge Marina Yacht Club, the Aeolian Yacht Club, the Peninsula Yacht Club, the Office of Dr. Arnold Goldschlager, the Coyote Point Yacht Club, the San Leandro Yacht Club, the Mariner Square Drystack and Marina (Pasta Pelican), and my home. The numbers above do not reflect the courses that I held at the Belmont Community Center for the Sequoia Power Squadron or the recent course presented with the Santa Clara Power Squadron.

This accomplishment was due to the efforts of Bill Manolis, Roy Hall, Mark Galbraith, Ricardo and I with Commander Barb filling in as proctor in many of the San Leandro courses.





Peralta Sail and Power Squadron 2016-17 Bridge

Commander:

Cdr Barbara Waldstreicher, AP

Executive Officer:

P/C Ricardo Mares, P

Educational Officer:

D/Lt C Norm Pennington, SN

Administrative Officer:

Open

Secretary

Lt/C Josette Mares, S

Treasurer:

D/ Lt C Judy Pennington, P

General Committees

Auditing

Lt. Fred Holmes, AP
Lt/C Barbara Waldstreicher, AP
Open

Nominating

Lt/C Josette Mares, S
Patricia A. Folger, S
Open

Rules

D/Lt/C Norm Pennington, SN
P/C Alan Smith
Open

Executive Officer's Report

P/C RICARDO MARES, P



As USPS members we all receive a copy of “*the ENSIGN*” magazine. It’s full of information on “Boating Education Fun and Safety.”

What do you do with your copy of *the ENSIGN* after you finish reading it?

It’s time for us to reach out and pass along our **Ensigns** to nonmembers who have an interest in boating or who are starting out with their first boat. It’s a full-service magazine with lots of interesting articles.

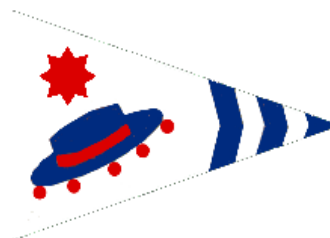
Shipshape: Answers, tips and advice to help you get the most out of the boating life. It gives good information on maintenance and problem-solving.

Destinations: It’s fun to read cruising stories from around the country written by USPS members.

Waypoints promotes Squadron News.

Stargazer shows a planetary calendar for each month so you can find your way in the sky. **Ship’s Library** promotes reading some of the most interesting nautical and sea-faring books. The list gives a short synopsis of each book. There are sea stories, voyages, mysteries, and historical documentation about Ships and their Captains. And much more!

By reading the ENSIGN, this may spark an interest in taking a boating class and joining a Squadron in their area.



Educational Officer's Report

BY D/LT/C NORMAN W. PENNINGTON, SN

USPS course advances and upgrades meet the demands of our time

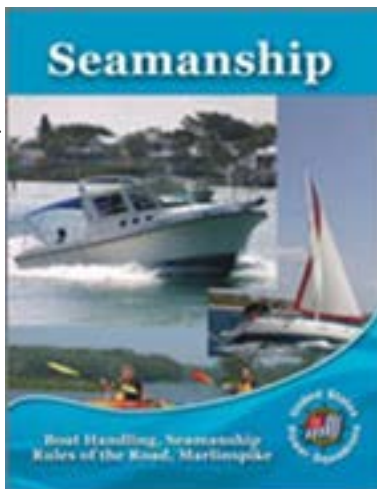
Over the summer many members are out on the water while other members on national committees are busy working behind the scenes on upgrading existing courseware or developing new seminars.

For example, the Educational Department is developing a pilot program to partition the Seamanship course into eight seminars where squadrons would teach all eight seminars in succession. Students could choose to take any or all of the seminars. The student may elect to take and get credit for the Seamanship examination without taking the Seamanship course, and can also receive credit for those seminars that are taken, which is essential should the student be seeking Boat Operator's Certification.

Other changes that are being considered are a realignment of courseware to compliment the skill levels in the Boat Operator Certification program.

New Seamanship Course

Seamanship 2016 has been prepared for printing and eBook publishing. There will be some content changes in this revision. Students can elect to use traditional published paper materials, or use electronic materials using a free eBook application for computers or tablets and a downloadable student syllabus. The cost of either option is expected to be the same. I am looking at offering Seamanship following the ABC3 course scheduled for the end of August. I am also planning on offering the Seamanship course in a blended learning environment, meaning that we will have a few class sessions at the San Leandro Yacht Club, and the remaining class sessions we will utilize an online au-



dio/video conference where students can participate from home using their computer, or attend the presentation in person. The intent is twofold; the save time not having to commute to class, and to verify that this technology is a viable alternative to attending classroom instruction. One of the benefits of having an audio/video presentation is that we can record the presentation so students can attend a missed presentation, or go back and review a presentation to cover any points that may have been missed.

Learn USPS boating skills while wearing your bedroom slippers at home

I have been working with the San Joaquin Delta Squadron, who has been working on a pilot program to offer USPS seminars using an audio/video conference complete with a PowerPoint presentation. Materials are optional, however members seeking credit will be billed a \$10 seminar fee by their local squadron. Looking for a squadron offered course or seminar in your area, simply key in this link: <http://www.usps.org/cgi-bin/nat/eddept/800/cfindx.cgi?C> and select the type of offering and your zip code and you will be presented with a list of courses and seminars. You can also go the USPS Home Page: <http://www.usps.org/index.php> and select Courses and Seminars. Please let me know if you would like us to offer one of the many USPS topical seminars utilizing a teleconference technology.

Four new seminars coming this Fall

In my next report I will be providing an update on courses and seminars as well as new techniques in course delivery and instruction. However, I can report that four new or updated seminars will be introduced this fall; Automated Identification System also known as AIS, Propane Systems, and updated Radar and GPS. I also hope to have information from the State of California regarding the implementation of the California Vessel Operator Card.

Events that are coming up!

Coming up on Saturday, September 10th, members of the Peralta Squadron are invited on the vessel Foot Loose at River Point Marina in Stockton on a cruise of the San Joaquin River to the Delta Yacht Club.

Later in September on the 17th, your squadron will be assisting the San Leandro Yacht Club in the California Coastal Cleanup day and luncheon.

Later on October 22nd, we will be hosting the District Fall Conference at the San Leandro Yacht Club. We hope that members will be able to participate in one or more of these activities. Drop me a line if you are interested in any of these activities.

THE ADVENTURES OF PERALTA'S CAPTAIN AMERICA



P/C ALAN SMITH

A 35-DAY MOTORCYCLE ODYSSEY



STORY AND PHOTOS BY P/C ALAN SMITH, P

March 9, 1862 is the date that all wooden warships around the world became obsolete. On my recent motorcycle trip to the East Coast I visited the Mariners Museum in Newport News, Virginia. The Mariners Museum is where all the parts recovered of the two famous iron clad warships (Monitor and Merrimac) are collected, restored, and displayed. As a kid I grew up in the area and always had a fascination about this famous battle.

Sadly the iron-clad Merrimac was scuttled so it would not fall in the wrong hands. So very little is left to recover and study. The Monitor sank off Cape Hatteras North Carolina in a storm. As tough as it is to recover the Monitor's parts, at least there is something to recover.

It has been a few years since I visited the Mariners Museum. So I am always interested to see what new discoveries have been made.

Iron clad ships had been built many years before the Civil War but none had really battled wooden warships. Most early iron clad warships battled land fortresses protecting harbors and river inlets. Those early iron clads were basically converted wooden warships. They were top heavy and very unseaworthy.



Alan poses with the actual propeller from the Monitor.

The Monitor and Merrimac on the other hand were designed from the beginning to be an all steel (iron) combat vessels.

During the Civil War the North knew that the South was building an iron clad warship. Progress of the Merrimac was published in the newspapers. So the North decided to build their

own iron clad warship. To catch up with the southerner's warship already under construction the north built their all new ship in 100-days.

The south used a conventional design to build the Merrimac with numerous cannons fixed along the sides of the ship. Above the water line the sides of the ship used two-inches of steel backed with two-feet of wood. The real advantage was the sloped sides to deflect the cannon balls.

The Monitor, on the other hand, was a whole new design using a turret with only two cannons. With the new turret it could fire in any direction. The turret used eight-inches of steel to protect the crew. It was the first ship where the entire crew was housed below the water-line. The Monitor was rushed into battle before it had a chance to really test anything. It was rumored that it would sink when the first cannon ball hit it.

On the day of the famous battle, March 9, 1862, both dueled to a standstill with their powerful cannons. They even resorted to ramming each other. Still they could not sink each other. The rest is history.

Life aboard those iron clads was very tough. In the Monitor's engine room temperatures reached 140 degrees. Luckily there were fans blowing cooler air in the walkways. When not in combat the ship was covered in a tent to keep the sun off of it.



In the photo below Alan is standing on deck in front of the full scale turret. At left is a historical photo.





Replica of "The Discovery"

The Merrimac had a crew of 320 men. There was not enough space to bunk all of them so the crew generally bunked on shore. Due to the harsh conditions aboard at least a third of the crew was too sick and needed to be transferred off the ship. Replacements were asked as often as they could. Many of the men were recruited from the Army's artillery. These men not used to sea warfare.

At the Mariners Museum there is a full size model of the Monitor.

James Town Settlement

While in the Newport News area I also visited the reproduction of the Jamestown Settlement that was founded in 1607. The original Jamestown Settlement is still being studied nearby. I found it interesting how such explorers could cross the Atlantic Ocean in such small over-loaded ships.

The three ships carrying 105 passengers arrived in Virginia to start the new settlement were between the lengths of 66 and 116-feet. Also taking up valuable space in the ship were the heavy cannons and other weapons which they needed for a safe voyage. With so many people and supplies the ships were packed to the max.

In the photo below, Alan is "firing" one of the main cannons.



Replicas of the three ships; the Discovery, God-speed, and Suzan Constant are docked at the reproduction Jamestown Settlement. In the photo above is the "Discovery".



Life aboard those small ships crossing the Atlantic was very hard. Once on land in Virginia life became even worse. Punishment for breaking the settlement's rules was very harsh. For example if a sentry guard was found asleep on duty he was hung or shot.

Also at the Jamestown Settlement was a reproduction of a period Indian village. At the Indian Village I learned how to build a dug-out canoe. Since Indians did not have axes they built a fire at the base of the tree until it fell. After the tree fell fires were built along the tree to hollow it into a canoe.

The larger dug-out canoes were large enough to carry 60-men. Those old growth trees were that large. Those larger canoes could carry two men side by side.

The early European explorers cherished these dug-out canoes because they did not leak.

In the photo below Alan and friend sit in a partially built dug-out canoe.

While on the subject of canoes, a couple hundred years later (1803) in Harper's Ferry, Virginia. The famous Louis and Clark explorer team stopped by to have a folding canoe built for their trip to the west coast. The canoe worked in Harper's Ferry on the Potomac River but not in the wild. The canoe was buried along the Missouri River bank.

Sadly the original Luis and Clark canoe has not been found. But I accidentally came across a reproduction of this famous folding canoe in the town of Harper's Ferry just lying in a field near a plaque.

After spending 35-days on the road and driving a total of 9,015-miles, it was finally time for me to head home.



Deck Gunnery Officer Alan Smith takes aim at the enemy.



Alan crouches next to the reproduction frame of the folding canoe.



Alan's 2016 Travel Album



Streamliners ready to take off for the second half of the motorcycle competition.



Alan's streamliner parked along a mural in a small eastern town.



Alan holding two trophies at a car



Alan visiting a Colorado ghost town



Alan on a local Idaho race track.

Alan having a drink of tea during one of the pit stops during the fuel economy competition. Some people thought I was drinking Jack Daniels!



Alan at a roadside attraction from the 1920's on the Lincoln Highway



Alan crossing the finish line at Idaho race track.



Alan and propeller at the Marine Museum.

"Figure Head" salvaged from an old sailing ship.



Alan ready to fly the next space shuttle from the Smithsonian Museum in Washington, D.C.



Alan standing next to a 10 Kilo-ton hydrogen bomb at the Air Force Museum in Dayton Ohio.



Finally!

Compiled by
Melba, Rick
and Josette

The great Chinese philosopher, Confucius, poetically said “A journey of a thousand miles begins with a single step.” For Past Commander Melba Hale her long-awaited journey from Alameda to Bethel Island aboard her boat began with a hopeful heart and the twist of the starter key.

The crew of four was transported from Antioch to Alameda by Designated Uber-type Driver, Larry, who was awakened from his enjoyable night of sleep at 5 a.m. to prepare for his important task.

After gear and provisions were brought on board, *Sea Note* left the slip at Mariner Square in the Oakland Estuary at 10:00 a.m. The cool overcast day felt wonderful to the crew compared to the recent 100+ degree weather in the California Delta. Four experienced cruisers were onboard – Captain Melba Hale, First Mate Lt/C Ricardo Mares, Second Mate/Deck Hand Bob Ritter of Benicia Yacht Club, and Deck Hand Lt/C Josette Mares - *sandwich-maker extraordinaire*. Wave action was light and winds from the west were calm.

The powerful twin Mercruisers burst to life and gave a confident throaty roar from the underbelly of *Sea Note*. Melba’s 34-foot sedan bridge cruiser that had been held captive in Alameda for three years due to repairs and unforeseen circumstances was finally on her way to her new home. Leaving the beautiful view of Jack London Square and the wonderful friends at John Beery Yachts was nostalgic; nevertheless, the time had come. Lt/C Josette continues with the adventure details:

“The first leg of the trip took us under the new span of the Oakland Bay Bridge, then under the San Rafael Bridge and past the scenic Brothers Light House. Engines were running smoothly (even purring), trim tabs were positioned and we were on a straight shot towards the Carquinez Bridge. Only one Ferry Boat passed us along the way from San Francisco towards Vallejo.

“As Captain Hale steered *Sea Note* up the Carquinez Strait towards the Benicia Bridge we were given a short story about the history of the area from native Bob Ritter.

“After passing the Mothball Fleet in Suisun Bay a warning alarm shrilled. The Captain stayed calm at the

helm as Ricardo and Bob checked the gauges for any signs of trouble. Then they went down below to check the engines.

“The decision was made to cut down to one engine and proceed to Pittsburg Marina. We entered the marina and tied up at the fuel dock. After an examination of the engines and transmissions, it was determined that one transmission was the culprit because of a slow fluid leak. We needed to add more fluid than the half-quart we had on board. We inquired at the fuel dock, but they do not sell motor oil or transmission fluid. After a brief search on the docks, Bob came back with a quart of transmission fluid given to him by another boater. [Camaraderie in the boating world is great!]

“After refueling, we took a short refreshment break. Then we started the blowers for five minutes, started the engines, and left the dock for the last leg of the trip to Bethel Island.

“Captain Hale took over the helm again for the last 20 miles of the trip. As *Sea Note* made the turn to starboard down Sand Mound Slough, she traveled the last 100 yards of the trip and was maneuvered into her new slip at Melba and Larry’s home on Bethel Island. Larry met us on the dock for a photo op. We celebrated with a toast of champagne ...



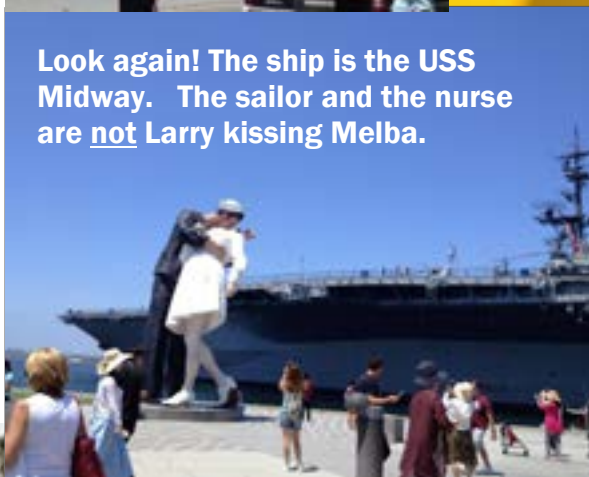


Santa Barbara sunset.



Lawrence Welk's accordion.

Look again! The ship is the USS Midway. The sailor and the nurse are not Larry kissing Melba.



Mt. Soledad Veterans Memorial



P/C Melba Hale and Larry Gertz recently enjoyed a Melba birthday celebration trip to San Diego to honor 'those that protect us on land or sea.' They visited the USS Midway, the Mt. Soledad Veterans Memorial and the Star of India. Melba's "bucket list" includes visiting as many of the 21 California Missions as possible, so they saw Mission San Diego too.



Peralta Helmsman

16 Cobblestone Lane
Belmont, CA 94002-2310

Commander's Comments

Greetings,

I hope this summer finds many happy times for you with family and friends coming together and having fun on land and water,

I am happy to say that Peralta Power Squadron was able to put on an ABC3 class with Norm Pennington. We have been having difficulty with interest, but hopefully we will continue to be able to put on more classes.

We had our annual Peralta Membership Meeting and BBQ in June, which was well attended and everyone had a good time. It's always a nice time when we get together and reminisce and catch up with good friends.

The District 25 Rendezvous was just held, and although it was sweltering, we all had a good time. Peralta was represented with five members and two boats: D/C Rick and Vicky Erickson's *"It's About Time"* and Norm and Judy Pennington's *"Footloose"*. Luckily, Footloose has air conditioning and much time was spent cooling off inside, which helped us get through the hot days. It cooled off nice at night though. All squadrons in D25 were



represented this year, which hasn't happened in several years. Hopefully next year we can have even more members attend. It is always a good time.

One exciting and upcoming water event is our Delta Picnic and boat ride on Footloose on Sept. 10th. Norm and Judy Pennington have graciously donated their boat and we will be cruising from River Point Marina in Stockton to Delta Yacht Club. At the Delta Yacht Club island we will enjoy our "bring your own bag" picnic lunches. Contact any bridge member for more info or questions. Reservations are necessary and can be made by emailing judydypenn@sbcglobal.net.

Here's to spending a great summer on the water with great boating weather.

Commander Barbara Waldstreicher



Photo by Bob Burget