



NER Dominates the National Sea Scout Advanced Leadership (SEAL) Training program for the Second Consecutive Year

This year NER hosted two successful courses. The NER had 11 students place among each of the five SEAL locations. This was the highest turn out in students attending this rigorous and demanding course. For the second consecutive year the NER again had the National overall SEAL graduate, not one, but two, as Jessica and Frances tied in overall score. Below are the 11 NER SEAL grads with their ship and course location. [Congratulations to all](#)

Jessica E. Gilliland-Hopkins	198 DE	New York
Frances Gray	1993 MD	Newport
Bryan Daudt	198 DE	Texas
Cynthia Scheuermann	1942 VA	Texas
Devon Fehn	548 MD	Newport
Katie Ballew	1942 VA	Newport
Peter McKenna	3 MD	Miami
Gabriel McCorkle	1942 VA	Miami
Melissa Roesner	1993 MD	Miami
Daniel Atienzar	110 CT	Chesapeake Bay
Jonathan Delano	609 NY	Chesapeake Bay

SEAL NE-10 in the Chesapeake Bay, Maryland, Course Director Doug E. Yeckley, was conducted aboard the 45-foot ketch [SSTV der Pelikan](#). Ports of Call included: Baltimore, Annapolis, and the Solomon Islands.

SEAL NE-11 in Long Island Sound, New York, Course Director Noel E. Guzman, was conducted aboard the 40-foot yawl [SSTV Resolution](#). Ports of Call included: USCG Academy, USCG Station New Haven, Milford, Essex and Branford.



SSTV Resolution



Some Successful SEALs



SSTV der Pelikan

The 2008 Maryland SEAL course will be June 21-29, 2008. The 2008 New York SEAL course will be July 26 to August 3, 2008. All applications must be submitted by March 1, 2008. For more information contact: Skipper Noel E. Guzman at sss441vigilant@nyc.rr.com and Skipper Doug E. Yeckley on Yeckley@earthlink.net.

Sea Scout Sailing Clinic



This summer, the Liberty Flotilla, in conjunction with New York Maritime College, established a formidable Sailing Clinic as a prelude to the NER sail off and the Koch Cup in 2008. The secondary goal was to provide an arena for local Sea Scouts, which do not have a sailing capability or opportunities, to utilize a tremendous local resource. The program was open to all ships in the NER as well.

Skipper Noel Guzman and Maritime Waterfront Director Robert Crafa combined resources to provide an intensive three day learn to sail, basic sail and sail racing development program that ran this past July 6-8, 2007

The sailing clinic is located at New York Maritime College, in the Throggs Neck section of New York's beautiful waterfront community, where the Long Island Sound meets the East River. Emphasizing on-the-water drills in the College's fleet of new club 420s and FJs, Beginning Students learned the fundamentals such as terminology, points of sail, knots, how to rig, plus tacking and jibing, under the supervision of SUNY Maritime's collegiate sailing coaches.

Advanced Racing Sailors learned how to tune properly, trim sails and other tricks to obtain maximum boat speed, tactics to be in the best position off the line and to be first round the marks, understand local conditions such as reading the wind and current, and how to mentally prepare for competition.

There were on-the-water drills, capsizing and recovery as well as actual racing which was supported by "chalk talks" and debriefings at the end of each day with the coaches.

The students and adult guardians were housed in spacious air-conditioned dorms. The evening meals were taken at the Maritime Dining Hall, while breakfast and lunch were at the Waterfront Facility. On Saturday evening, the participants enjoyed a festive BBQ, compliments of the Maritime College

On Sunday, all the graduating participants received certificates of completion. This year 16 Sea Scouts took advantage of the program as they prepared for the NER Sail offs and anticipation of the Koch Cup. Ships: 26-NY, 40-MA, 272-NY, 441-NY, 1942-VA, became formidable competitors.



(Photos courtesy Bill Auman Ship 441-NY, Joe Mandara and Anthony Baicich Ship 26-NY)

The program will run again in 2008, and is currently planning for next year with enhancements based on feedback, as well as a course for the adult leaders. For more information on the program, contact Skipper Noel Guzman at: sss441Vigilant@nyc.rr.com.

Sea Scout Coeds take over Aquatics Specialty Camp

In its fifth year, the GNYC-sponsored Aquatics Specialty Camp provided an intensive training and advancement program for Sea Scouts. The program was held August 12-18, 2007, at Camp Kiowa -Ten Mile River Scout Reservation, Narrowsburg, New York.

This year there was a major increase in attendance from 22 last year to 45 youth participants from Scout Troops, Venture Crews and Sea Scouts Ships. All participants had to be 13 years of age and a BSA swimmer. This year we had 24 Sea Scouts from the following Ships: 26-NY, 31-NY, 272-NY 441-NY, and 1179-NY. It should also be noted that this year there was also an increase in our female Sea Scouts from 2 last year to 12 this year, reinforcing the attraction of this co-ed high adventure event.

The program is “Sea Scout Friendly” as the Aquatics Coordinator is Skipper Noel E. Guzman from Ship 441-NY. This year Skipper Jan Rose, Ship 460-NY, joined the staff. The staff also includes Sea Scout youth instructors and adult leaders trained in BSA Aquatics and Red Cross certifications.

The weeklong event provides all of the Scouting aquatic merit badges. This year White Water was added to round it out with Motorboating and Waterskiing. The program also includes BSA Snorkeling, Mile Swim, Kayaking BSA, Boardsailing and both BSA and Red Cross Lifeguard Training. The program also provides CPR and First Aid certifications. The program also offers environmental instruction as well as training in the use of sextants and star gazing by the program’s environmental Instructor Rags Buchner from Ship 228-NJ.

This year Ship 26-NY had 6 Sea Scouts certify in Scuba, BSA. It must also be noted that Ship 26-NY and 441-NY utilized the week to improve on their sailing skills learned from the Liberty Flotilla/SUNY Maritime Sail Clinic in July.

“Most important is the sailing skills acquired,” stated Ray Drollinger III, Aquatics Camp Sailing Instructor. The program has an assortment of sailing vessels, including a 19’ day sailor, a Laser, a catamaran, and a small fleet of 12’ Sunfish and Aquafin sailboats. Many of the Sea Scouts took advantage of this aspect in preparation for the regional sail-offs.

“Earning awards and learning advancement skills is hard work, but the fun comes at the end and that is better,” recalled Rich Auman, after the campers enjoyed a day trip down the Delaware River in kayaks. Cara Burns stated, “Ultimate Kayaking was the ultimate challenge.” There was also a BBQ that required the use of two massive war canoes across the lake to the Lakeside Encampment (former home to the Amachol Sea Scout Camp of the 1930-60s).

For more information on this program for 2008, you can contact Skipper Noel Guzman at sss441Vigilant@nyc.rr.com or check the Liberty Flotilla’s web site.



(Photos courtesy Jan Rose Ship 460-NY)



NORTHEAST REGION SAILING CHAMPIONSHIPS HELD AUGUST 25-26 AT KINGS POINT, NEW YORK

The U.S. Merchant Marine Academy played host to the 2007 Northeast Region Sailing Championships. This was the largest turn out with 22 crews since the 2002 sail-offs

The racing area was in the cove adjacent to the King's Point Sailing Center off Long Island Sound. Excellent sailing weather blessed the 4 racing starts to make it official on Saturday; however, capricious winds failed to provide for any racing on Sunday. The boats, FJs, supplied by King's Point Sailing Center, used standing rigging. This year Skipper Marshall Parsons of Ship 584 provided the breakfast, lunch and cracker barrel mess service with an abundance of food, fruits and beverages. The dinner meal was at the Cadet Dining Hall, a first and most successful idea for the sail-offs. Skipper Al Beal of Ship 40, with the help of NER Boatswain's Mate Connor Rieve, coordinated the opening and closing ceremonies. Additionally, Commodore Bob Sirhal, stated that the event shirts will be mailed to the skippers once they are ready.

In all 57 Youth and 36 Adults participated from Ships 1-RI, 25-PA, 26-NY, 40-MA, 76-MA, 98-ME, 110-CT, 198-DE, 441-NY, 584-CT, 876-NY, 1009-MD, 1942-VA, and 1993-MD.

Ray Drollinger III from Ship 441, who was the official NER Sail-Off Race Coordinator and Judge, posted the following results of the Races:

- 01-Ship 1993-a Simon Gray & Frances Gray**
- 02-Ship 1009-a Cale Jurin & Alex Whittaker**
- 03-Ship 1993-b Melissa Roesner & Phillip Garretson**
- 04-Ship 1942-a Andrew Schuerman & Katie Menoche**
- 05-Ship 876-b Ron Hamlet & Heather McQuade**
- 06-Ship 441 Alex Stevkovski & Richie Auman**
- 07-Ship 584-a Amanda Ballassi & Bror Okerbum**
- 08-Ship 584-b Aj Wojtuck & Samantha Trahan**

09-Ship 1942-b Julia VonBaumgarten & Danielle Meeker

10-Ship 110-a Connor Rieve & Dan Atienzar

The top 5 will go on to the Koch Cup, and placing crews 6 to 10 will stand as alternates. Ray presented trophies to the top 5 as well as individual trophies to the 1st place crew.



Racing is not only about winning or losing. Sportsmanship and acting appropriately and safely on the water is part and parcel of the racing rules. Teamwork is probably one of the most important things for sailing. In racing, it is even more crucial because timing is key. You have to be able to think as one with your crew, be able to make split-second decisions, be able to adjust properly, and still maintain as much speed as possible so you don't lose any ground.

It should be noted that this year's Sail-Off held the additional distinction of being the final competition to qualify for the 2008 William I. Koch International Sea Scout Cup to be held July 13-19 at the U.S. Naval Academy in Annapolis, MD. Check out www.seascoutcup.org for more info on the Koch Cup.



(Photos courtesy of Bill Auman, Ship 441-NY)

MARK YOUR CALENDAR

Please be sure to set time aside to attend the **Northeast Region, BSA, Bridge of Honor and Sea Scout Ball (RBOH)**. We will be hosting this annual event on **Saturday, March 29, 2008**, and the port of call again is the Holiday Inn Select in Bridgeport, New Jersey.

The theme this year is: **The greatest journey you'll ever be on!**

The Boarding Manual will be posted shortly on the NER website at: http://neregion.seascout.org/program_and_communications/ner_boh.html. We look forward to another great RBOH this year. Set a course for the 2008 RBOH and rendezvous with member Ships of the NER. All the forms you need are included in the Boarding Manual.

Hope to see you all there!

Deidre Buchner, RBOH Committee Chair
deidre.buchner@prudential.com

The Northeast Region will be offering **SEABADGE XVII** at the United States Coast Guard Training Center, Cape May, New Jersey. It will be held the weekend of Friday, October 5 through Sunday, October 7, 2007. The Skipper of the course will be Ben Feril, Ship 1-MD. Cost for Seabadge NE-17 is only \$150 per adult student. This covers the course materials as well as housing and meals.

Registration deadline is quickly approaching – September 17th.

For more information contact the Course Director via email at bengmferil@msn.com or access <http://neregion.seascout.org/training/seabadge.html>. The learning at this course plus the camaraderie among participants is priceless!!



Sea Scout Ship 1942 Recognized as 2007 National Flagship

Boat Owners Association of the United States (BoatUS) awarded Sea Scout Ship 1942, Dragonlady, of Arlington, VA, with the 2007 Sea Scout Flagship Award at the Boy Scouts of America (BSA) Annual Meeting held in Atlanta, GA. The Award honors the top performing Sea Scout unit in the nation.

“We are particularly proud of this year’s winner since Ship 1942 is our ‘hometown’ Ship,” said BoatUS Assistant Vice President Ryck Lydecker, who presented the award to Boatswain Andrew Scheuermann and Skipper Tom Ballew during the banquet.

Originally initiated in 1912, discontinued in 1947, the award was re-established in 2002 to help celebrate Sea Scouting's 90th birthday. It recognizes excellence in program quality, youth

achievement, and adult commitment. Ship 1942 and its crew compiled an impressive record of accomplishments last year, logging 54 days of on-water activities, including 21 days of overnight cruises, and a week-long Chesapeake Bay cruise.

Like all Sea Scout units, Ship 1942 uses boats, seamanship and nautical skills to develop character and leadership qualities. With 46 youth active in the program, Ship 1942 needs to keep a whole fleet of vessels available for training, racing and fun. The fleet ranges from day sailers and small cruising boats kept nearby on the Potomac River to five cruising sloops from 27 to 39 feet on the Chesapeake Bay at Solomon Islands, MD. Regular activities range from formal training in boat handling, rules of the road and safety drills to boat maintenance, electronics and engine repair, with a good measure of fun thrown in.

Ship 1942 is sponsored by St. George’s Episcopal Church in Arlington.



Per Skipper Tom Ballew, pictured here along with the founder of BoatUS, Richard Schwartz, you will find an assemblage of outstanding Scouts from Ship 1942 including: 4 Quartermasters, 7 Eagle Scouts, 6 Venture Silver Awards, 2 Girl Scout Gold Awards, 2 BSA Lifesaving Heroism Awards, 2 Catherine A. Mullikin Service Awards, 2 Regional Leadership Awards, 3 Council Leadership Awards, 8 Sea Scout SEAL graduates, 15 Venture Outdoor Ranger Awards, 2 Northeast Regional Boatswains (past and current), 2 Silver Beavers, 2 Thomas J. Keane Awards, 4 Scouter of the Year Awards, 2 District Awards of Merit, 1 U.S. Power Squadron Commander (who received the Finley Volunteer Award) and 1 U.S. Naval Academy 3/C Midshipman.

Bravo Zulu to Sea Scout Ship 1942, Dragonlady!

Other National Flagship Award recipients include:

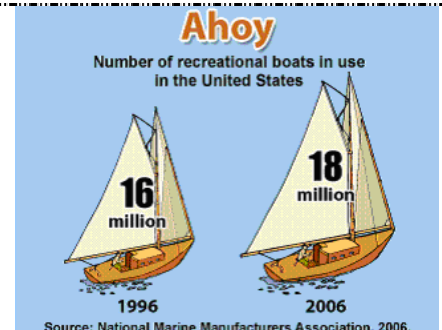
- 2006 - Sea Scout Ship 711, Del Mar, of Newport Beach, CA
- 2005 - Sea Scout Ship 46, Arcturus, of Westover, WV
- 2004 - Sea Scout Ship 24, Jolly Roger, of Houston, TX
- 2003 - Sea Scout Ship 33, Gryphon, of Redwood City, CA
- 2002 - Sea Scout Ship 502, Invincible, of Houston, TX



DID YOU KNOW ...

For all of the equipment the U.S. Coast Guard requires on vessels over a certain length, the stuff they *don't* require might leave you scratching your head. For example: a radio, a compass, a first-aid kit, a flashlight, or an anchor need *not* be on board. And there's nothing forcing you to stash even a bucket on your boat -- for those hopefully rare bailing occurrences.

Source: U.S. Coast Guard





A FINAL THOUGHT FROM THE EDITOR

The Cutty Sark — Will The Famed Clipper Ship, Damaged By Fire, Be Reborn?

It wasn't just a fire — it was history going up in smoke. The world's best-preserved relic from the great age of sail reduced, it seemed earlier this year, to so much kindling.



An aerial view of the 19th-century clipper The Cutty Sark after a fire at the ship's dry dock, in Greenwich, east London, Monday May 21, 2007. (AP Photo/ Tim Ockenden)



A general view of the 19th-century clipper The Cutty Sark on fire at the ship's dry dock, in Greenwich, East London, Monday May 21, 2007. (AP Photo/PA)



The ship, launched in 1869, has been on display in Greenwich, England, for a half-century. (CARL DE SOUZA/AFP/Getty Images)

Not much was left once the flames were put out. But this ship, the Cutty Sark, has always been a lucky girl. A lot of her wasn't there at the time of the fire — the masts, the planking from the hull, deck housing, fittings, lifeboats, ship's wheel, even the figurehead named Nannie, had all been taken away to a warehouse as part of a major restoration project.

Amazingly, the destruction looks worse than it is. The great 19th century clipper ship, though badly damaged, was not destroyed. With money and time — lots of both — she can be fixed. But the fire did cause a major scare that something unique and precious — and even loved — had been lost forever.

For fifty years before the fire, housed in a dry dock in London's East End, the Cutty Sark had been a tourist draw for historians, writers, romantics, sea farers and landlubbers alike — a real nautical treasure.

Launched in 1869, the Cutty Sark dominated the tea trade from the South China Sea for the next decade. And she did more. She didn't just service a market — she *created* one. The clippers, the great ships, were used to bring tea back from China, all the way around the world, to satisfy the British desire to drink tea. This Cutty Sark was able to cover the distance from China to Britain amazingly quickly. Actually there wasn't any particular reason why you needed to be in a hurry; tea will keep for years if you store it properly. But instead they made a big deal about how this was the new season's tea and which ship it had come from — somehow drinking the tea from the ship that had won the clipper race was *cooler* than some other kind of tea. The whole thing was in many ways the beginning of commercial marketing. And commerce, which had been the reason for the Cutty Sark in the first place, was also her undoing. She came along just as sail was being overtaken by steam. She fell on hard times, was sold and resold, and put to various uses — or none at all. Finally she was rescued by being turned into a museum.

Since she went into dry dock in 1957 in Greenwich, England, she gained a mythology around her. She became the figurehead, so to speak, of a time long forgotten — the seafaring way of life, of international maritime exchange, the British Empire so global, with a Royal Navy able to assemble the most powerful battle flotilla afloat.

Perhaps her fame now is more enduring than it was. Can the Cutty Sark fire be seen as an opportunity? Can she rise up like the mythological phoenix and spawn a new maritime movement? If the damage, while bad, can be repaired — if the ship can be rebuilt — why not *really* rebuild her? Why not fix her so that she can actually sail again? It would be a long voyage from her current burnt-out shell to a seaworthy vessel. But in 138 years, the Cutty Sark has already come a long way. Why not dream of her sailing on a little further before she crosses the horizon?

Details on how to make a donation are available on the Cutty Sark website at <http://www.cuttysark.org.uk> or checks can be sent to the Cutty Sark Trust at 2 Greenwich Church Street, Greenwich SE10 9BG, United Kingdom.

FAST FACTS

The Cutty Sark was built in 1869 at Dumbarton on the River Clyde. She was designed by Hercules Linton. The Cutty Sark is one of only three surviving ships of its time that has a composite wrought iron frame structure covered by wooden planking. The hull has a Muntz metal coating. Her hull length is 212.5ft (64.8m), Beam 36ft (11m), Draft 21ft (6.4m), with a Main Mast standing 152ft (46.3m) above the deck.

The Cutty Sark left London on her maiden voyage on February 16, 1870, sailing around the Cape of Good Hope to Shanghai in three and a half months. In 1885, the ship achieved a record-breaking wind-powered voyage from Australia to England, completing the distance in 72 days.

She made eight journeys to China (and back) as part of the tea trade until steam ships replaced sail on the high seas.



Cutty Sark in dock, Greenwich - January 2005

JUST FOR FUN == ON THE COASTLINE

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BEACH	COVE	FERRY	GULLY	LIGHTHOUSE	PATH	SEA	TERN
BOARDWALK	CRAB	FORD	HARBOR	LOBSTER	POINT	SCOUTS	TOWN
BOAT	DUNE	FIREWORKS	HEADLAND	MARINE	POOL	SHALLOWS	TRASH
CHANNEL	EGRETS	FISH	INLET	MARSH	PORT	SHELLS	TRAWLER
CLIFF	EROSION	FORT	ISLAND	OIL RIG	ROCKS	SHIP	VILLAGE
COAST GUARD	ESTUARY	GULLS	KIDS	OYSTERS	SAND	SHORE	