



The National SEA SCOUT LOG

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The National Sea Scout Log

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published by the
National
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Venturing Division
Boy Scouts of America

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2001 Wrap-up

**Boat US
Foundation**



Maryland Sea Scouts Visit Sweden

by Bruce Johnson, Skipper,
and Tim Mathews, Yeoman

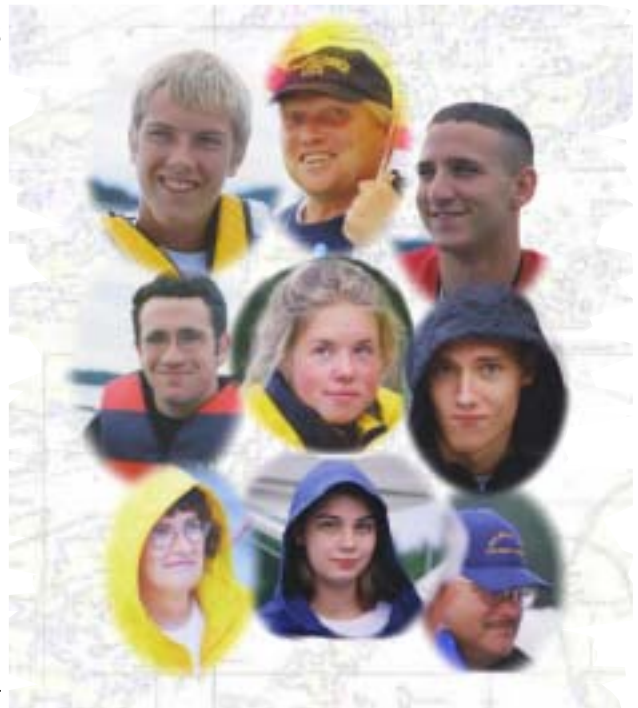
One of the special features of Scouting is providing young adults with the chance to go to unusual places and do unusual or special things. The Sea Scouts of Ship 361, Sea Scout Ship Columbia Ranger, recently returned from two weeks of sailing and visiting with Sea Scouts from Stockholm.

A crew of Maryland Sea Scouts, chartered to First Presbyterian Church of Howard County, flew from BWI to Stockholm's Arlanda Airport where they were met by their

International Sea Scouting

hosts, members of Sjöscoutkåren Drakarna ("Dragon Sea Scouts") of Abrahamsberg, a suburb of Stockholm. Actually the Americans arrived a day before the Swedish Sea Scouts returned from the first Swedish national jamboree, "Scout 2001." www.2001.scout.se/o.o.i.s/70 The extra time gave the Americans time to get over jet lag and to visit Vasamuseet (the Vasa Museum) www.vasamuseet.se/ The Vasa was a Swedish naval vessel that capsized and sank on August 10th, 1628 in Stockholm's harbor on her

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**2002
NATIONAL SEA SCOUTING
COMMITTEE**

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Cyrus Lawyer
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National Commodore



Katie S. Hagen
National Boatswain

From Boats.Com

Bill Koch, winner of the 1992 America's Cup has

invited two high school Sea Scouts to join his sailing team at the 150th Anniversary of the America's Cup Jubilee race in Cowes, England this summer.

The America's Cup Jubilee regatta is being held on the same course where the boat America won the 100 Guinea Cup on behalf of the New York Yacht Club in 1851. Close to 200 yachts, many of them past America's Cup winners, are scheduled to compete from August 19-25 to commemorate sport's oldest competitive event. Koch and 40 team members will sail in two yachts; America, the boat he used to win the America's Cup in 1992 and *Il Moro de Venezia*, the Italian challenger, he defeated.

Robert Dickerson, a 18-year old Boca Raton High School honors student who recently obtained the rank of Quartermaster, the highest honor awarded in the Sea Scouts, is one of two teenagers selected nationally to join Koch's crew. **Anne Marie Simiele**, a 17-year old honor student from Magnificent High School in Cleveland, Ohio, who is a Boatswain in the Sea Scouts, is the second teenager selected.

ScoutFleet 2002

Plan NOW to be there
New York City
July 2002
<http://www.scoutfleet.org/>





Recognitions

There have been several Sea Scouters and Venturing leaders who have recently been singled out for high recognition. At the Annual National Meeting in Boston, John Wolfgang, a recent past member of the National Venturing Committee and genuine friend to Sea Scouting received the Silver Antelope Award from the NE Region. Bob Legg (left) and Bruce Johnson received the National Venturing Leadership



Award. Bruce's award presented by Jimmie Homburg. Bob is the NE Region's Associate Regional Director and Bruce Johnson is the NE Regional Commodore and member of the National Committee.



Bill James received the Silver Beaver from the Southern New Jersey Council. Bill serves on the NE Regional Sea Scouting Committee and recent past member of the National Committee.

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maiden voyage. She remained undisturbed for 350 years until she was discovered in 1956 and raised in 1961. The Ship is now beautifully preserved and shows clearly what life was like on a 17th century man-of-war.

The following day the six American Sea Scouts and two leaders joined five Swedish Sea Scouts and three leaders for a week of sailing on the Swedish Archipelago. For those unfamiliar with it, the Swedish coast outside of Stockholm is dotted with hundreds of rocky islands that extend many nautical miles into the Baltic. The islands and their navigation passages were carved out millennia ago by receding glaciers, leaving them very green but rugged, with many being isolated and without electricity or other modern amenities.

The Archipelago became our home base for the next week as we traveled through some of the most breath-taking sailing waters anywhere. To offer a reference point for what we saw, sailing on the Chesapeake Bay with its muddy and frequently shallow bottom, while the Archipelago is very deep, often reaching depths well in excess of 100 fathoms (600 feet). Depths drop off very rapidly from shore. Our Swedish hosts were particularly amused to see the American Scouts flinch when we sailed within 50 feet of shore. If you try to do this on the Chesapeake, you would be stuck in mud long before you got that close.

We got to sail over 200 nautical miles in very stiff and cool sailing conditions. Most days the afternoon highs were in the mid-to upper-60s, with overnight lows in the 40s. (Remember that Stockholm is at 59 degrees North latitude, further north than Juneau, Alaska.) With winds often in ex-

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**Sweet Adeline
36' Sloop**



**U.S. and
Swedish
Sea Scouts
Continued**

**United States
Sweden**



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cess of 20 knots (about 25 miles per hours), sailing with sails reefed was sometimes essential. Because the Swedish Sea Scouts view sailing the same way that Americans do, the Scouts ran the sailboats almost all of the time. We used three sailboats that ranged in size from 27 to 36 feet in length, which is comparable to the boats that Ship 361 operates. The

major difference, aside from the sailing conditions, is that buoys and lights look and operate very differently from the system in use in the United States. Thankfully, our Swedish hosts were excellent teachers and we never once took a wrong turn out on the water. We even took an overnight sail from Stora Tratten (Navy island) to Vindalsö, a Scout Island that doubles as a summer camp.

One of the highlights of the sail was a visit to Sandhamn, which the Swedes describe as the sailing capital of Sweden (much like Annapolis). Hundreds of sailboats from all over the Baltic (mostly from Sweden, Finland, Denmark, and Germany) were visiting at a time that, we heard, was very quiet and uncrowded. (We were visiting just past the peak vacation season so most of the people we saw in the Archipelago were really committed sailors.

Another highlight was a visit to Stora Nassa, also called the "Outer Skerries." This chain of islands are well out into the Baltic and none rise more than twenty feet from the water. This means that only the hardest of ground plants can survive here, and the islands only provide partial wind-breaks for sleeping at night. Our Scouts were able to sunbathe within eyesight of the wild mountain goats that live there.

While our sail in the Archipelago was an experience that we will never forget, probably just as important to us was our visits with several Swedish Scouting

families. We got to stay with families for nearly a week, getting to know their routines, eating what they ate, and doing what they enjoy doing. The Swedish Scouts were finishing up their summer vacations, so touring Stockholm and doing a little shopping (always a popular pastime for teenaged Sea Scouts) were popular pursuits.

Traffic is not as much of a problem as it is in Maryland because far fewer families have more than one car. For example, none of the Swedish Sea Scouts had their drivers licenses though most were old enough to drive. This didn't seem to be a problem though since the subway was a five minute walk from home, and the fare to downtown Stockholm was only about one dollar for students or \$1.50 for adults. They had beautiful subway stations, they each had their own theme, the deeper you went the more ancient and cave like they became. The subway trains were very nice, clean, new looking, nice upholstery, hardly any graffiti. And were very safe. People were very nice and helpful and we felt safe out in public and in the city even after midnight. With gasoline costing about \$4.50 a gallon, public transportation seemed like a very pragmatic way to get around.

The busses were very clean, comfortable, inexpensive, and went far into the countryside where almost each house or farm had its own stop.

Pragmatism seemed to be a hallmark attribute that we saw in the Swedes. They are very frank and open in conversation, rarely leaving us wondering

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whether we were doing OK. They are very friendly, particularly after we were able to reassure them that their command of the English language was fine. (In the Stockholm area nearly everyone speaks English quite well. We found though that the further away from Stockholm we went, the less contact with English speakers ... and the less English ability the Swedes had.)

The Swedes were an intricate part of our journey, and in the opinion of our Scouts, the most important of the trip. The scenery and the buildings with their unique architecture and old age, but they would not have been fully enjoyed without the good company of the Swedish Scouts.

Swedish food was very good, but took some getting used to. Potato and ham open-faced sandwiches ... always one sided ... were very popular. We had to hold them together in the wind or pieces would fly off and hit the person next to you. We had moose that our host, Eric Knochenhauer, had hunted at the Vässarö Scout Center, the Stockholm Scout island. (There were lots of jokes about dining with Rocky and Bullwinkle.) Spaghetti Carbanara with raw egg was also very popular, though we weren't sure whether it was really a Swedish dish or just something that Swedish Scouts really liked.

Our Scouts got to try sour milk for breakfast rather than regular milk. It was thick, sour and yogurt-like, but better with a lot of sugar. Breakfast was more like lunch. You might have a ham or salami and cheese sandwich for breakfast. They have cheese with almost every meal and they had a great variety of bread. Sunflower seed bread was a favorite. We also got to eat caviar out of a squeeze tube.

When we arrived, there seemed to be an awkward silence that loomed over us the first evening the Swedish scouts arrived. We weren't sure if they weren't sure what to do with us, or if they were just exhausted from the first Swedish national jamboree. Luckily when we began sailing the next day we were all on common territory. The wind fills the sails no matter what country your in. After that a closer bond started to grow between us. They taught us as much Swedish as we could possibly learn, from parts of the boats to things we had trouble pronouncing. We discovered children's songs that we shared, read to them trashy magazines in their own native tongue murdering the pronunciations at first

and getting surprisingly good at the end. Our skills were tested in a round of Swedish Trivial Pursuit. We did not win.

Our Swedish counterparts were extremely kind to us. Some of our Sea Scouts felt guilty that almost the entire world teaches their children English, whereas we study languages for only a few years in high school. The Swedes didn't hold it against us though. Rather, we found out later that some of them were scared to speak English out of fear we would think it was terrible. To the contrary, their English was in many cases better than ours.

Our trip was coordinated by Eric Knochenhauer, a member of the Odysseus European Sea Scout contact group, and was partially supported with a grant from the Stiftelsen Konung Gustaf V:s 90-Drsfond - för ideell ungdomsverksamhet (King Gustaf V's 90th birthday fund for world fellowship) <www.gv90.a.se/>. The goal of our trip had been to visit with Swedish Sea Scouts and develop friendships that should last a lifetime. Our eyes were certainly opened by the friendliness and generosity of the people met, and we sensed that our Swedish hosts were also very pleased with the fine Sea Scouts from Columbia. We are expecting the Swedish Sea Scouts to visit us here in Maryland this August, and hope to be able to return to Sweden in years to come.



Skipper's Key Returns

We are pleased to report that the Sea Scouting distinctive Skipper's Key will once again be available in the very near future. This recognition (see the photograph on the left) is presented to Skippers of Sea Scout Ships who have satisfied the training and performance requirements (see <www.seascout.org/for_leaders/adult_recognition/adult-skkey.html> for the requirements). Although a general version of this award (called the "Scouter's Key" throughout BSA) has been available for many years, the Sea Scouting specific version was only available from the mid-1930s thru the early 1950s.

When the Skipper's Key arrives in BSA Supply Division inventory, its price and order number will be added to the Sea Scouting Insignia page on the Sea Scouts BSA website <www.seascout.org/general_resources/bsa_supply_division.html>. Its availability will also be announced via Seascout-Net.



Katie Hagen,
National Boatswain
★★★★

Hello, fellow Sea Scouts! As the National Boatswain, I thought I would take this opportunity to tell all of you what's going on in the national scene. This past summer, I attended the National BSA conference in Boston. I met with National Venturing youth representatives (one of which is Sea Scout Tim Burchett) and many others

who expressed a sincere interest in learning about our Sea Scouting program. In fact, many scout leaders of other BSA divisions were interested in planning activities that involved Sea Scouts. I thought it was a great idea! The Young American Awards were also presented in Boston. I am proud to announce that National Boatswain's Mate, **Cyrus Lawyer**, was one of the five named. We are all proud of you, Cyrus!

In other news, I am pleased to announce the establishment of the National Quartermasters Association (NQMA). This organization will be similar to the National Eagle Scout Association. Its goal is to build prestige for the Quartermaster Award, encourage young people to attain the rank, and provide service to youth. We are looking to locate all of the Quartermasters in the United States. We are starting locally and are asking others in other parts of the country to do so as well. If you are a Quartermaster, or know people who are, please email Joshua Gilliland, jcgilliland@earthlink.net, with your contact information, Sea Scout Ship, and the year you made Quartermaster. Also, please visit the NQMA's webpage, <http://www.nqma.org>.

As always, I welcome any thoughts, concerns, or questions you may have. Feel free to e-mail me at anytime: khagen@tulane.edu.

Fair Winds,
Katie Hagen
National Boatswain Quartermaster '00



Since 1989, the **BoatU.S. Foundation** has awarded nearly \$500,000 to local, volunteer organizations that use innovative approaches to educate boaters about safe boating practices.

The Foundation makes at least \$45,000 available each year for grassroots programs that solve specific problems and can be adopted by other groups across the country to fit their boating safety needs.

To be eligible for grant funding, your organization must be volunteer, non-profit, and non-governmental. Award limits are set at \$5,000 to ensure project diversity. In 2001, the Foundation selected 28 projects from 200 applicants.

The U.S. Coast Guard Auxiliary is also eligible to apply for grants. While Auxiliary grant applications are judged by the same criteria as other organizations, the submittal process varies slightly. While most organizations submit applications directly to the Foundation, Divisions and Flotillas of the U.S. Coast Guard Auxiliary must submit their applications to the U.S. Coast Guard Auxiliary Association Incorporated. Upon approval by the USCG Auxiliary Association Director, Auxiliary applications will be forwarded to the Foundation and will be reviewed by the Grant Committee with all other applications.

If you have any questions regarding the program contact Vanessa Pert, the Program Administrator. She may be reached by phone at (410)897-0949.



National Sea Scout Flagship Competition

The year 2002 will mark the 90th anniversary of BSA's Sea Scout program. To help celebrate Sea Scouting's 90th birthday, BoatU.S., the Boat Owners Association of The United States, has offered to reinstate the **National Sea Scout Flagship Competition**. This annual award, now sponsored by the nation's largest recreational boating organization, will recognize the top Sea Scout Ship in the country for excellence in program quality, youth achievement, and adult commitment. We invite you and your Ship to compete for this venerable and prestigious award.

Flagship recognition will take the form of a trophy to be awarded to the Ship and its Chartered Organization, as well as individual mementos of the achievement for each Sea Scout member of the Ship. Additionally the Ship name will be added to a perpetual Sea Scout Flagship plaque to be kept on display at BoatU.S. national headquarters in Alexandria, Virginia near our nation's Capital. The 2002 National Sea Scout Flagship Award will be presented at the Sea Scout 90th anniversary, to be celebrated concurrently with the BSA Annual Meeting in New Orleans in June.

The attached *Sea Scout Ship Achievement Scoresheet* will provide the standard against which all Sea Scout Ships will be measured. Any Ship meeting the criteria for "Local Standard Ship," "Regional Standard Ship," or "National Standard Ship" is recognized by affixing 2, 3, or 4 stars respectively on their Ship flag. These stars are ordered thru normal unit flag ordering procedures. Ordinarily this form will be filled out by the Ship at the time that it re-charters. In order for there to be a pool of applicants to be recognized in 2002, all Ships should fill out this form by the end of the year and submit it to their local council office.

The form from any Ship that achieves "National Standard Ship" must be forwarded to the National Venturing Division office by January 15th. Forms from these Ships will be used to select a National Sea Scout Flagship. This is an outstanding opportunity for you to spotlight the achievements of your best Sea Scout Ships.

Additional information and updates are available on the Sea Scouts BSA website at www.seascout.org/ships/flagships.html.



The Sea Scouts of the **Central Region** enjoyed the **Annual Thomas R. Smith Regatta** was held at Chicago Yacht Club, Chartering Organization of SSS Privateer, possibly the oldest Sea Scout Ship in the USA. The Regatta was sailed at CYC's Belmont Station in 420s. It consisted of a day of instruction by the CYC sailing school staff followed by a regatta. CYC maintains nearly two dozen 420s so all of the Sea Scouts were able to race. The club provided everything free including some excellent meals. Charlene Landsberg (Mrs. Thomas R.) Smith was the gracious hostess.

Lloyd Karzen, of the Chicago Area Council's Sea Scout squadron served as Regatta Chairman. The Sea Scouts were warmly greeted by Major General Walter G. Varten, USAF (Ret.), Commodore of Chicago Yacht Club. Megan McNeal, Regional Chief Boatswain's Mate attended the concurrent Regional Sea Scout Flotilla Committee's mid year meeting and held a Q&A session for the Sea Scouts on Saturday after the racing. Regional Commodore Tom Simiele attended in the dual roles of Commodore and skipper. Michael and Andrew Muhic of SSS Indefatigable, Cleveland, Ohio were the Champions. Second and Third Place went to home town Chicago teams. Second Place was Peter Schnackenberg and Scott Mechanic of SSS Armada and Third Place was earned by Michael Shaw and Brian Shaw of SSS Privateer. The Sea Scouts had a great time and selected The Thomas R. Smith Regatta as the venue for the Central Region Eliminations for the 2002 National Sailing Regatta.

THE LAUNCHING OF CAPE COD FROSTY SAILING DINGHIES BUILT BY SEA SCOUT SHIP # 1

Clayton, New York
Thursday, July 26
At the Fred Thomas Skiff Livery 12-1

BRIEF HISTORY OF LAUNCHINGS
Jenifer Holcombe Soykan
Director of Education
The Antique Boat Museum

The finished ship is almost ready for her first voyage. It is thought that the ship begins her life with her launch - for this reason the symbolic act of a ships' passing from dry land to her living A environment - the water, is a very ceremonial occasion. In ancient times, every beginning was usually expiated with a human sacrifice - so it was with the launch of the ship and the captive's blood crimsoned her bow. With the adoption of christianity, human sacrifice became unacceptable; instead, a silver bowl with red wine was emptied over the bow and then, the dish was thrown into the sea as a gift.



Adult leader Curt Byington, Kyle Petrie, Josh Knappenberger, Tim Petrie, Mike Morisey and Boatswain Nick Watts all toast with champagne (with no alcohol) and sprinkle a little on the bow of boat

