

# THE TRIDENT

*Voice of the Balboa Sail and Power Squadron, District 28*

*A Unit of United States Power Squadrons®*

*Sail and Power Boating*

July 2009

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## Squadron Name Change

*Lt/C Renere Lopez, AP, Secretary*

A scheduled General Membership Meeting (GMM) was convened on 18 June 2009, Squadron Administrative Officer Dave Thomas presiding. It was determined that a quorum for voting purposes was present. Reports from Department and Committee Chairs were requested.



An item of New Business was the approval of new bylaws for our squadron. These new bylaws were made available in printed form at the May 2009 GMM, and have been posted on our web site. By unanimous vote, the new bylaws were approved. These new bylaws are consistent with "Model Bylaws for Squadrons" issued by United States Power Squadrons®. Most importantly, the new bylaws change our name to Balboa Sail and Power Squadron.

## Past Commander's Corner

*P/C Wes Heusser, JN*

Hello, all! I'm back from the East, where I went to attend the graduation (*summa cum laude*) of my nephew Chris from Ohio State University; Chris is also a member of Balboa Power Squadron.



*P/C Wes Heusser, JN*

Now I am going to try to get some classes going, but I need your input to make sure we offer the courses that you really need: please let me know your preferences. Other Squadrons are going strong in the educational field, while Balboa is dragging its anchor. So let's get our anchor off

*See PAST COMMANDER, page 2*

## Newport Beach Sea Scouts Are #1

*Tim Martin, Skipper of Sea Scout Ship 90*

Sea Scout Ship 90, a co-ed youth-led crew from the Newport Sea Base in Newport Beach has just been named recipient of the 2009 BoatU.S. Sea Scout National Flagship Award. This prestigious award is given in recognition of excellence in Sea Scout program quality, youth achievement and adult commitment. Sea Scout Ship 90 Skipper Tim Martin said: "To our Ship, its co-ed crew, and our adult volunteers, this award recognizes over five years of hard work in the making. We are overjoyed."

Martin went on: "When we thought of creating a Sea Scout Ship, we envisioned a youth sailing organization geared to both boys and girls, utilizing a dynamic and versatile sailing vessel that could provide sailing excitement and opportunities to learn the best racing and cruising skills for today's youth. We have that with use of a 60-foot ultralight racing/cruising yacht named "Dare" on loan from a wonderful Newport Beach family." Martin continues: "We also envisioned a youth organization that could give back to the maritime community. So we routinely conduct boating safety classes for young children, color guards for yacht clubs and other civic organizations, along with burial at sea ceremonies. Our sailing program along with our community service program has been great for the kids, turning them into great sailors with big hearts helping the community!"

Ship 90 Sea Scouts, dubbed "The Renegades" along with adult leaders started their organization only five short years ago. The ship sails out of the Janes Marine Adventure Center at the Newport Sea Base in Newport Beach. "We have been working like crazy to build the program,"

*See SEA SCOUTS, page 2*

*Find us on the web at:  
[www.balboapowersquadron.org](http://www.balboapowersquadron.org)*

Martin says. A program, he says, that is fun for youth but safe at the same time. "We had a full plate of sailing and community service activities the last couple of years. It's



Sea Scout Ship 90 "Dare"

been a lot of work by a lot of people in the local Newport Beach boating community, but it's been great for the youth while also benefiting the community." Janes Marine Adventure Center has helped our sailors be the best of the best, said Martin. The Center was set up to provide the best sailing and marine center for youth in the area – it's tops! "At the Center we have use of dinghies, small and large keelboats, motorboats, kayaks – you name it. The kids have a lot at their disposal there – adults too!"

Moreover, Martin says: "This National Flagship award has the kids and adult involved very excited. It's helped them know we are on the right track. In the first four months of this year we have surpassed our wildest dreams when we thought of putting together this Sea Scout Ship - topping it off with this National Flagship Award! In the first part of this year one of our Sea Scouts led a delegation to meet with President Obama in the Oval Office. Then, late last month, we won first in class in the the Border Run, an international yacht race! Now this! It's tremendous. Top Sea Scout Ship in the United States! Wow! We hope this leads to more kids coming down to the Sea Base to join us".

For more information, contact: Tim Martin, Sea Scout Ship 90 Skipper: Telephone: 949-742-1172 or email: [Sail-Pro@yahoo.com](mailto:Sail-Pro@yahoo.com)

the bottom and get moving.

At the D/28 Conference in the first week of June I heard a great story related by a mighty ship named *Rosebud* – a Lord Nelson tug. It seems this ship had been sitting gently at its mooring for some time, then one day it heard voices ... it was Mom and Dad, (a.k.a. Rosemary and Craig Smith). They were taking the covers off and bringing things on board. *Is it Christmas? No, the engine is running, the dock lines have been untied, and now we're in reverse and moving. Hey, there's the ferry. I haven't seen that for quite a while. And here's the new Coast Guard cutter. This is fun. Now that looks like the ocean. I don't know if I'm ready for this, it's getting a little bouncy. Now I'm getting salt water all over me. Tastes pretty good. Oh Boy, we've just passed the jetty, going 7½ knots ... I still have it in me. It looks like – no it can't be – yes, I'm going to Catalina and I am so happy. It brings back memories of days past when I used to see Misty Bay, Dun Lookin, Holly Bluff, Sally P., La Belle Lu and Huff-n-Puff all the time. What, no more Huff-n-Puff? It's now Southern Lady? Mom and Dad, why didn't you tell me? I heard via the dock line from Misty Bay that her Mom and Dad (Sheryl and Dave Uggen) have her looking good. Misty Bay, why don't you come by and say Hi!*

*Well, I had a very good weekend. I hope it happens again so that I can get together with my old friends. Mom and Dad, make it soon!*

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# Farewell, Analemma

Lt Peter Redwood, SN

When I first reviewed the material for the new Navigation course, my immediate impression was that here was a course that USPS *wanted* people to pass. Gone is most of the theoretical stuff, the academic approach, and much of the outdated content of the preceding course. As a result, the student manual is only about half the size of its predecessor and the course is consequently just 12 or 13 weeks long, vs. 26 weeks previously. Gone, too, is the daunting closed-book final examination, replaced by an open-book version.

While the new course emphasizes the newer technical tools like GPS and various voyage-planning and plotting software packages that are standard fare today (things that were not even *mentioned* in the previous course), I miss some of the more arcane and academic parts of the old course that fell victim to the paring-down exercise. One of these is the chapter on the *analemma*, which has disappeared from the new text, but which is of great interest as a phenomenon that few people think about.



Let me explain: if you record the position of the sun in the sky with a fixed camera at the same time every day, sometime around noon, say, (adjusted for daylight saving time), you would notice that the sun takes a rather strange path, in which its position varies not only

North and South - as you would expect with the change of the seasons - but also slightly east and west. The figure-8 path that the sun makes in the sky is called the *analemma*.

The difference in time between what your watch shows and the position of the sun (clock time vs sun time) is called the *equation of time*. If you are in the northern hemisphere and the sun's position is to the east of where your watch indicates it would be, the *equation of time* is negative; if the sun is to the west, it is positive.

There is an easier way to see this effect. Find a place where the sun shines on the ground at noon all year ⇨

## JULY BIRTHDAYS

Joel Buffa, Gloria Ann Cook, Patricia Diehl, Wesley Heusser, David Hull, Brent Krone-Schmidt, Leo LaCascia, Brandon Lopez, Robert Olson, Kenneth Raphael, William Runge, Kenneth Smith

## JULY GMM

The 16 July Dinner Meeting will be held at the El Torito Grill, 951 Newport Center Drive Newport Beach 92660: Telephone 949-640-2875 at the usual 1800/1900 time.

Call Helen Thomas (949) 715-2050 or email her at [davethomasaacap@aol.com](mailto:davethomasaacap@aol.com) to make a reservation.

long - winter, spring, summer, and fall. Place a rod about 3-feet tall in the ground, being careful not to move it during the year.

On the first day of each month, at the same time every day, (subtracting one hour if you are observing daylight saving time) place a mark with another shorter rod (you will need 12 of these) where the sun makes a shadow with the tip of the longer original rod. At the end of 12 months, you will see that the short rods make a figure-8 pattern on the ground.

What gives rise to the sun's apparent path? There are two reasons, independent of each other:

1. The Earth is tilted on its axis about  $23.5^\circ$  in relation to the plane of its orbit around the sun.
2. The Earth does not orbit the sun in a circle, but in an ellipse.

It is the sum of these two effects that gives rise to the analemma.

While this phenomenon is of only academic interest to most people, it does concern the navigator who makes sights of the sun when it transits his meridian at *local* noon, *not* at 12-o'clock by his watch. The difference - the *equation of time* - is not insignificant, amounting to over 16 minutes at the end of October.

For more information on this subject, visit the website [www.analemma.com](http://www.analemma.com), from which much of the material in this article was adapted.

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DATED MATERIAL

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### (Slightly) New Trident Format

You may notice that the address label page of the Trident has been relocated. This is to meet new requirements of the Post Office regarding the positioning of the folds in bulk-mailed materials.