



THE BEACON



EBONY BOAT CLUB

02/15/2021

VOL. 28, NUMBER 01

A MESSAGE FROM THE HELM



Dane McCoy
Commodore

Hello Ebony Boat Club,

I pray that you are all healthy both mentally and physically. I know it's not easy for most of us while at some level of quarantine, socially distancing and wearing masks when outside of our immediate family or friends. Today I lost a younger cousin of mine to COVID-19. He was one of the nicest gentlemen one would ever meet. He was a veteran and enjoyed attending the Pacific Inter-Club Yacht Association (PICYA), Margot Brown Wheelchair Regatta for Veterans, yearly. In 2019 He was a guest on Marilyn and Otis Brock's boat "Enchantment". His death is a reminder of how serious this pandemic is and that we cannot let our guard down. Rest in Peace Dear Cousin.

Ebony Boat Club is honored to be hosting the (PICYA) delegates meeting for the first time on Monday, March 1, 2021. This will be an online event and you are all invited to attend. Go to picya.org for time of the event and zoom information.

On Thursday, January 28, 2021 I received a telephone call from EBC Treasurer, Otis Brock. He informed me that he received a call from the Downtown Stockton Marina Harbor Master that our clubhouse was taking on water. When I arrived, it was raining very hard. The walkway from the parking lot to the marina gate was ankle deep in water and of course none of us were wearing

rain-gear. I met with Otis at the clubhouse where I saw the Harbor Master, his crew and a couple of marina live aboard boaters frantically pumping water from the clubhouse bilge with about five bilge pumps. The pumps were barely keeping up with the inflow of delta water. I purchased sandbags and we placed them at the front door of the clubhouse. That helped slow the inflow, but we still weren't making any ground. Clubhouse drains were under water making a path for delta water to enter. Realizing that, I went to Home Depot, rented a trash pump, shoved it into the back of my truck and rushed it to the clubhouse. Thankfully the trash pump made a huge difference. The water being pumped out reminded me of a fire hose. In a couple of hours, the clubhouse was raised. All the water was pumped out.

I later learned that one of the Security Officers discovered the clubhouse condition and reported it to the Harbor Master. I was advised by Otis that electrical power had been lost to the marina for several days. The Harbor Master told me the power to the marina was restored the previous Wednesday about 9 am. During that time our bilge pumps failed to operate without electricity. We found one of our shore-power cords below water which created a short circuit. Without shore-power the bilge pumps were incapacitated.

Ebony Boat Club is honored to be hosting the (PICYA) delegates meeting for the first time

A MESSAGE FROM THE HELM

On Friday, January 29, 2021 Kerry Davis, Otis Brock, and I met at the clubhouse to make repairs and mop up. We replaced the damaged shore-power cord, used high power fans to dry out a small section of carpet, and made other miscellaneous repairs. Fortunately, no major damage occurred. I owe a debt of gratitude to the security officer who discovered it, the marina crew and the two live a board berthers who collectively kept our clubhouse from sinking. The clubhouse is back to normal with a few added improvements.

Saturday, January 20, 2021 at noon we had our monthly club meeting. Otis Brock and I explained the series of events that occurred the past two days prior to our meeting. Several of us came to the meeting with ideas on how to prevent this from happening again. My thought is to use a marine grade battery backup system with marine solar panels to keep the house battery charged. Port/Fleet Captain Reggie Kelly advised that the same system is also used in motorhomes and other recreational vehicles. Others attending the meeting suggested installing a generator which would have an auto-start feature to create electrical power when municipal electricity was lost. I appointed an ad hoc committee to investigate and report their findings on what type of system would be best for our use.

During the meeting several club members pledged to donate \$200.00 per membership to add to the building fund specifically to upgrade our system. I gave my pledge to Otis a couple of days after. I'm sure many, if not all who pledged

sent their check to our treasurer. If you would like to donate to that fund for the purpose of upgrading the system, please contact our treasurer. We've never had this circumstance before, and I pray it never happens again.

February 5th was my birthday. A couple of weeks leading to my birthday I activated my Facebook non-profit Fundraiser for Ebony Youth Foundation. Two weeks prior to my birthday Facebook started posting to my Facebook page that I was fundraising for Ebony Youth Foundation. This year I raised over \$1,000.00 via Facebook for EYF. Ebony Youth Foundation is registered with Facebook as one of the 501c3 organizations that you can donate too. If you are a Facebook member, go to your Facebook settings and register. Your Facebook settings are at the top right corner of your Facebook page.

There is nothing absolutely nothing half as much worth doing as simply messing about in boats.
– Kenneth Grahame, Writer

That's all I have for now,
Dane McCoy
Commodore



A Message From :
THE VICE COMMODORE



Sheila George
Vice Commodore

With the current status of the COVID-19 virus the Super Bowl and Chili Cook Off Party was cancelled. The delay will give all future participants another year to finalizing that perfect pot of chili to earn the bragging rights for next year.

February is Black History Month and EBC's Black History Month Program will be presented on Saturday, February 27th immediately following the General Membership meeting which starts at 12pm. The ZOOM meeting ID number along with the meeting agenda and the Black History Month Program will be emailed to all EBC members. If you have anything you would like to share or if you would like to participate in the program, please contact me ASAP.

Just saying,

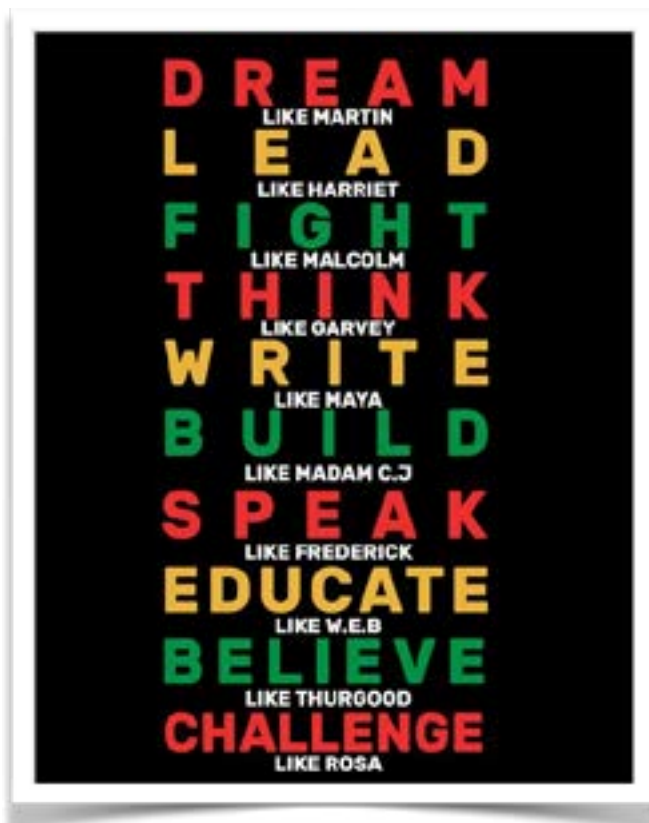
“Where your Focus goes, your Energy will follow!”

Sheila George
Vice Commodore

Hello Ebony Boat Club,

I just wanted to let everyone know how proud I am of our club and of our club members. The club has been closed now going on a year. We're starting to adjust to the new ways of conducting business via ZOOM. Thank you to those who have pitched in on maintaining the clubhouse. Your leadership and skills level in keeping the clubhouse up and functioning is very much appreciated. Thank you so much for the many hours and hard work!

The Annual PICYA Commodore's Ball was held via ZOOM in January. EBC had high attendance, thanks to everyone who attended as PICYA was recognizing all new leaders for 2021. The out going PICYA Commodore Robert Willis gave a memorable recap of his year as commodore. The PICYA February Delegates meeting was also well attended by EBC members. EBC Past Commodore Robert Willis gave a Black History presentation on the Buffalo Soldiers. EBC will be hosting the March PICYA Delegates Meeting via ZOOM, all EBC members are welcome to attend. To register go to the PICYA website.



A Message From :
THE REAR COMMODORE



Jennifer Duhon
Rear Commodore

Until the next time we meet, I leave you with this quote:

**I am bound to them,
though I cannot look
into their eyes,
or hear their voices.
I honor their history.
I cherish their lives.
I will tell their story.
I will remember them.**

Author Unknown

Greetings EBC Members

I hope everyone is well and getting a little relief from 2020. While we are not out of the woods yet, we are at least moving forward. Slowly the vaccine is becoming available but until enough people can receive it, please continue to follow CDC guidelines.

The Clubhouse will remain closed for events and the EBC Black History Month Program has been rescheduled as a Zoom event. The March event, Mardi Cruise In, is still on the books and a firm decision will be made towards the end of February.

My contribution to Black History Month is a mention of African American women in maritime history. On July 1, 2014 Michelle Howard was promoted to the rank of four star admiral and assigned as the Vice Chief of Naval Operations. She was the first woman to hold that rank and position.

Admiral Howard stood on the shoulders of the brave African American women who came before her. I invite you to read their story in an article written by Regina Kers PH.D in the USNavy newsletter, *The Sextant*. The story begins on page **20**.

Jennifer Jo Duhon
EBC Rear Commodore



A Message From:
THE TREASURER



OTIS BROCK
Treasurer

Hello fellow Ebony Boat Club Members:

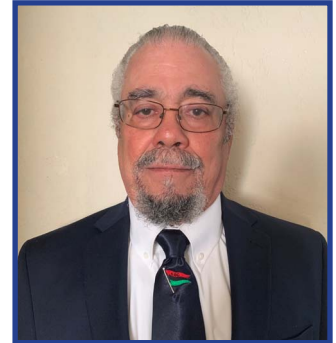
Please let me know if you are having a problem receiving your monthly treasurer's report. We may have an old E-mail address for you. If you did not receive my report, please send me your E-mail address and I will copy and paste it to our official address list. Send your E-mail address to otis@sfrem.com

We made this request before and I would like to remind you that we have initiated an exciting way of raising funds for the Ebony Youth Foundation. The Ebony Youth Foundation is a 501(C)(3) charitable organization registered with the Internal Revenue Service. This means that you can deduct contributions to the Foundation under Internal Revenue Code Section 170.

If you are interested in assisting the foundation, you can make a donation directly to the Ebony Youth Foundation @ 1253 Yuba Avenue San Pablo Calif. 94806. Or online at **Network For Goods**. Click on Ebony Youth Foundation and follow their instructions. We are listed on the Eligible Organization List as 814228897. Another way that you can help is to forward this information to your E-Mail friends and your Facebook Page.

Thanks and Safe Boating
Treasurer, Otis Brock

A Message From:
THE PORT/FLEET CAPTAIN



REGGIE KELLEY
Port/Fleet Captain

Ahoy Mates,

BOATING ESSENTIALS

A handheld marine radio is an essential piece of equipment for boaters heading out to sea. They can be used to contact the Coast Guard in case of an emergency, for communication with other vessels, and for regular information updates and weather reports. A handheld VHF radio is what you need!

VHF stands for Very High Frequency, and it operates on channels used specifically for marine applications. VHF radios come in a variety of shapes and sizes, from fixed, hard-wired units to lightweight, portable handheld radios. All vessels should have a radio installed, but having a handheld model that uses battery power is what you need in an emergency. That's why we recommend having both kinds.

A portable, handheld radio can be used when the power is out, if you have to abandon ship, and usually, they're designed to withstand serious punishment. Many of them are shockproof and waterproof, and made from materials that can withstand harsh marine environments. In fact, some can even float!

If you're next voyage is taking you out to sea, don't even think about leaving the marina without one of these on-board!

Reprinted: Boat Safe 2/21 a community supported site.

Until next time, stay safe on the water and remember to always expect the unexpected.

Respectfully,
Reggie Kelley, Port/Fleet Captain

A Message From : THE SECRETARY

Happy Valentines Day EBC,

I pray that this message finds every one healthy, happy and safe. I hope that those who are able to schedule the COVID-19 vaccine are following through with it. More than likely Frank and I won't be able to get the vaccine until the next phase. Please continue to wear your mask and adhere to the social distancing guidelines.

We have some wonderful recipes being shared in the Beacon Newsletter. If you have tried any of them, please let us know how it turned out with photos and an article. Last month's newsletter had three recipes in it. I tried the **Sausage Cabbage Soup** and will be working on the other two posted recipes soon.

This was a very, very delicious soup and so simple to make. I started out with cutting up my veggies and I choose to cut up a whole cabbage instead of purchasing bags of shredded cabbage.



Onions, cabbage, carrots, potatoes, beer, garlic, cooked sausage and spices.

I have tried this recipe twice and have decided that I prefer the Italian sausage that we get from our local meat market instead of the sausage recommended in the recipe. On the second making of this sausage cabbage soup, I made my own chicken broth instead of the store purchased can/boxed type. Once all the ingredients are added to the pot, the aroma from this soup cooking will have you salivating.



Sausage and cabbage soup cooking, amazing!

This was a very quick and easy meal to prepare. I made cornbread muffins to go along with this too pretty to eat sausage cabbage soup. This recipe was posted in the January Beacon Newsletter. If you're looking for a quick delicious meal give it a try and then let us know how your soup turned out. Special thanks to everyone posting recipes for us to try. There's a few more recipes I'll be trying soon, so stay tuned. Bon Appetite!



Sausage Cabbage Soup, Mmmm, Mmmm Good!!

Enjoy,
Carol Whitehead, Past Commodore

A Message From :
THE PARLIAMENTARIAN



JAMES MACK
Parliamentarian
Bar Manager

Hello EBC,

I pray that all is well with everyone. Please continue to remain safe and follow the recommendations provided until this virus is under control.

As I had mentioned in last month's newsletter, here's another popular drink served during the Mardi Gras. This year, Mardi Gras starts on Tuesday, February 16th, but due to COVID fears all Mardi Gras celebrations have been canceled. However it does not prevent you from mixing up a "Hurricane."

The New Orleans Hurricane Drink is the quintessential Nola cocktail that always gets the party started. Perfectly sweet, tropical, and highly addictive, they bring a little bit of *The Big Easy* right to your home!! Serve this classic drink with *Red Beans and Rice, Shrimp Po Boys, Étouffée, Gumbo, Low Country Boil and Beignets!* Hurricanes are notoriously strong cocktails with a tangy sweetness that hides the pungent kick of the rum. Sip slowly, you'll thank me later.

The hurricane drink was invented in New Orleans by bar owner Pat O'Brien during World War II when the supply of whiskey nearly ran dry. To increase liquor sales, salesmen forced bar owners to purchase 50 cases of rum for every 1 case of whiskey. Pat formulated this cocktail to use up his store of rum and boy, was it a hit! The name for the drink came from the glass it's served in that is shaped like a hurricane lamp.

Today, you can still sit in Pat's legendary courtyard and try out the original recipe. In fact you can find a Hurricane almost anywhere around the city or use this recipe at home!



HURRICANE

- 2 oz. light rum
- 2 oz. dark rum
- 2 oz. passion fruit juice
- 1 oz. orange juice
- 1/2 oz. fresh lime juice
- 1 Tbsp simple syrup
- 1 Tbsp grenadine
- Garnish: Orange Slice and Cherry

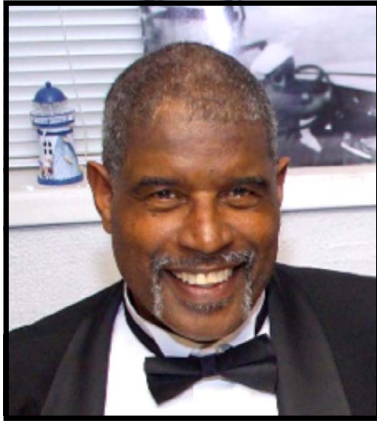
Shake all ingredients in a cocktail shaker with ice. Strain into a hurricane glass then garnish with orange slice and cherry and serve.

Note: using a flavored rum, muddling in fresh fruit or blending your cocktail to make a frozen treat can upgrade your Hurricane to the next Level!



Drink responsibly, and do not drink and drive,
James Mack, Parliamentarian & Bar Manager

A Message From :
THE STAFF COMMODORE



Frank Whitehead
Staff Commodore



cooked crab (picture above) or fresh crab (photo below) take your pick

Hello EBC Family,

Here's hoping and praying that everyone is well. For those who are facing challenges, our thoughts and prayers are with you. We will be opening up slowly as the virus is brought under control.

Carol and I are taking this time to do some maintenance on our boats. We are planning to participate in the **PICYA Pacific Rim Unity Boat Parade** around Treasurer Island and Yerba Buena on the 20th of February. For more information on this activity, please visit the PICYA website.



The City of Pittsburg has a new fish market, called **Fisherman's Catch**. It's located at the downtown Pittsburg Marina launch ramp and bait shop area. It offers live crab and lobster daily. Fresh fish, cooked crab or lobster ready to take home. They also have

hot cooked meals for purchase. The fish-n-chips are to die for. But, I also heard that their cheese burgers are great as well and the home made claim chowder soup is worth giving it a try. I almost felt like I was in San Francisco at Pier 39 or Fisherman's Wharf.

So the next time you're in Pittsburg stop by Fisherman's Catch. Take Railroad Avenue into the downtown area until it dead ends, make a left onto 3rd Street and then a right at the next stop sign which is Marina Park Way, keep straight for a short distance and the parking lot is on the right hand side of the street. Don't forget to try one of their giant chocolate chip cookies.

Thank you for allowing me to be of service,
Frank Whitehead, Staff Commodore

A Message From :
THE SAFETY & TRAINING OFFICER



KERRY DAVIS
Safety & Training Officer



Greetings EBC family,

Happy New Year, I hope that this message finds you well, let's hope that 2021 is a better year for us all.

As we are getting ready for the 2021 boating season, don't forget to check the condition of your life jackets, be sure that you have the appropriate amount of life jackets for your boats seating capacity and that you include jackets for the kids as well.

I'm looking forward to another safe year of boating where we can all get together again, and safely enjoy our time on the water.

Smooth cruising,
Kerry Davis, Training and Safety Officer



Life Jackets are for Everyone

A life jacket (or Personal Flotation Device - PFD) is the single most important piece of equipment on your boat and the most important consideration should be size. More than two-thirds of all boating fatalities are drowning incidents and 90% of drowning victims were not

wearing a life jacket. So buy a life jacket that you will wear ... it could save your life. There several types of traditional foam flotation devices as well as new inflatable life jackets. Each is designed for different boating activities and water conditions and each has its own maximum buoyancy, performance level, and limitations. You should choose your life jacket based on your boating activities and conditions. Life jackets must be U.S. Coast Guard-approved in order to meet carriage requirements.

The Requirements for Life Jackets

There must be a properly fitting life jacket for each and every person aboard a recreational vessel. Life jackets must be Coast Guard-approved, in serviceable condition and the appropriate size for the intended user. Obviously, they are most effective when worn. On a vessel underway, children under 13 must wear an appropriate Coast Guard-approved PFD, unless they are below decks or in an enclosed cabin. Within the geographic boundaries of any State that has established a child PFD wear requirement, that State's requirement will be adopted. Our Life Jacket Loaner Program for kids can help you get the right life jacket for the day or weekend. To find the loaner site nearest you, [use our convenient map](#).

Each state may have additional wear requirements, such as for water skiing, personal watercraft operation, white water boating activities and during certain cool-weather months. Additionally, a boat 16' in length or greater, except canoes and kayaks) must have a throwable flotation device. [See specific state requirements for life jackets](#).

A Message From :
THE SAFETY & TRAINING OFFICER



Fire Extinguishers

We know we need them on board, but how many do we need and how do they work?



The Coast Guard requires boats to have at least one B-1 marine fire extinguisher on board.

Depending on the size of your boat you may need more than one. Boats less than 26' have to have at least one B-1 fire extinguisher on board. Boats 26'-40' need to have at least two B-1 fire extinguishers on board. If the boat has a USCG approved fire extinguisher system installed for protection of the engine compartment, then the required number may be reduced.

Please refer to the table below for the number of extinguishers required for your boat.

Our recommendation is to have a tri-class (1A:10BC) fire extinguisher on board your boat. We also suggest you have more than the Coast Guard requires.

Which Fire Extinguisher is Right for Me?

A tri-class dry chemical extinguisher will meet most boaters' needs. If you have concerns about damage to your electronics or your engine compartment lacks a fixed well.

As fire extinguishers are required on most boats, you most likely have one aboard. But chances are, you've never needed to use one, and might not know the proper technique for using one.

Take the time to read the directions on your fire extinguisher - you might be surprised about what it can and

Vessel Length and Fire Extinguisher Type Table

Vessel Length	No Fixed System	With approved Fixed Systems
Less than 26'	1 B-1	0
26' to less than 40'	2 B-1 or 1 B-II	1 B-1
40' to 65'	3 B-1 or 1 B-II and 1 B-1	2 B-1 or 1 B-II

IMPORTANT INFORMATION FOR EBC MEMBERS

US Edition **The Guardian**

This land is your land California

Trump's California water plan troubled federal biologists. They were sidelined



People fish in the Sacramento-San Joaquin River Delta's Elk Slough near Courtland, California. Photograph: Rich Pedroncelli/AP

Federal scientists and regulators repeatedly complained they were sidelined by Donald Trump's administration when they warned of risks to wildlife posed by a **California** water management plan, according to newly unveiled documents.

The plan, finalized in late 2019, favored the former president's political allies – farmers upset with environmental protections that kept them from receiving more irrigation water from the Sacramento-San Joaquin Delta, the hub of California's water network.

A top California fisheries regulator questioned whether officials with the **Trump administration** were violating her agency's "scientific integrity" policy and warned her boss that the administration's methodology "definitely raises a flag". A scientist said he feared "the pendulum was always going to swing in the favor of political decisions". Another vowed to stand up for science even if "someone tries to bury it".

These blunt exchanges are among 350 pages of emails, memos and meeting notes filed in federal court in Sacramento by California officials in December that provide evidence of political meddling in federal environmental regulation in California. They are part of a lawsuit from the state to overturn the Trump administration's rewrite of rules for how California's increasingly scarce water supplies are shared. The plan now could be overturned by the courts or by a review launched by President Joe Biden.



Biden's new conservation corps stirs hopes of nature-focused hiring spree

Jared Huffman, a California Democratic congressman who sits on the House natural resources committee, which oversees the Fish and Wildlife Service, called some of the revelations "blatantly illegal" and "textbook illegal".

"Frankly we all knew they were going to find a way to do this. The surprising part is that they were so overt and ham-handed about it," Huffman said.

Trump promised to deliver

At issue was the federal plan to divide water between the state's Central Valley farmers and its river ecosystems, which support fish protected by endangered species laws. Under law, the US government is supposed to rely on a trove of scientific data to strike a balance between the two. But in this case, a federal official urged scientists to

IMPORTANT INFORMATION FOR EBC MEMBERS

This Land is Your Land Continued California

help green-light bigger water deliveries to agriculture.

California's water problems are increasingly the norm across the American west, where communities from Idaho to Arizona are grappling with persistent and worsening drought conditions. The allotment of this shrinking supply of water is becoming a political question of existential importance for thirsty industries, imperiled wildlife and urban dwellers who some day could be forced into rationing.

In 2016, Trump promised farmers at a Fresno campaign rally he would "solve your water problem" and stop environmentalists from "taking the water and shoving it out to sea". Two years later, he issued an executive order that called for "**maximizing water supply deliveries**" to farmers.

The state's two most important rivers, the Sacramento and San Joaquin, converge into an enormous freshwater estuary. Much of the water is allowed to flow to the Pacific, but giant pumps operated by the state and the federal government's Central Valley Project siphon a significant portion and ship it to farms in the San Joaquin Valley and more than 20 million southern Californians and Silicon Valley residents.

Powerful agricultural groups have seen their deliveries curtailed over the decades to protect fish. They brought their concerns to Trump, and he turned to David Bernhardt, the head of the interior department and a former lobbyist for the Westlands Water District, an influential farm-irrigation district in the San Joaquin Valley.

Federal agency scientists are required under federal law to review any changes to how the Central Valley's water delivery system is managed to ensure no further harm comes to the species.

Scientists say shipping more water to the Central Valley over the years has contributed to the decline of the delta ecosystem and brought smelt, Chinook salmon and other species to the brink of extinction.



Trump with David Bernhardt, the farmer head of the interior department. Photograph: Carlos Barria/Reuters

The pumps are so powerful that they can reverse the river flows within the estuary, diverting migratory fish into the paths of predatory fish and the pumps themselves.

In the spring of 2019, a few months after Trump issued his order to maximize water deliveries, federal scientists were rushing to complete the legally required study of how Trump's plan would affect endangered fish that live and migrate through the delta's fragile estuary. They had to decide whether to issue a species "jeopardy opinion", meaning the fish's continued existence would have been jeopardized by the Trump plan. That could have thwarted the effort to move more water to farmers.

Paul Souza, a regional director of the US Fish and Wildlife Service who is still in his position under the Biden administration, didn't want that to happen. In the May 2019 meeting, Souza told his colleagues that the "goal" of their reviews was "no J", a reference to a jeopardy opinion, according to the meeting notes. "That is the objective," Souza said, "and the schedule does not allow time for a J."

"No one," he added later in the meeting, "would ask anyone in this room to do something that lacks in integrity."

IMPORTANT INFORMATION FOR EBC MEMBERS

This Land is Your Land Continued California

Regulators and scientists push back

Two weeks after that meeting, Maria Rea, a senior policy adviser with the National Marine Fisheries Service in Sacramento, **sent her boss an email** complaining that the interior department was halting her from sending scientific data out for peer review, a common practice among scientists. That “definitely raises a flag with respect to scientific integrity”, she wrote.

A month later, Cathy Marcinkevage, an agency branch chief, sent her colleagues a link to a news story about a federal scientist being forbidden from testifying before Congress about climate change. **Marcinkevage wrote** that the story left her with a familiar feeling, but she vowed to “do the right thing” even if “someone else tries to bury” her work.

On 1 July, **the scientists issued their report, saying** the Trump water plan would hurt endangered and threatened Chinook salmon and steelhead, as well as endangered killer whales that depend on the fish for their food supply.

Independently, the fisheries biologist Howard Brown wrote a **five-page memo** arguing that his team had delivered an honest, scientifically based conclusion in spite of political interference.

“From the beginning of this consultation it was clear to me that the pendulum was always going to swing in the favor of political decisions,” he wrote.

Two days after the report, the Trump administration directed a **“strike team”** to rewrite the scientists’ findings.

Gone were the warnings that salmon and whales would suffer. The new version, finalized in the fall of 2019, loosened the rules to free up more water deliveries to farmers, as Trump had demanded.

Critics say Souza, in encouraging his colleagues to approve the administration’s plan by pursuing a pre-ordained outcome

during their environmental review, may have violated the Endangered Species Act.

Dan Rohlf, an endangered species law expert and professor at Lewis and Clark Law School in Oregon, said Souza’s actions might also have violated federal procedural rules. During environmental reviews, federal agencies are supposed to “start with facts, go through an analysis, then reach a conclusion”, he said. What happened here was basically the opposite, he said.

Doug Obegi, a water attorney with the Natural Resources Defense Council – which is challenging the Trump decisions – called the process revealed by the records “incredibly disturbing”.

Souza insisted in October 2019 there had been no political interference. The final decision, he told reporters in a conference call, was the product of **“career conservation professionals”**.

The Biden administration’s interior department and the National Marine Fisheries Service declined to comment, citing the pending litigation. The US Fish and Wildlife Service declined an interview request on Souza’s behalf.



Supported by

About this content

Ryan Sabalow and Dale Kasler for the Sacramento Bee and Jimmy Tobias and Emily Holden for the Guardian

MESSAGES FROM PAST OFFICERS



ANN DUKES
Past Commodore

Hello My Ebony Boat Club Family,

I am praying this note finds all of you enjoying this beautiful spring weather we are experiencing now. It is a good time to reflect and renew our minds. Let's continue to clear our heads from 2020. It is a new year with new opportunities for growth personally, emotionally and spiritually. We can also grow in our club. We have always shown love, and commitment to this club which is one of our many strong attributes.

I have attached a list of positive ideas for you to just look at. If it feels right try one each day. Last year had so much pain and negativeness. While I was doing my spiritual studying and reading, these were shared with me. I try to use one of the statements every day to help keep me positive, so I thought I would share them with you.

I am sure we are not going to have our March activities we had planned, so just keep your ideas flowing and we will use them for another time.

Staff Commodore Robert Willis gave an amazing presentation on the Buffalo Soldiers at the last Pacific Inter-Club Yachting Association (PICYA) Delegates meeting. I was so proud, this was the first year Black History Month was part of the PICYA meeting agenda. The spring leadership conference will be held March 20, 2021. This will be a three (3)

hour ZOOM meeting from 2:30–5:30. We get COTY points for all that attend, to register go to the PICYA website. There's a PICYA event on February 20, 2021 called the PICYA PACIFIC RIM UNITY PARADE. "PICYA presents the PACIFIC RIM UNITY PARADE in celebration and recognition of the 1939 Golden Gate International Exposition held on Treasure Island. In cooperation with the Treasure Island Museum, additional partners to be announced. Join in on a 360 three (3) hour parade around Treasure Island and Yerba Buena Island beginning at noon–clockwise. (see PICYA page for more information). All boaters welcome, don't forget to fly your Burgees!

On March 6, 2021 there will be a virtual Dock Walker's training event. Last but not least, Ebony Boat Club will be hosting the PICYA Delegates Meeting. This is a first for EBC and we plan to make it very special, we will be highlighting our youth program. We plan to have the presentation ready for our Saturday, February 27th General Membership meeting for you to view. Please check PICYA.ORG for more details on the above events and to register for the various scheduled meetings.

With love and prayer,

Ann Dukes, PICYA Delegate
EBC Past Commodore

EBONY BOAT CLUB'S



CELEBRATION
February 27, 2021

RECEIPES FROM THE GALLEY



WINTER VEGGIE DELIGHT

- 1 Medium Acorn Squash
- 1 Medium Butternut Squash
- 2 Large Sweet Potatoes
- ½ Stick Butter
- ½ Teaspoon Nutmeg
- ½ Teaspoon Cinnamon
- 1 Teaspoon Vanilla Flavoring
- Dash of Salt
- ½-1 Cup Brown Sugar

Peel and cut all the veggies into bite size pieces. Place in 11x9x3 baking dish (half steam pan works too). Melt butter and mix in the seasonings. Pour mixture over veggies and mix well. Cover with foil and cook at 350 degrees for 25-30 minutes. When tender, remove foil and cook about ten more minutes or you can just eat or serve the veggies with the liquids poured over the top. Enjoy!

Recipe Submitted By Ann Dukes



CRISPY PARMESAN CHICKEN

- 4 Boneless Chicken Breast
- 1 1/2 Cup Mayo
- 1 Cup Corn Flakes (crushed)
- 1 Teaspoon Parsley
- Salt & Pepper
- 1 Cup Parmesan Cheese

Heat oven to 350 degrees. Brush chicken with mayo, mix corn flake crumbs, salt, pepper and parsley in a bowl. Coat chicken with crumbs mix and place on broiler pan rack. Bake for 1 hour or until tender.

*Without corn flake crumbs:

Salt and pepper chicken breast, spread mayo over chicken, sprinkle parsley and parmesan cheese over chicken. Bake for 1 hour or until done or a golden brown.

Recommended by Carol Whitehead

MESSAGES FROM PAST OFFICERS

Affirmations For This Season Of Isolation

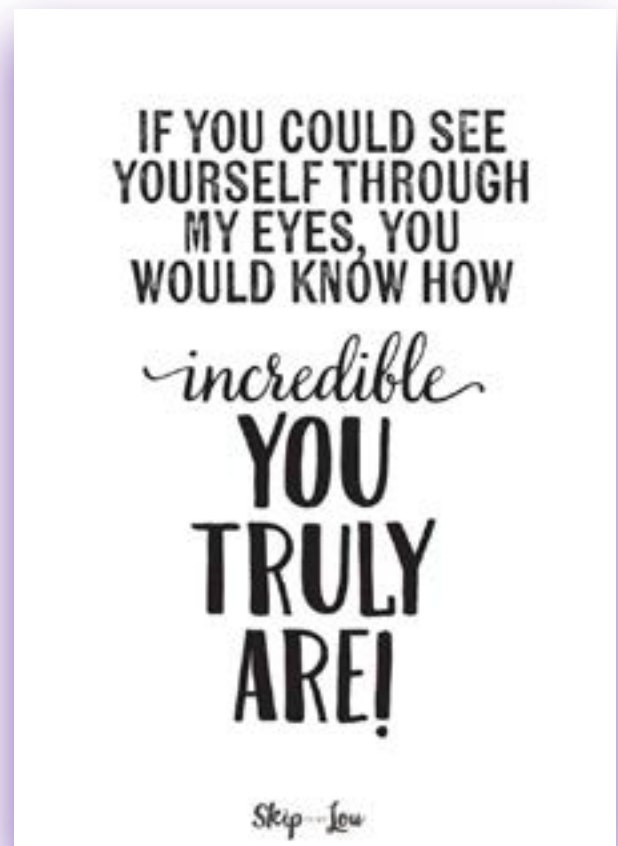


- Today, I eliminate all self-deprecating joking and sarcasm.
- Today, I affirm my value and worth with positive “self-talk” and **refuse** to put myself down.
- Today, I forgive myself.
- Today, I practice self-compassion.
- I am unique. I feel good about being alive and being me.
- I am courageous, I am willing to act in spite of any fear.
- I am confident. I trust myself.
- I am successful right now.
- I inhale confidence and exhale fear.
- Liking and respecting myself is easy.
- I deserve good in my life.
- I believe in myself.
- I love myself more each day
- I am a unique and very special person.
- I love and respect myself.

- I can choose happiness whenever I wish no matter what my circumstances.
- I deserve to be loved.
- Feeling good about myself is normal for me.
- I am doing the best that I can with the knowledge and experience I have obtained so far.
- I am always growing and developing.
- I am free to choose to live as I wish and to give priority to my desires.

My EBC family, let’s look at theses and our spiritual resources and use them to grow stronger.

*Sincerely with much love and respect,
Past Commodore Ann Dukes*



DOCKING DO'S AND DON'TS

Do

- Ask the captain what help they would like.
- Follow the captain's instructions for assistance. Keep yourself safe first, and then help to keep others safe.
- Take lines and take a turn around a cleat, holding the bitter end of the line, taking up slack or letting out slack in the line as requested.
- Tie off lines after the captain has requested you to do so, you may ask permission to tie the line off on the cleat.
- Offer to tell the captain how far off they are from the dock as they get closer; 3 feet, 2 feet 1 foot 6 inches, etc.
- Ask the captain and crew when docking is complete if they need further assistance.

Don't

- Get yourself between the boat and any other object.
- Instruct the captain on how to dock, shift their engines etc., unless you are requested to do so. Too many people yelling instructions to the captain only creates confusion.
- Drop a line and walk away without letting someone know the line is not secured.
- Start conversations with the boat crew that will distract them from paying attention to the captain.
- Secure a line until requested although it is fine to take a turn around a cleat to hold the boat.
- Ignore any danger signs, such as lines being pulled taut near others, cleats being pulled loose or changing situation. Pay attention and quickly share any new information with the captain.
- I find it is always a pleasure to assist other boaters in docking. As a person on the dock, I find it's best to keep a smile on your face, be positive as we are all learning, and await request for assistance. Sometimes the captain and crew prefer to dock themselves, and this is perfectly fine and very good practice to build teamwork for the boat crew.

EBC CELEBRATES BLACK HISTORY

Celebrating Black History Month

Multiple Patents by Individual African- American Inventors

Continued from Page 1A

Inventor	Invention	Invention Date	Inventor	Invention	Invention Date
George Edward Alcorn	Multi-level Metallurgy Process	10/23/1979	Francis Edward LeVert	Threshold Self-Powered Gamma Ray Detector	05/23/1978
	Hardened Photoresist Process	05/06/1980		Thermal Neutron Detector System	02/21/1989
	Imaging X-Ray Spectrometer	09/18/1984		Directional Detector of Changes in Electrostatic Fields	05/24/1990
Alexander P. Ashbourne	Coconut Preparing Process	06/01/1875	Francis Edward LeVert	Digital Room Light Controller	08/03/1991
	Biscuit Cutter	11/30/1875		Directional Gamma Ray Detector Device	10/18/1991
	Coconut Treating Process	08/21/1877		Thermionic Generator	02/21/1992
	Refining Coconut Oil Process	07/27/1880		Upwardly Deployed Privacy Blind	07/21/1993
				Self-Powered Monitor for Radiographic Cameras	09/04/1993
Gardy Cadet	Process for Acoustic Analysis of Gas Mixtures	02/28/1995	Spring-Cushioned Shoes	10/12/1993	
	Gas Semiconductor Device	12/12/1985	Fluid Flow System for Spring-Cushioned Shoes	12/10/1993	
Oscar Robert Cassell	Bedstead Extensions	04/18/1911	Portable Feet Elevator	05/08/1994	
	Flying Machines	04/30/1912	Radioisotope-Based X-Ray Residual Stress Analysis Device	06/10/1994	
	Angle Indicator Device	09/10/1912			
Clarence Elder	Timing Device	02/12/1965	Jan Ernst Matzelliger	Automatic Method for Lasting Shoes	03/20/1883
	Non-Capsizable Container	02/12/1968	Nailing Machine	02/25/1890	
	Sweepstake Programmer	07/20/1971	Tack Separating and Distributing Machine	03/25/1890	
Meredith C. Gourdine	Electrogasdynamic Coating System	06/10/1969	Lasting Machine	09/22/1881	
	Improved Acoustical Reproduction System	04/07/1971	Mechanism for Distributing Tacks, Nails, and Screws	11/26/1899	
	Electrogasdynamic Convertor Resisters	07/13/1971			
	Electrostatic Precipitator System	12/05/1972	Theophilus Ealey Neal	Automatic Blow-Off Device	11/01/1932
	Airborne Particle Suppressing Apparatus	09/11/1973	Shower-Bath Spray Device	01/03/1933	
	Fluid Control Fog Protection Device	06/06/1987	Richard Neblett	Gasoline Composition	10/11/1960
	Method for Producing Multi-vortex Flow	04/10/1990	Motor Fuel Composition	09/18/1962	
	Method of Converting Thermal Energy into Electricity	01/30/1989	Oil-Soluble Ashless Disersant-Detergent-Inhibitor	05/12/1970	
	Apparatus for transferring heat and mass momentum between a fluid and a surface	08/27/1996	James A. Parsons	New Iron Alloy	09/17/1929
			Method of Making Silicon Iron Compounds	08/13/1931	
			Process for Treating Silicon Alloy Casting	09/04/1934	
			Corrosive-Resisting Ferrous Alloy	05/07/1970	
			Thomas Steward	Mop	07/14/1883
			Oscillating Metal Bending Machine	03/19/1887	
			Railroad Crossing Signals	02/25/1883	
			James West	Foil Electret Microphone	09/20/1962
			250 Other Patents	1962-1974	
			Mark Dean	Color P.C. Monitor	04/09/1971
			1 st . Gigabit Computer Chip	01/18/1977	
			Fredrick McKinley Jones	Refrigeration Units for Trucks	03/24/1922
			60 Other Patents	Numerous Dates	
			David Crosthwait	119 Patents for Multiple Inventions	Numerous Dates

EBC CELEBRATES BLACK HISTORY

Eugene J. Bullard

Posted on Tuesday, October 12, 2010
by: **Dominick Pisano** Emeritus Scholars



Eugene Jacques Bullard is considered to be the first African-American military pilot to fly in combat, and the only African-American pilot in World War I. Ironically, he never flew for the United States.

Born October 9, 1895, in Columbus, Georgia, to William Bullard, a former slave, and Josephine Bullard, Eugene's early youth was unhappy. He made several unsuccessful attempts to run away from home, one of which resulted in his being returned home and beaten by his father. In 1906, at the age of 11, Bullard ran away for good, and for the next six years, he wandered the South in search of freedom.

In 1912 he stowed away on the *Marta Russ*, a German freighter bound for Hamburg, and ended up in Aberdeen, Scotland. From there he made his way to London, where he worked as a boxer and slapstick performer in Belle Davis's Freedman Pickaninnies, an African American entertainment troupe. In 1913, Bullard went to France for a boxing match. Settling in Paris, he became so comfortable with French customs that he decided to make a home there. He later wrote, "... it seemed to me that French democracy influenced the minds of both black and white Americans there and helped us all act like brothers."

After World War I had begun in the summer of 1914, Bullard enlisted in the French Foreign Legion. While serving with the 170th Infantry Regiment, Bullard fought in the the Battle of Verdun (February to December 1916), where he was wounded seriously. He was taken from the battlefield and sent to Lyon to recuperate. While on leave in Paris, Bullard bet a friend \$2,000 that despite his color he could enlist in the French flying service.



Bullard's determination paid off, and in November 1916 he entered the *Aéronautique Militaire*. Bullard began flight training at Tours in 1916 and received his wings in May 1917. He was first assigned to Escadrille Spa 93, and then to Escadrille Spa 85 in September 1917, where he remained until he left the *Aéronautique Militaire*. In November 1917, Bullard claimed two aerial victories, a Fokker Triplane and a Pfalz D.III, but neither could be confirmed. (Some accounts say that one victory was confirmed.) During his flying days, Bullard is said to have had an insignia on his Spad 7 C.1 that portrayed a heart with a dagger running through it and the slogan "All Blood Runs Red." Reportedly, Bullard flew with a mascot, a Rhesus Monkey named "Jimmy."

EBC CELEBRATES BLACK HISTORY

Eugene J. Bullard Continued

After the United States entered the war in 1917, Bullard attempted to join the U.S. Air Service, but he was not accepted, ostensibly because he was an enlisted man, and the Air Service required pilots to be officers and hold at least the rank of First Lieutenant. In actuality, he was rejected because of the racial prejudice that existed in the American military during that time. Bullard returned to the Aéronautique Militaire, but he was summarily removed after an apparent confrontation with a French officer. He returned to the 170th Infantry Regiment until his discharge in October 1919.

After the war Bullard remained in France, where he worked in a nightclub called Zelli's in the Montmartre district of Paris, owned a nightclub (Le Grand Duc) and an American-style bar (L'Escadrille), operated an athletic club, and married a French woman, Marcelle de Straumann. During this time Bullard rubbed elbows with notables like Langston Hughes, F. Scott Fitzgerald, and Josephine Baker.

By the late 1930s, however, the clouds of war began to change Bullard's life dramatically. Even before World War II officially began in 1939, Bullard became involved in espionage activities against French fifth columnists who supported the Nazis. When war came he enlisted as a machine gunner in the 51st Infantry Regiment, and was severely wounded by an exploding artillery shell. Fearing capture by the Nazis, he made his way to Spain, Portugal, and eventually the United States, settling in the Harlem district of New York City.

After his arrival in New York, Bullard worked as a security guard and longshoreman. In the post-World War II years, Bullard took up the cause of civil rights. In the summer of 1949, he was involved in an altercation with the police and a racist mob at a Paul Robeson concert in Peekskill, New York, in which he was beaten by police. Another incident involved a bus driver who ordered Bullard to sit the back of his bus. These events left Bullard deeply disillusioned with the United States, and he returned to France, but was unable to resume his former life there.

During his lifetime, the French showered Bullard with honors, and in 1954, he was one of three men chosen to relight the everlasting flame at the Tomb of the Unknown Soldier in Paris. In October 1959 he was made a knight of the Legion of Honor, the highest ranking order and decoration bestowed by France. It was the fifteenth decoration given to him by the French government.



In the epilogue to his well-researched book, *Eugene Bullard, Black Expatriate in Jazz-Age Paris* (Athens: Univ. of Georgia Press, 2000), Craig Lloyd points out the poignancy of Bullard's situation in the United States: "The contrast between Eugene Bullard's unrewarding years of toil and trouble early and late in life in the United States and his quarter-century of much-heralded achievement in France illustrates dramatically ... the crippling disabilities imposed on the descendants of Americans of African ancestry"

In 1992, the McDonnell Douglas Corporation donated to the National Air and Space Museum a bronze portrait head of Bullard, created by Eddie Dixon, an African American sculptor. This work is displayed in the museum's **Legend, Memory and the Great War in the Air** gallery. Postscript: On September 14, 1994, Bullard was posthumously commissioned a second lieutenant in the U.S. Air Force. A display case in the National Museum of the U.S. Air Force in Dayton, Ohio, honors him.

EBC CELEBRATES BLACK HISTORY

Remembering the First Black Women Naval Officers

By Regina T. Akers, Ph.D., Naval History and Heritage Command, Histories and Archives Division



Photo # 80-G-47023 Misses Wills & Pickens sworn into the Navy

Frances Wills (left) and Harriet Ida Pickens are sworn in Nov. 16, 1944 as Apprentice Seamen by Lt. Rosamond D. Selle, USNR, at New York City. Official U.S. Navy Photograph, National Archive



Photo # 80-G-29749 Lt. Pickens & Ensign Wills after graduation

Lt. j.g. Harriet Ida Pickens (left) and Ensign Frances Wills are photographed after graduation from the Naval Reserve Midshipmen's School at Northampton, Massachusetts, in Dec. 1944. They were the Navy's first African-American "WAVES" officers. Official U.S. Navy Photograph, National Archives

"Navy to admit Negroes into the WAVES," so read the newspaper headlines Oct. 19, 1944. For the first time black women would be commissioned naval officers as members of the Navy's female reserve program.

The program first made news July 30, 1942, when President Franklin D. Roosevelt signed it into law. Their official nickname was [WAVES](#), an acronym for Women Accepted for Volunteer Emergency Service. It would be two more years before the WAVES became open to all women.

It was not an easy journey. During the Congressional hearings Thomasina Walker of the Alpha Kappa Alpha Sorority's Non-Partisan Political Council testified the legislation creating the Navy's female reserve program should include a non-discrimination clause so all eligible women could volunteer to serve. Her argument fell on deaf ears. [Public Law 689](#) creating the program did not specify blacks could not be recruited, yet they were denied the opportunity to do so for most of the war.

Whites and blacks representing civic, religious, and civil rights organizations across the country urged the Navy to recruit black women. The black press published articles about blacks being turned away at recruitment offices and the individuals and organizations demanding the Navy reverse its policy of exclusion. During a campaign speech in Chicago, Thomas Dewey, the Republican candidate in the 1944 presidential election, accused his opponent [President Franklin D. Roosevelt](#) of discriminating against blacks by not allowing them to become WAVES.

Capt. [Mildred McAfee](#), the WAVES director, supported diversity but she was well aware of Secretary Knox's objections. She is reported to have overheard him saying that "[Blacks] would be in the WAVES over his dead body." [James Forrestal](#) succeeded Knox after a fatal heart attack in April 1944. The new Navy Secretary did not believe a segregated Navy was cost-effective or made the best

EBC CELEBRATES BLACK HISTORY

Remembering the First Black Women Navel Officers Continued

use of naval personnel. Under his leadership, the WAVES and the Navy Nurse Corps integrated.

[Harriet Ida Pickens](#), a public health worker, and social worker [Frances Elizabeth Wills](#) distinguished themselves in mid-December, 1944 as the first black women to receive their commissions in the U.S. Navy. Pickens' father, one of the founders of the National Association for the Advancement of Colored People advocated for the diversity of the WAVES program.

Interestingly, there were Japanese and Native American WAVES before Pickens and Wills. The Navy assigned Pickens as a physical training instructor and Wills as a classification test administrator at the main enlisted WAVES training facility at Hunter College in New York City, also known as USS Hunter. More than 70 blacks joined the enlisted ranks by Sept. 2, 1945. Among them was Edna Young, one of the first enlisted WAVES to later be sworn into the regular Navy

During the past 72 years, black women across the ranks, ratings and communities have had outstanding careers in the Navy, including the following:

[Edna Young](#) was the first of her race and gender to be promoted to the rank of chief petty officer.

Brenda Robinson, the first black aviator, and Matice Wright, a naval flight officer, excelled in naval aviation.

Vivian McFadden integrated the Navy Chaplain Corps.

Janie Mines was the first black woman Naval Academy graduate.

[Joan C. Bynum](#), a Navy nurse was the first black woman naval officer to attain the rank of captain (0-6).

Photo # 931 100756 First six enlisted women sworn into the Regular Navy, 7 July 1948



Rear Adm. George L. Russell, USN, swears in the first six women in the Regular Navy on July 7, 1948, while the Secretary of the Navy John L. Sullivan, far left, looks on. Of the six enlistees, Yeoman Second Class Edna E. Young is in the center. She later becomes the first female African American promoted to rank of chief petty officer.NHHC Collection



Rear Adm. George L. Russell, USN, swears in the first six women in the Regular Navy on July 7, 1948, while the Secretary of the Navy John L. Sullivan, far left, looks on. Of the six enlistees, Yeoman Second Class Edna E. Young is in the center. She later becomes the first female African American promoted to rank of chief petty officer.NHHC Collection

EBC CELEBRATES BLACK HISTORY

Remembering the First Black Women Naval Officers Continued

[Lillian E. Fishburne](#), a communications officer, was the first of her race and gender to reach the rank of rear admiral in 1998.

Fleet Master Chief April Beldo is one of a select few men or women to become a fleet or force master chief.

Annie Anderson is the third black woman flag officer



140701-N-WL435-315

WASHINGTON (July 1, 2014) Adm. Michelle Howard lends a hand to Secretary of the Navy (SECNAV) Ray Mabus as he and Wayne Cowles, Howard's husband, put four-star shoulder boards on Howard's service white uniform during her promotion ceremony at the Women in Military Service for America Memorial. Howard is the first woman to be promoted to the rank of admiral in the history of the Navy and will assume the duties and responsibilities as the 38th Vice Chief of Naval Operations from Adm. Mark Ferguson. (U.S. Navy photo by Chief Mass Communication Specialist Peter D. Lawlor/Released)

On July 1, 2014, [Michelle J. Howard](#) reached unprecedented heights with her promotion to the rank of four-star admiral and assignment as the [Vice Chief of Naval Operations](#), the Navy's first woman to hold that rank and position. Media outlets around the world celebrated her achievements. Howard made history and did a job that was reflective of her outstanding warfighting, leadership, and command abilities.

Just as the Navy was better with Pickens, Wills and the 70 enlisted women who followed them, it was better with Adm. Howard. Howard, like the first black female naval officers before her, paved the way for even greater opportunities for women.



Regina Akers

Regina Akers, Ph.D., is an archivist and historian with the Naval History and Heritage Command based out of the Washington Navy Yard Washington, D.C.



The Sextant

Taking a Fix on the History and Heritage of Today's U.S. Navy



EBC CELEBRATES BLACK HISTORY



Robert Smalls. Library of Congress description "Robert Smalls, S.C. M.C. Born in Beaufort, SC, April 1839". Smalls From Wikipedia, the free encyclopedia

Robert Smalls (April 5, 1839 – February 23, 1915) was an American politician, publisher, businessman, and naval pilot. Born into slavery in [Beaufort, South Carolina](#), he freed himself, his crew, and their families during the [American Civil War](#) by commandeering a Confederate transport ship, *CSS Planter*, in Charleston harbor, on May 13, 1862, and sailing it from Confederate-controlled waters of the harbor to the U.S. blockade that surrounded it. He then piloted the ship to the Union-controlled enclave in Beaufort-Port Royal-Hilton Head area, where it became a Union warship. His example and persuasion helped convince President [Abraham Lincoln](#) to accept African-American soldiers into the [Union Army](#).

After the American Civil War he returned to Beaufort and became a politician, winning election as a Republican to the [South Carolina Legislature](#) and the [United States House of Representatives](#) during the [Reconstruction era](#). Smalls authored state legislation providing for South Carolina to have the first [free](#) and [compulsory public school](#) system in the United States. He founded the [Republican Party of South Carolina](#). Smalls was the last [Republican](#) to

represent [South Carolina's 5th congressional district](#) until 2011.

Robert Smalls was born in 1839 to Lydia Polite, a woman enslaved by Henry McKee. She gave birth to him in a cabin behind McKee's house, at 511 Prince Street in [Beaufort, South Carolina](#).^[2] He grew up in the city under the influence of the [Lowcountry Gullah](#) culture of his mother. His mother lived as a servant in the house but grew up in the fields. Robert was favored over other slaves, so his mother worried that he might grow up not understanding the plight of field slaves, and asked for him to be made to work in the fields and to witness whipping.

When he was 12, at the request of his mother, Smalls' master sent him to [Charleston](#) to hire out as a laborer for one dollar a week, with the rest of the wage being paid to his master. The youth first worked in a hotel, then became a lamplighter on Charleston's streets. In his teen years, his love of the sea led him to find work on Charleston's docks and wharves. Smalls worked as a [longshoreman](#), a rigger, a sail maker, and eventually worked his way up to become a wheelman, more or less a helmsman, though slaves were not permitted that title. As a result, he was very knowledgeable about Charleston harbor.

At age 17, Smalls married Hannah Jones, an enslaved hotel maid, in Charleston on December 24, 1856. She was five years his senior and already had two daughters. Their own first child, Elizabeth Lydia Smalls, was born in February 1858. Three years later they had a son, Robert Jr., who later died at age two. Robert aimed to pay for their freedom by purchasing them outright, but the price was steep, \$800 (equivalent to \$22,764 in 2019). He had managed to save up only \$100. It could take decades for him to reach \$800.

In April 1861, the American Civil War began with the [Battle of Fort Sumter](#) in nearby [Charleston Harbor](#). In the fall of 1861, Smalls was assigned to steer the *CSS Planter*, a lightly armed Confederate military transport under the command of Charleston's District Commander Brigadier General [Roswell S. Ripley](#). *Planter's* duties were to deliver dispatches, troops

EBC CELEBRATES BLACK HISTORY

Robert Smalls Continued



The gunboat CSS *Planter*, run out of Charleston by Robert Smalls in May 1862

and supplies, to survey waterways, and to lay mines. Smalls piloted the *Planter* throughout Charleston harbor and beyond, on area rivers and along the South Carolina, Georgia and Florida coasts. From Charleston harbor, Smalls and the

Planter's crew could see the line of federal blockade ships in the outer harbor, seven miles away. Smalls appeared content and had the confidence of the *Planter's* crew and owners, and at some time in April 1862, Smalls began to plan an escape. He discussed the matter with all the other slaves in the crew except one, whom he did not trust.

On May 12, 1862, the *Planter* traveled ten miles southwest of Charleston to stop at Coles Island, a Confederate post on the [Stono River](#) that was being dismantled. There the ship picked up four large guns to transport to a fort in Charleston harbor. Back in Charleston, the crew loaded 200 lbs (91 kg) of ammunition and 20 cord (72 m³) of firewood onto the *Planter*.



Map of early African-American involvement in the Civil War, including Robert Smalls's liberation of the *Planter*

On the evening of May 12, the *Planter* was docked as usual at the wharf below General Ripley's headquarters. Its three white officers disembarked to spend the night ashore, leaving Smalls and the crew on board, "as was their custom." (Afterward, the

three Confederate officers were court-martialed and two convicted, but the verdicts were later overturned.) However, before the officers departed, Smalls asked Captain Relyea if the crews' families could visit, which was occasionally allowed, and he approved on condition that they depart before curfew. When the families arrived, the men revealed the plan to them.

This was the first the women and children had heard of it, although Smalls recently had told [his wife] Hannah. She had known that Smalls longed to escape but hadn't realized that he was formulating a plan and intended to execute it. She was taken aback but quickly regained her composure and told him, "It is a risk, dear, but you and I, and our little ones must be free. I will go, for where you die, I will die. The other women were less steadfast. They cried and screamed when they learned what they had stumbled into, and the men struggled to quiet them. Later, once the shock had worn off, those women admitted that they were glad for a chance at freedom.

At some point, three crew members pretended to escort family members back home but circled around and hid aboard another steamer docked at the North Atlantic wharf. At about 3am May 13, Smalls and seven of the eight slave crewmen made their previously planned escape to the Union blockade ships. Smalls put on the captain's uniform and wore a straw hat similar to the captain's. He sailed the *Planter* past what was then called Southern Wharf and stopped at another wharf to pick up his wife and children and the families of other crewmen.

Smalls guided the ship past the five Confederate harbor forts without incident, as he gave the correct signals at checkpoints. The *Planter* had been commanded by a Captain Charles C. J. Relyea and Smalls copied Relyea's manners and straw hat on deck to fool Confederate onlookers from shore and the forts. The *Planter* sailed past [Fort Sumter](#) at about 4:30 a.m.

EBC CELEBRATES BLACK HISTORY

Robert Smalls Continued

As the nearly-free slaves approached Fort Sumter, their apprehension began to grow. It was the most heavily armed of the forts and tended to be manned by the most suspicious soldiers. One of the men aboard later said, "When we drew near the fort every man but Robert Smalls felt his knees giving way and the women began crying and praying again. As the *Planter* approached the fort, several men urged Smalls to give it a wide berth. Smalls refused, saying that such behavior would almost certainly arouse suspicion. He steered the ship along its normal path, slowly, as though he were merely enjoying the early morning air and in no particular hurry. When Fort Sumter flashed the challenge signal, Smalls again gave the correct hand signs. There was a long pause. The fort didn't immediately respond, and Smalls now expected cannon fire to shred the *Planter* at any moment. Finally, the fort signaled that all was well, and Smalls sailed his ship out of the harbor.

The alarm was only raised after the ship was beyond gun range. Rather than turn east towards [Morris Island](#), Smalls had headed straight for the Union Navy fleet, replacing the rebel flags with a white bed sheet which was brought by his wife. The *Planter* had been seen by the [USS Onward](#), which was about to fire until a crewman spotted the white flag. In the dark, the sheet was difficult to see, but the sunrise arrived which allowed viewing.

Witness account:

Just as No. 3 port gun was being elevated, someone cried out, "I see something that looks like a white flag"; and true enough there was something flying on the steamer that would have been white by application of soap and water. As she neared us, we looked in vain for the face of a white man. When they discovered that we would not fire on them, there was a rush of contrabands out on her deck, some dancing, some singing, whistling, jumping; and others stood looking towards Fort Sumter, and muttering all sorts of maledictions against it, and "de heart of de Souf," generally. As the steamer came near, and under the stern of the *Onward*, one of the Colored men stepped forward, and taking off his hat,

shouted, "Good morning, sir! I've brought you some of the old United States guns, sir!" That man was Robert Smalls.

Ebony Boat Club's
Black History Month Celebration



HONORING THE PAST
Celebrating the Present
INSPIRING THE FUTURE



Join Us on Saturday
February 27, 2021
Immediately Following the
General Membership Meeting
At 12 Noon

ZOOM MEETING ID
453 575 9328

Hope to see you there!
Sheila George, Black History Month Chair

EBONY'S MONTHLY THOUGHTS & PRAYERS



O God... help us to
walk together, pray
together, sing
together, and live
together until that day
when all God's
children, Black,
White, Red, and
Yellow, will rejoice in
one common band of
humanity in the
kingdom of our Lord.
Amen.

Martin Luther King Jr.



PLEASE KEEP THE FOLLOWING PEOPLE IN YOUR THOUGHTS AND PRAYERS

EBC Member Marshall Wattel recovering from illness

EBC Member Thelma Johnson recovering from illness

EBC Member Dolores William recovering from a broken ankle

EBC Member Frank Whitehead recovering from a knee injury

EBC Member Kimberly Romes recovering from medical issues

Say a prayer for Sheila Georges's daughter, LaTonya and granddaughter, LaTeefah

Please pray for the tremendous loss of lives and the many families affected by the Covid-19 crisis. If you know of someone you would like to add to the prayer list, please contact the Newsletter Editorial Staff.



Ebony Boat Club

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 📧 EBC@ebonyboatclub1987.com 🌐 www.facebook.com/ebonyboatclub



2021 ACTIVITY SCHEDULE

Date	Description of Event	Contact	Location
January 23	PICYA Commodore's Ball/Installation of Officers	PICYA	TBD
January 30	Monthly Club Meeting	EBC Membership	EBC Club House
February 7	Super Bowl Party & Chili Cook-Off	Otis & Jim	EBC Club House
February 27	Monthly Club Meeting	EBC Membership	EBC Club House
February 27	EBC Black History Month Program	Sheila, Pappy, Ann, Janet	EBC Club House
March 5-7	EBC Cruise Out to Village West Choice #1	Reggie Kelley	Village West YC
March 12-14	EBC Cruise Out to Village West Choice #2	Reggie Kelley	Village West YC
March 19-21	**Mardi Gras-Cruise In-Diablo YC/Delta Outlander	Ann Dukes	EBC Club House
March 20	PICYA Leadership Conference	PICYA	TBD
March 27	Monthly Club Meeting	EBC Membership	EBC Club House
April 3	Opening Day on the Delta – Antioch/Stockton	Stockton YC	EBC Club House
April 10	EBC Opening Day Boat Parade - Crab Feed	Dane, Carol, Sheila	Stockton Marina
April 17	Spring Youth Day	Ann Dukes	EBC Club House
April 24	Monthly Club Meeting–Membership Picture Day	EBC Membership	EBC Club House
April 25	Opening Day On The Bay Boat Parade	PICYA	San Francisco
May 1	**Cinco de Mayo Cruise In	Marian Wattel	EBC Club House
May 14-16	**Western Night Cruise In & Line Dancing	Sheila George	EBC Club House
May 22	Reno Turn Around Bus Trip	Frank Whitehead	Reno NV
May 29	Monthly Club Meeting	EBC Membership	EBC Club House
May 28-31	Memorial Day		
June 4-6	**Jazz & Wine Festival - Cruise In	Carol Whitehead	EBC Club House
June 11-13	Annual Cabin Fever Fishing Derby	Frank Whitehead	San Joaquin
June 19	Juneteenth Celebration & Family Carnival	Ann, Janet, Carol, Pappy	EBC Club House
June 26	Monthly Club Meeting	EBC Membership	EBC Club House
July 9-11	**Mad Hatter Day & EBC Horse Race - Cruise In		
July 16-18	Sacramento Cruise Out - CHOICE #1	Reggie & Melvin	Sacramento YC
July 23-25	Sacramento Cruise Out - CHOICE #2	Reggie & Melvin	Sacramento YC
July 31	Monthly General Club Meeting	EBC Membership	EBC Club House
August 13-15	**Annual White Party Cruise In	Kimberly, Carol, Pappy	EBC Club House
August 28	Monthly Club Meeting	EBC Membership	EBC Club House
September 3-6	Labor Day		
September 18	Monthly Club Meeting & Election Nomination	EBC Membership	EBC Club House
September 18	Coastal Clean Up	Kerry Davis	Stockton Marina
Sept 23 - Oct 2	EBC Cruise Out - Down Bay Cruise	Otis Brock	Bay Area Cruise
September 25	Margot Brown Wheelchair Regatta	PICYA	Encinal YC
October 2	PICYA Leadership & Management Conference	PICYA Leadership	TBD
October 8-10	**Columbus Day Cruise In - EBC Regatta Race		EBC Club House
October 23	4th Annual Day at the Races-GGF	Tony Petit	Albany-GGF
October 30	Club Meeting – EBC Election	EBC Membership	EBC Club House
October 30	**Ghouls/Goblins/Grownups Celebration/Cruise In	Kimberly Romes	EBC Club House
November 20	Monthly Club Meeting	EBC Membership	EBC Club House
December 4	Lighted Boat Parade Antioch & Stockton	Stockton YC	Stockton
December 11	EBC Change of Watch Dinner	EBC Membership	EBC Club House
December 18	EBC Community Service Day	EBC Membership	EBC Club House

BLUE = OPEN CRUISE IN/OUT DATES **BLUE = CRUISE IN DATES WITH AN EBC EVENT PURPLE = EBC CRUISE OUT DATE GREEN = SCHEDULED EBC EVENT RED = CLUB MEETING BLACK = MISC OTHER EVENTS WE ATTEND UPDATED 11/15/2020

Ebony Boat Club BUSINESS CORNER

PLACE YOUR ADVERTISEMENTS IN THE BEACON

Are you interested in placing a business ad, a personal birthday, anniversary wish or a congratulatory ad in the EBC Beacon Newsletter, then look no further!

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Personal Business Card Size Ad
1 month for \$5

Larger Personal 2X's Business Card
1 month \$10

Business Ads

Business Card Size Ad
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Larger Business Ads
prices may vary

For more information please contact Carol Whitehead at (925) 915-9549

All Ads are subject to EBC Executive Board Approval



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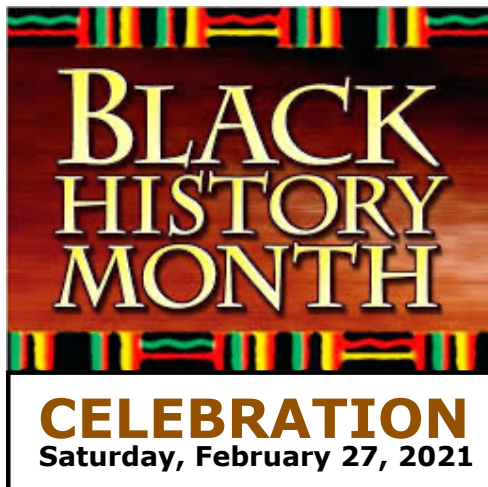
A.C. Motorsport



Alfonso Curry II
(650) 730-7510
acmotorsport@yahoo.com

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San Carlos, CA 94070

DATES TO REMEMBER





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To be added to our email list or if you have questions.
Please contact us at one of the numbers listed above.

PICYA 2021 CALENDAR



Visit the PICYA website for information on their 2021 Calendar of Events and upcoming scheduled ZOOM meetings

2021 EBC CLUB MEETING DATES

All Club House meetings have been suspended. Monthly meetings will be conducted via ZOOM. The monthly agenda and reports along with the ZOOM meeting connection information will be emailed to all EBC members prior to the meeting.

STAY TUNED FOR ADDITIONAL INFORMATION

Commodore Dane McCoy



Happy Birthday To
Marilyn Brock
Jennifer Duhon
Sharon Fuller
Thelma Johnson
Dane McCoy

2021 EBONY BOAT CLUB OFFICERS



COMMADORE
DANE MCCOY



VICE COMMADORE
SHELILA GEORGE



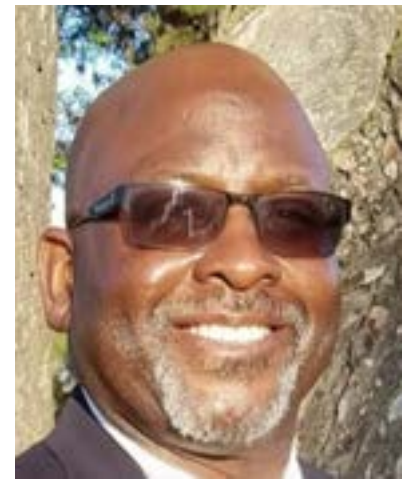
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JENNIFER DUHON



PORT/FLEET CAPTAIN
REGGIE KELLEY



PARLAMENTARIAN
JAMES MACK



SAFTEY TRAINNING OFFICER
KERRI DAVIS



SECRETARY
CAROL WHITEHEAD



TREASURER
OTIS BROCK



STAFF COMMADORE
FRANK WHITEHEAD