



# *THE BELL*



*MAY 2011*

**Santa Clara Power Squadron**

*Safe Boating through Education & Service*

*DISTRICT 25*

*SAFER BOATING THROUGH EDUCATION*



# Santa Clara Power Squadron

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## **WHAT'S INSIDE**

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***The Bell*, published monthly, is the official publication of the Santa Clara Power Squadron, a unit of United States Power Squadrons®. Deadline for articles and input is the third Wednesday of the month.**

## 2011 - Calendar-at-a-Glance

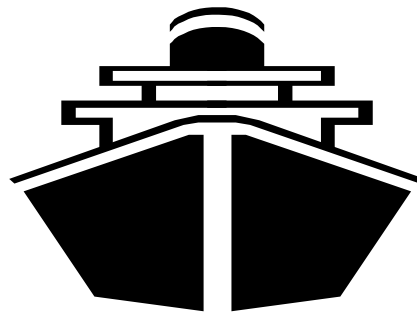
### MAY

- 8 Mother's Day
- 18 Executive Committee Meeting
- 21 Armed Force Day
- 30 Memorial Day



### JUNE

- 11 Tour San Francisco Maritime Museum
- 15 Executive Committee Meeting
- 19 Father's Day



### JULY

- 4 Independence Day
- 16 Annual Squadron Picnic
- 20 Executive Committee Meeting



### AUGUST

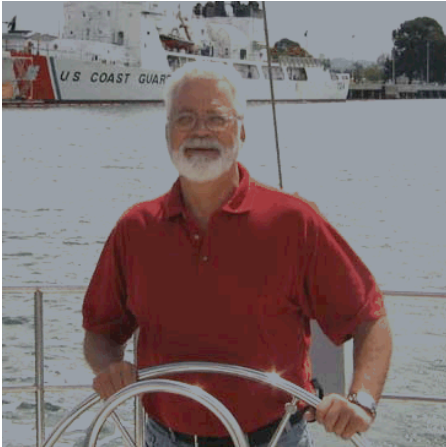
- 14 Hornblower Cruise
- 17 Executive Committee Meeting



**You can also look for more details relating to events in the Admin article each month or in our announcements we send out.**



## Commander's Message



Spring has sprung. Opening Day on the Bay is this weekend. South Bay Opening Day is not too far behind. And Santa Clara Power Squadron is shifting gears.

We have not one but two courses winding up. Marine Electrical Systems has finished. I've not been able to attend any of the classes because I'm teaching JN on the same night of the week, but I understand that Bob Coons has done a superb job. And JN is also winding down, but we have a few weeks to go.

A half dozen of our JN students went to Ballena Bay in Alameda to take shots a few weekends ago; see an article elsewhere in this issue recounting our experiences.

SCPS crewed District 25's booth at the Jack London boat show a couple of weeks ago. The show was surprisingly strong – many more booths than last year. Our booth was in a bit of a backwater and the fire extinguisher demonstrator/trainer that we worked so hard to get for the show didn't work properly. Nevertheless, people “leaned forward” and managed to engage people who did take the time to come up our dead-end alley. People at District are already “noodling” to figure out how to attract more people to our booth, especially if we're in a backwater location.

Sometimes you have to get out of the booth. SCPS's new PR chairman, Diane Nelson, brought her dog (dogs are allowed in the public areas of Jack London Square) wearing a doggie PFD with signs pinned to both sides “I always wear my lifejacket, how about you?” Diane walked the show with a lot of the brochures we had printed listing times and places for ABC classes and handed them out as people stopped to admire her dog.

Our social activities continue apace. We had a very well attended Pizza Party where the leader of the Santa Clara County Sheriff's Marine Patrol spoke. He was obviously very happy to speak to people who share his team's concern for boating safety. I personally learned a lot about the different challenges his team faces as they patrol the very different boating environments of Santa Clara's lakes versus the actual South Bay.

Don't forget to join us later this month for a tour of the USS Hornet. Our very own Steve Fisher is a former Navy pilot and will tell us of the joys of flying off a miniscule bit of steel bouncing around in the ocean.

Some of our newer members, Mary Rose and Jackie Yee, have invited me to talk about USPS and who we are and what we do at their yacht club next week. I am frustrated by the lack of name recognition for USPS – we're the best kept secret in boating – so I'm really looking forward to having the chance to tell people about what USPS brings and why they might want to join us. If your club would like to learn more about USPS and SCPS, I'd be glad to do my pitch for them, too. Just ask me!

Important reminder: Many of us have memberships that expire on 31 May (everybody

who joined USPS more than about five years ago). You should have received a membership renewal reminder email at the beginning of April. If you haven't renewed, please check your email now for the reminder. Renewing from this reminder is easy – just follow the link, enter your membership number, and a credit card number (processing is through a secure, third-party site, so no ID theft issues). Do it now so I won't have to chase you (please?)!

Sadly, my Muse seems to have left me so I've run out of things to say; hopefully she's off enjoying the great weather we're starting to have. So I'm out of thoughts for this month.

Have a great start to the boating season. See you out on the water.

Lu



## Executive Officer



Here we are in May and things seem to be going along very well. We unfortunately didn't get enough signups for the Chardonnay Sunset Cruise, actually, the company didn't get enough signups, we had nine people ready to go but they needed fifteen in order to sail. In any case, we will try again a little later in the year.

On a personal note, I have been very busy re-landscaping our backyard. Those that come to the annual picnic in July will get an opportunity to see the difference, that is if I get it all finished by then.

In some of the recent editions of the Bell, you should have noticed some articles on recipe exchange and a request to send me info on classified sales. So far, the only recipes that have been included in the Bell are mine and I have not received anything from anyone wanting to sell anything. Now as far as the recipes go, I have no problem with providing you some great suggestions, but it might be nice to have others contribute some of their secret home cooked meal plans. As for the classified section, I must assume that none of our members have anything they want to sell. Therefore, I will stop sending out requests for items and if somebody discovers something that they really want to part with and would like it advertised in the Bell, simply send me the info.

Also, I want to say how very proud I am of the fact that our squadron continues to gain members and are in a position of hosting numerous classes throughout the year. Hard to believe that just a few years ago we were wondering how long we could stay afloat. Trust me, the credit goes to all of you and especially to a select group of individuals who continue to get our name out there. Thanks for a job well done.

Lastly, we have some very special events coming up. Don't miss out on attending these. If you have in the past then you know how fun they are. If you haven't attend these events, what is stopping you now. Get out and enjoy a day with fellow members.

Lindy

## From the Admin



### **NEXT SQUADRON EVENT**

**What: First Wednesday Dinner**

**When: Wednesday, 11 May**

**Where: Giorgio's Italian Restaurant  
1445 Foxworthy Avenue San Jose**

My appreciation to all of you who joined us at the Pizza Party last month, thanks for the huge turnout and the welcome that you gave to our new members. Not only did we have fun but our speakers, Sgt. Boursa and Deputy Owens from the Sheriff's Marine Patrol were informative and pertinent to our safe boating goals. Many thanks to them for bringing us up-to-date on what kind of safety issues they are seeing on our County waters.

May is the month of fair winds on the Bay and plenty of early sunshine on the water. In celebration of this month, please join us on Sunday, May 1<sup>st</sup> for a sunset cruise on the Chardonnay. We will board at 5:15 PM, meeting at the ticket office that is just under the Santa Cruz Harbor bridge. Bring warm clothes and a smile...that should do it as beer, wine, sodas and delicious appetizers will be served aboard by the Chardonnay's friendly crew.

Next up on our activities list is our Wednesday night dinner, held on the second Wednesday, May 11<sup>th</sup>, this month at Giorgio's Italian Restaurant, 1445 Foxworthy Avenue in San Jose. Wednesday night at Giorgio's is family dinner night and meals are served informally. For about \$10 each we will enjoy the festive atmosphere and a feast that will include bread, salad, barbecued chicken, pasta, pizza and soda. It's a deal that can't be beat and if you have never visited Giorgio's you are in for a treat.

And wait, there's more...May 22<sup>nd</sup> we are off to the island of Alameda to visit the WWII vintage aircraft carrier Hornet. It is a wonderful tour and as a bonus, Squad member Steve Fisher, a former Airforce pilot, will tell us what it was like to land a prop-driven fighter plane aboard a flattop like the Hornet. In Steve's view every landing was an adventure and he is looking forward to sharing those adventures with you.

Between our activities, it is time to get the boat out on the water. Do be sure to check your safety equipment, including life jackets for everyone onboard, before leaving the dock. For those whose boats need a little attention, Executive Committee Member Bill Minor has a suggestion, let's get together and lend each other a hand. Bill, who is also a motorcycle enthusiast, enjoys the "tech days" that he and his friends spend making sure

that their bikes are up to speed. If you'd be interesting in lending another member a little extra muscle and expertise, just get in touch with me and I'll do my best to match skills to needs. I think it is a great idea and I thank Bill for suggesting it.

As always, fliers will be coming your way on each of our events and I'd appreciate you letting me know if you are going to be joining us. Thanks!

**Tim**



## ***Santa Clara Power Squadron 2011 Activities Calendar***

<b><i>May 11<sup>th</sup></i></b>	<b><i>Wednesday Night Dinner</i></b>
<b><i>June 1<sup>st</sup></i></b>	<b><i>Wednesday Night Dinner</i></b>
<b><i>June 11<sup>th</sup></i></b>	<b><i>San Francisco Maritime Museum</i></b>
<b><i>July 16<sup>th</sup></i></b>	<b><i>Summer Picnic at the Zink's!</i></b>
<b><i>August 3<sup>rd</sup></i></b>	<b><i>Wednesday Night Dinner</i></b>
<b><i>August 14<sup>th</sup></i></b>	<b><i>Hornblower Sunday Brunch Cruise – SF</i></b>
<b><i>September 7<sup>th</sup></i></b>	<b><i>Wednesday Night Dinner</i></b>
<b><i>September 17<sup>h</sup></i></b>	<b><i>Sink or Swim Party (date tentative)</i></b>
<b><i>October 5<sup>th</sup></i></b>	<b><i>Wednesday Night Dinner</i></b>
<b><i>October 21<sup>st</sup></i></b>	<b><i>Pizza Party!</i></b>
<b><i>November 2<sup>nd</sup></i></b>	<b><i>Wednesday Night Dinner</i></b>
<b><i>November 19<sup>th</sup></i></b>	<b><i>Bay Model Tour Sausalito</i></b>
<b><i>December 10<sup>th</sup></i></b>	<b><i>Holiday Banquet – San Jose Fish Market</i></b>

***IT'S GOING TO BE A FUN YEAR!***

## Ship's Store

### SQUADRON LOGO CLOTHING NOW AVAILABLE

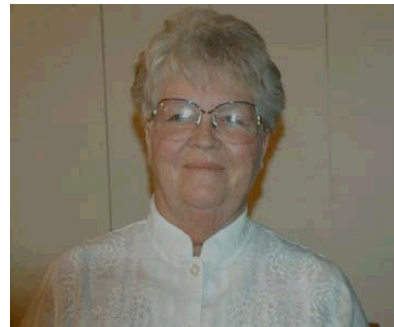
The Embroidery Factory, which puts the squadron logo on the clothing we choose, has a new website. Members can view the website, without opening an account, and let the squadron Ship's Store place their orders with other orders. The squadron gets a 20% discount from the retail price.

#### THE EMBROIDERY FACTORY WEBSITE

[www.embroideryfactory.com](http://www.embroideryfactory.com)

Order that special someone a gift that that they can wear with pride, an embroidered shirt or hat or perhaps a nice warm jacket. All of these items are available in different sizes and colors. Don't keep waiting, order now.

Carrie Fisher  
(408) 723-0619  
Carrie4318@aol.com



## Just For Laughs



## From the Treasurer



### USELESS KNOWLEDGE

A crocodile cannot stick its  
tongue out.

I wouldn't recommend getting up  
close in order to check it out.

### THE SAILING SHIP HESPERRUS, NEAR THE ISLAND OF DIEGO RAMIREZ, SOUTH ATLANTIC OCEAN MAY 10, 1891

Night breeze and fine. Passed ice at 11.20, and kept on passing it until dark. Twenty Seven bergs in sight at one time, some very large; one about a mile square and 500 feet high; one about the size of St. Helena, and brown, just like land. Passed one at 8 p.m. and another one at 11.30, and three more at 2 a.m., ship having sailed seventy miles since seeing the first one. Fog thick sometimes in night, so shortened sail. No ice in sight at daylight; all sail set.

--from the ships log

### THE BLUE NOSE CERTIFICATE

A document presented to sailors who have crossed north of the Article Circle for the first time and worded thus.

We, Neptunus, Monarch of all Seas, do hereby declare that our Loyal Subject (name of sailor) on this day hath passed north of the Arctic Circle into the Realms of the Midnight Sun. Having thus penetrated the rigors of the Frozen North it is our pleasure to bestow upon him the Ancient and Universally Honored Diploma of the Blue Nose. Given under Sovereign hand on this day (day/month/year) on board the ship (name).

From the Mariner's Book of days by Peter H. Spectre

We remain solvent.

DeWayn Meek, Treasurer

## From the SEO



Our squadron's Marine Electrical Systems elective course is on schedule for a completion the first week in May. Instructor Bob Coons [ww.BoatFixerGuy.net](http://www.BoatFixerGuy.net) has done a superb job instructing this seven-chapter course.

While on the subject of Elective Courses for our membership, please contact me if you would like any text material order placed for any of the

seven courses; Cruise Planning, Engine Maintenance, Instructor Development, Marine Electronics now consisting of three new modules named Marine Electrical Systems [course just completed], Marine Communication Systems and Marine Navigation Systems. Additionally there are Sail and Weather elective courses.

Visit the USPS Education Department at <http://www.usps.org/national/eddept/main.htm> for course detailed descriptions.

Our public America's Boating Course, Edition 3 is now underway with a completion planned for 24 May. Please stop by to assist or just lend your support at Wilcox High School in Santa Clara any of the Tuesday evenings at 7 PM. Contact Lt Steve Fisher, P for details.

One last item - - Our very successful Junior Navigation class, under the command of Cdr Lu Abel, SN, has been meeting each Thursday evening with a completion date planned for about 9 June. The required celestial SUN sight exercise completed on Sunday, 10 April at Alameda's Ballena Bay.

### Nautical humor for May

#### Uniform:

**As worn by yacht club members and other shore hazards, a distinctive form of dress intended to be visible at a distance of at least 50 meters which serves to warn persons in the vicinity of the long winds and dense masses of hot air associated with these tidal bores.**

[http://www.yachting-life.net/new%20index/frames3/jokes\\_frame.htm](http://www.yachting-life.net/new%20index/frames3/jokes_frame.htm)

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## Featured Article

### Rescue at Sea – Part 3

For the past two months I have been telling of an overnight voyage of my boat, *Indulgence*, from Boston to Bar Harbor. Just as we were about at the peak distance offshore – about 50 miles – we spotted a 57' wooden Chris Craft on fire. After a long, miserable slug to windward in four to six foot seas we reached the boat. A short but nerve-wracking search later we found six people in a life raft and pulled them aboard *Indulgence*. Our adventure was far from over. Now we had to transfer them to a Coast Guard boat in these seas ...

We continued to reach back and forth, trying to stay well away from the now unseen hulk. Gerry, at the helm, suddenly gave a cry and a large hunk of metallic debris bumped down the hull. "I'll bet it was the refrigerator," speculated Gerry.

We have heard that the CG boat is steering 135 degrees towards us. We asked the Coast Guard if we could steer the reciprocal course towards the boat to hasten our rendezvous. They agreed. Several of our guests have fallen into an exhausted sleep; others are still sick and shivering. About 0030 we saw the CG boat's lights; by 0100 we were close. We shifted to Ch 22 as a working frequency.

"CG 41492, how are we going to transfer these people?" I asked. "We'll come up along side you." "CG 41492, excuse me, but I don't think rafting in these seas is workable." "Let's give it a try." The white, flaring bow of the 41 footer, festooned with fenders, swung close. But it was bouncing up and down at least six feet in the seas, a giant, rigging-ripping, fiberglass-crushing hulk. I fell off. The CG boat requested another try – with the same results. "492 (we're on a first-name basis by now), do you have a soft dinghy?" "Negative." "492, do you have an alternative way of transferring these people?" "We will inflate our liferaft and tow it astern. You drop the people in it and we'll pull them in." "Roger, 492"

I told our visitors what was going to happen. They will board the raft in two groups of three. It told them to don their PFDs again – I didn't want any mishaps. The CG crew skillfully wrestled their liferaft canister over the side. It quickly popped open and the liferaft inflated. It was on a 50' painter! "492, can you let the raft out any further?" "Negative."

The CG boat stated that she must go dead slow while towing the raft. I must make at least three knots in this wind to keep steerage. This would be a tricky transfer! The CG boat headed into the wind. We ran up behind it to the raft. I plunged *Indulgence* into reverse to quickly stop her. The raft bumped alongside. I was concerned about how our guests will manage to get into the raft, but it was steady alongside and, with help from John and Gerry, the first three of our guests jumped in with reasonable ease. "492, first load is in the raft."

By that time, *Indulgence* had lost steerage and fell off wildly, passing within a foot of the CG boat's stern. In a few minutes the liferaft has been reeled back to the CG boat and the people are aboard 41492, and the liferaft is let out again. "Okay, this is for the rest of you" I announced to our remaining guests. Again, I brought *Indulgence* up to the raft and stopped. One, then two people were in. "Thanks," says the skipper of the Chris Craft as he prepared to jump into the liferaft. "Anytime" I replied inately. Again, our bow veered wildly and barely missed the CG boat. We brought *Indulgence* back under control and made way slowly waiting for 41492 to release us. Soon we heard "Indulgence, this is 492. Everybody is on board. Thank you, Cap, for helping them."

It was 0200. We were nearly back on our rhumb line, maybe five miles west of our 2130 position. I was too tired to worry about our exact position. I ordered resumption of our 085M course and reset the "follow the bouncing ball" display ("Highway Screen" to today's Piloting students) on the Lorán.

None of us slept that night.

## **Epilog**

Days later, as the emotional rush of our experience faded, I started to analyze it. In addition to making for an exciting sea story, our experience embedded a number of lessons in seamanship under adverse conditions – what was done right; what might have been done better.

***Indulgence:*** I think we handled the rescue well. I'm extremely proud of John and Gerry and the way we instinctively worked together to handle a tough challenge. One of my biggest "what I'd do differently" involves handling of our "guests" after they were aboard. Imagine a swimmer going below on your boat without drying off. Now think of six fully clothed adults doing it! Covering *Indulgence's* settees with plastic garbage bags would have saved them a soaking. Additional bags (we had plenty) could have served as "motion discomfort" bags. I was slow in recognizing our guests' near hypothermia. I should have insisted they immediately strip (blankets could have preserved modesty) and dry off (we had lots of beach towels aboard). This would have helped them warm more quickly as well as giving us a chance to wring the water out of their clothes. Finally, I should have asked the CG boat to run diagonally into the wind rather than directly into it. I then could have more easily cleared it after dropping people into their raft by falling off the opposite way, rather than suffering the near-collisions we did.

**The other boat:** They were extremely well equipped for coastal voyaging: a liferaft, Type I PFDs, even a handheld VHF. There's a lesson for us all in imagining what survival would have been like with no more than the bargain-basement Type II PFDs many boats carry – especially if two potential rescuers hadn't been within a few miles. (Contrast this to the plight of the NFL players in the Gulf of Mexico a couple of years ago – with no handheld VHF, no life raft, only Type II PFDs). On the other hand, finding the survivors was difficult because they had no handheld flares, no flashlight, not even a whistle! We were lucky to find them so easily. The pressure of knowing there are

helpless people in the water nearby is indescribable! On *Indulgence* we keep flares, foghorn, and flashlight all in a locker adjacent to the companionway. Crew are instructed to “grab everything in it if we have to abandon ship.” Whistles are attached to each of *Indulgence’s* PFDs; freshly purchased disposable penlights are given to crew on night voyages. I learned later the other boat was equipped with an automatic fire extinguisher in her engine room. It apparently didn’t trigger in time, perhaps because the fire started in a back corner rather than above the engines where the extinguisher heads were. I wonder if ordinary household smoke detectors in the back corners of the engine room would have given warning enough to permit the fire to be put out?

### **And a bit more**

I still feel I did nothing extraordinary – just what any skipper would have done faced with the same circumstances. Apparently not everyone agreed – six months later, I was notified I had won the New England Yachtsman of the Year award for the rescue. The engraved bowl is still to this day proudly displayed in my home.

Submitted by: Lu



## **Executive Committee Meeting Minutes Santa Clara Power Squadron 20 April, 2011**

- Rules Committee: Lindy is to compare current bylaws and make revisions to submit to National.
- We are solvent. Funds are a little low but will be replenished with membership renewals. Dues are now at \$78 total with increases to National and District.
- We broke even with the Pizza Party and left a nice tip. Turn out was strong with a total of 26 persons. Tim will send a thank you letter to the sheriff.
- The Chardonnay trip is set for the first of May. Duration will be from 6 to 8 PM and the cost will be 45 per person. Currently there are 49 spots left so we need to start making reservations soon.
- May 11th is the next Wednesday night dinner; it will be at Giorgio's on Foxworthy.
- The Hornet tour is set for the 22 of June. o The SSS Steeves (ship info) is planning a cruise for July, Tim to investigate.
- Need to book now for the Christmas Party and Change of Watch events.
- The next ABC class is set for April 28th..
- MES class proceeding well, one class to go.
- JN Class did sights on the 10th.
- Regarding the Boat Show; we had a good turn out for covering the booth. However, the afternoon was slow and we closed up at 6:30PM. The fire extinguisher demo was malfunctioning and ended up being shut down.
- The Santa Clara Sheriff Office trainer is willing to do a CPR Class for us. The date is TBD but we are looking at the first weekend in Aug.

## Monthly Riddle

What kind of music do mummies listen to?

*Answer is located on Editor's page.*

### Old Wives Tale or Is It True? You Decide

Once I was cooking some corn and stuck my fork in the boiling water to see if the corn was ready. I missed and my hand went into the boiling water....

A friend of mine, who was a Vietnam vet, came into the house, just as I was screaming, and asked me if I had some plain old flour...I pulled out a bag and he stuck my hand in it. He said to keep my hand in the flour for 10 mins. which I did. He said that in Vietnam, this guy was on fire and in their panic, they threw a bag of flour all over him to put the fire out...well, it not only put the flour out, but he never even had a blister!!!!

SOOOO, long story short, I put my hand in the bag of flour for 10 mins, pulled it out and had not even a red mark or a blister and absolutley NO PAIN. Now, I keep a bag of flour in the fridge and every time I burn myself, I use the flour and never ONCE have I ever had a red spot, a burn nor a blister! \*cold flour feels even better than room temperature flour.

Miracle, if you ask me. Keep a bag of white flour in your fridge and you will be happy you did. I even burnt my tongue and put the flour on it for about 10 mins. and the pain was gone and no burn. Try it! BTW, don't run your burn area under cold water first, just put it right into the flour for 10 mins and experience a miracle!

## Training

JN Class “takes shots” at Ballena Bay

SCPS is running a very successful Junior Navigation class. We have nine students – six from SCPS and three from Peralta.

Getting everyone together to actually go out and take sights was a challenge. There was no Saturday or Sunday where all students were available. But Sunday, April 10th was a good date – only one student couldn’t make it. So we scheduled a sight-taking expedition for that day.

What do you need to take a celestial sight? A water horizon. A water horizon covering as much of a “view” as possible, since JN requires sights taken at least two hours apart and the sun can move as much as 50 degrees in that time.

Lead instructor Lu Abel and SEO Dave Norris independently identified the breakwater for Ballena Bay Marina on the “outside” (west, but it’s really south) side of Alameda Island as a great location. Six students joined Dave and Lu for a day of sight-taking (two Peralta students who live in Belmont decided to take their sights at Half Moon Bay instead). Squadron Secretary Bill Miner brought his motor home, which allowed a haven from the cold (the wind was surprisingly cold) and allowed Bill to fuel the gang with coffee and pastries.

“I was really worried about clouds,” said Lu. “As we crossed the San Mateo Bridge, there were clear skies to the south, but the sky to the north was completely covered with clouds. It looked like the usual morning clouds that burn off before noon, but there were also weather forecasts that predicted a cloudy day.”

The weather gods were with them. By 11AM the cloud cover had almost completely burned off. Lu had hoped to have people start taking sights at 11AM, but the sun was still over Oakland Airport. The gang had to wait until nearly noon before the sun moved out over San Francisco Bay itself.

Hesitant newbies, the gang fiddled with these things called “sextants,” learning how to handle them, how to determine Index Error, and finally, how to bring a view of the sun down so it kissed the horizon. Slowly but surely the shout of “mark” was heard and timekeeper and sextant handler wrote down their respective numbers. Slowly but surely sight takers became more confident in reading the arc, drum, and vernier of their sextant to get a reading accurate to a tenth of a minute of angle. Timekeepers learned to read watches from right to left, reading seconds first (because they change, well, every second) and then minutes and only then the hour. And sight logs came together.

By 1300 everyone had taken at least ten sights and the gang retired to the Pier 29 restaurant for a relaxed lunch – and some preliminary checks on the sights. Most looked good.

Shortly before 1500 the gang reconvened and took their second runs of sights. Everyone remarked how more confident they felt in sight taking as compared to the morning. In fact, one pair of students was handing their single sextant back and forth, alternating who was taking a sight -- at one minute intervals! Also remarkable was how fast the Sun was moving, at least as seen through a sextant. Heard more than once was the remark “Wow, I can’t believe how fast the angle is changing!”

By 1600 sight taking was over. Some students were tired, some had a bit of sunburn, but everyone was embracing their newfound skill of taking celestial sights and confident in their abilities to do it. Most of all, they were happy about having actually and successfully tried their hand at an ancient and yet still important offshore navigation skill.



## Recipe Exchange

# Lemon Pie Bars

### Ingredients

2 1/4 cups all-purpose flour  
1/2 cup confectioners' sugar  
1 cup butter, softened  
4 eggs  
1 1/2 cups white sugar  
1/2 cup lemon juice  
1 tablespoon lemon zest

### Directions

Preheat oven to 350 degrees F (175 degrees C).

Mix 2 cups of flour and confectioner's sugar together. Cut in the butter or margarine. Mix well until the dough resembles pie dough consistency. Press the dough into a 9x13 inch baking pan.

Bake 15 to 20 minutes or until golden brown.

Beat together eggs, sugar, 4 tablespoons flour, lemon juice and lemon rind for at least 1 minute. Pour the mixture over the baked crust.

Bake the bars another 20 minutes, or until the lemon topping has set. Sprinkle with confectioner's sugar when cooled.



# Shop Tips



## Shop Tips Magnet Pickup Tip

Ever drop a box of small nails, tacks or pins on the deck or in the bilge? Here's a quick tip for picking up small metallic parts.

**Step 1** - Drop a magnet into an inverted plastic baggie.

**Step 2** - Pick up the parts with the magnet.

**Step 3** - Turn the baggie "right-side-out" and remove the magnet.

**Tip:** You can also use a rag when picking up sharp objects like nails.

If you have any personal shop tips, an unusual experience or something that works for you, please send it in to:

"[lindyzink@hotmail.com](mailto:lindyzink@hotmail.com)".

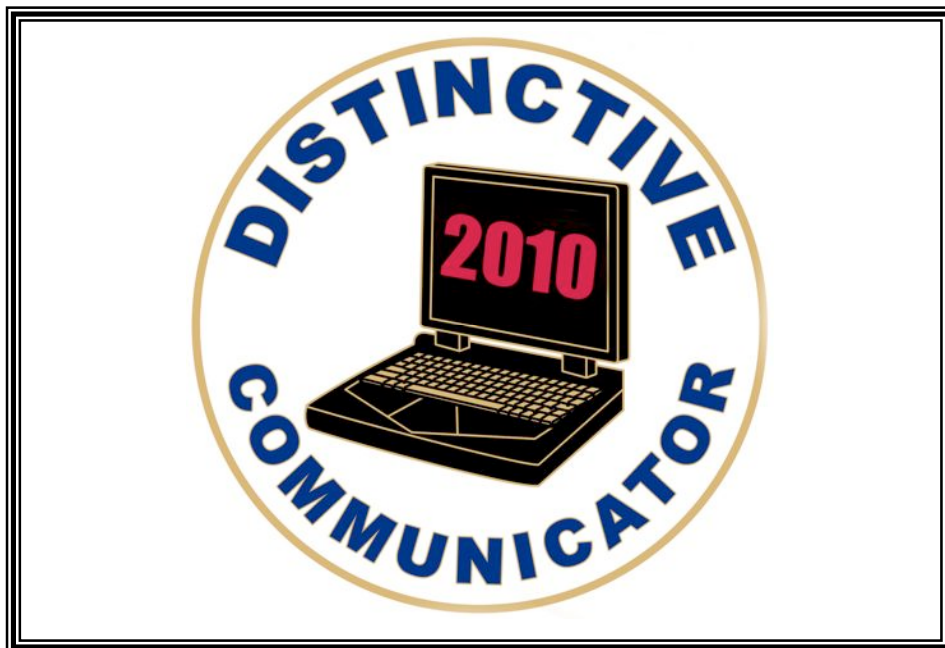


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## From The Editors



If you have a suggestion or something that you would like to see in The Bell or if you have an article, please send it to us via our e-mail. [Lindyzink@hotmail.com](mailto:Lindyzink@hotmail.com)



### RIDDLE ANSWER

**Wrap music.**

### QUOTE OF THE DAY

Age does not diminish the extreme disappointment of having a scoop of ice cream fall from the cone.

Jim Fiebig