



The Telegraph



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The Telegraph

A newsletter published by the Northeast Region Sea Scouting Committee Venturing Division Boy Scouts of America

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If you have a question or comment about what you read in this newsletter or something related to Sea Scouting, we'd like to hear from you. Please cast us a line at the address listed below.

Deadline

Autumn 1999 issue
October 6, 1999
Send news of events, people, or story ideas to:

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Seabadge NE-X

Northeast Region Darts to 21st Century Offers Seabadge Course

-Cape May, New Jersey-

Skipper Bill James invites all sea scouting adult leadership to participate in the final Seabadge course to held in this century.

What is Seabadge

For individuals who have completed Sea Scouting Basic Leadership Training and submit a properly endorsed application, the Seabadge NE-X course offers an opportunity to enhance management skills, & promote sea scouting.

The course is **not** a seamanship skills course but rather an interactive classroom experience, teaching and reinforcing the executive level management skills. The course is highly participatory and requires strong interpersonal skills and cheerful attitude.

When & Where

The United States Coast Guard Base in Cape May, New Jersey will be provide racks, mess and classroom facilities. Mark your calendars for November 12-14, 1999.

Cost

This will be the least expensive Seabadge Course in many, many years at \$98.00.

If you are a positive, look-to-the-future sea scouter who wants to make a difference, take advantage of this wonderful opportunity to meet with other dedicated men and women who share your love of youth and maritime events and activities. Send for an application *today!*



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The word Boatswain comes from Middle English Bote Swayne, meaning boat servant. In addition to the above spelling, it is correctly written bosun or bo's'n.

*LIBERTY WARDROOM'S
BASIC TRAINING ABOARD "SEA DART II"*



—Rear Commodore Dave Mosher

The Liberty Wardroom held its first training cruise, June 25th to 27th. Eight Sea Scouts from New York City and several communities in New Jersey boarded the 65 foot motor vessel SEA DART II at the Sea Scout Base in Linden, NJ for a weekend Basic Training Cruise. For three sea scouts, it was their first cruise of any kind.

SEA DART II is the training vessel of Ship 228 out of Elizabeth New Jersey. As the largest Sea Scout vessel on the East Coast, this former Army T-boat, made an ideal site for training the Ward room's new members. The weekend was designed to provide training in the underway skills required for Apprentice & Ordinary. On the deck and cabin top SEA DART II carried a motor boat, a sailboat and a canoe. Sea Scouts received instruction in small boat

skills as well as the mechanics needed to operate the large diesel engine and diesel generators in the vessel's engine room. Instruction also included helmsmanship, log keeping and the use of GPS and radar.

Friday evening the SEA DART came to anchor off Horseshoe Cove in Sandy Hook, New Jersey. Saturday was reserved for training. The R/V ADAM HYLER (another former T-boat) tied up alongside and served as a training platform for Crew Overboard drills. All members of the crew took turns standing watches, whether checking the ship's position, reading the gages or helping in the galley. Sunday morning SEA DART upped anchor and got underway; running across the Lower and Upper Bays of New York Harbor. The crew paid an impromptu visit to the NYC fireboat station on the Hudson River and received a tour of the fireboat JOHN McKEAN. The crew of the fireboat gladly showed the scouts around their vessel, then toured the SEA DART. When SEA DART returned to the Linden base, the thought be-

As the largest Sea Scout vessel on the East Coast, this former Army T-boat, made an ideal site for training the Ward room's new members

ing spoken by all was, "Let's do this again!" Many thanks to the leaders of Ship 228; especially to Captain John Nolan for providing the Wardroom with a great weekend.

Above, Sea Dart II center with R/V Adam Hylar (left) and Ship 228's sailboat Saturday June 26, 1999. Below, "Man Overboard" drill aboard R/V Adam Hylar



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**Ah sharks!**

While working my way through college at Brooks Institute of Photography in Santa Barbara, Ca, as a underwater photographer for the Museum of Natural History, I had a shark encounter on San Miguel Island, just north of Anacapa Island. I was photographing suspected pre-history sites of human occupation from 10,000 years ago. We had found many artifacts of stones with groves cut into them for hemp nets, and stone bowls. A dark shadow covered the sunlight at the edge of the kelp bed I was working at. I thought it was the Radon boat we had hired out of Santa Barbara, and I looked up to see why it was so close to the floating kelp on the surface. You can imagine my surprise when I saw it was a great white about 18 feet long just cruising up the beds. It wasn't more than 30 feet from my partner and I. We watched in awe as it swam out of sight and we exited right away. Jaws, the movie, came out that summer ! Best wishes!

Bill Setzer, SSS1,SSS1117, Tidewater Council, E. Carolina Council

**S.O.S.
Rendezvous**

I am pleased to announce that Ship 12, Newport will be hosting the second annual Sink Or Swim (S.O.S) Rendezvous on September 10-12, 1999 at Fort Adams State Park in **Newport, Rhode Island**.

The weekend is intended to be an informal event, to provide a chance for ships in the Northeast Region and beyond to gather for a weekend of Sea Scout fellowship and friendly competition. As with last year, the focal point of the event will be a plywood boat race, with prizes awarded for creativity and design, and, of course, the Sink Or Swim Cup awarded to the first (and, if last year was any indication, potentially only) vessel to complete the race.

Full details of the event will be provided in late May, but mark your calendars now. I have already received word that Ship 40 of Falmouth, Mass. has been spending their cold winter months working on next years winning design, so the competition will be stiff! The following is the unofficial materials list for those interested in getting an early start:

3 Sheets 1/4" Plywood (4' x 8')
4 - 12' x 1" x 2" boards; 2 - 8' x 2" x 4" boards
6'x8' blue poly tarp
6 tubes SikaFlex291 marine adhesive
20 plastic cable ties
50' 1/4" line

(Continued on page 4)



S.E.A.L. II

As of this morning we have six new twin dolphin insignia wearers. At the graduation ceremony held early this morning on the deck of der PeLiKan, a 46' Morgan Ketch which serves as a Sea Scout Training vessel on the Chesapeake Bay.



The following Sea Scouts were awarded their twin-dolphins:

Gary Cutler Ship 548 Skipper Douglas Yeckley

Diana Soliday

Ship 936 Skipper Jim Wehan

David Dos Santos Ship 101 Skipper Roger Crossland

J Ship 1009 Skipper Garth Wells

William Rhodes Ship 59 Skipper Fred Broadrup



-pressed to find a group of six young adults
us astic, and more committed to Sea Scouting in general
and their home Ships in pa ticular than these. They will "make a difference" in their
Ships and our country in the months and years ahead.

Jeremiah M. Cra
Course Director
Chesapeake Bay SEAL 1999



(Continued from page 3)

Decorative paint (optional but recommended, provided by crews as desired)

I would also like to extend a special invitation to **Alphonse the Alligator** to join us at this year's race. He's welcome to snack on, um, I mean, encourage" stragglers, though, of course, if the race committee determines that he unfairly influences the outcome of the race, I might end up with a new pair of 'gator boots in my closet.

—Charles Chopin, Skipper, Ship 12, Newport

Sea Scouts Converge for SEA WITCH GAM*

This past weekend eleven Ships from three states converged on Captain's Cove Marina in Black Rock Harbor, in Bridgeport, Connecticut for the "Sea Witch Gam" hosted by the Sea Scout Squadron of the Connecticut Yankee Squadron, BSA. They were Ship 12 from Glen Cove, NY; Ship 71 from Bridgeport, CT; Ship 84 from Southport, CT; Ship 101 from Stratford, CT; Ship 110 from Monroe, CT; Ship 228 from Elizabeth, NJ; Ship 243 from Rahway, NJ; Ship 272 from Manhattan, NY; Ship 460 from Huntington, NY; Ship 480 from Portland, NY; and Ship 609 from Kingston, NY. Ship 609 came the farthest traveling 12 hours down the Hudson and then up Long Island Sound in a converted Navy liberty boat.

The theme was the contributions of transoceanic trade and the clipper ship to modern society. The purpose was to foster camaraderie ("gamming") among Sea Scout Ships and to touch on skills not normally addressed during normal cruise training.

Immediately after morning colors in dress whites the Commodore distributed the "icebreaker" to the Ships. This is a nautical trivia questionnaire that no Ship can complete by itself. The answers to several key tough questions are distributed among the staff and Ship's crews so all have to interact to complete the sheet. People must trade answers... with dreaded strangers. It determines who will be the Gam Flagship and the order of messing at the cracker barrel. Ship 101 of Stratford won the Gam Flagship honors.

On Saturday there was competition among composite crews 1) involving physical fitness relay requiring knowledge of the main mast sails of a clipper ship called the "Taipan Relay," 2) requiring knowledge of signaling and radio communications for "Communications Jeopardy," 3) requiring knowledge of running rigging and block and tackle, twofold, luff, and gun for the "Block and Tackle Reeve Off," 4) using their ability to find their way around a chart and identify major lights by Lat/Long in "A Little Light Navigation," and 5) using their creative ability involving construction of a ship in a bottle in the aptly named "Ship-in-a-Bottle"

The Office of the Bridgeport Harbormaster hosted a fire fighting educational station and at 1400 the Gam Squadron broke for an hour where the Sea Scouts could put out dozens of actual fires and shoot dozens of flare rounds under the guidance of the Bridgeport Fire Department and Deputy Harbormaster, in the area behind the marina.

"Top Crew" honors were won by **Bernadette Boyle** (Ship 101), **Terrell Poole** (Ship 71), **John Mentz** (Ship 84), **Joseph Restuchia** of Ship 228 and **Lincoln Goddard** (Ship 480).

Saturday evening had divine services were conducted aboard the 65' T-boat SSS SEA DART II led by King's Point graduate **Andrew Krey** who is also the head chaplain for the Maritime Ministry of Southern New England (which ministers to merchant seamen on the southern NE coast.) On Sunday after quarters, Ships conducted a School of the Ships in which each Ship taught a skill they enjoyed to all comers. Captain's Cove also provided free tours of the Lightship NANTUCKET and harbor tours to all Sea Scouts.

Since the tea trade was the key element was to the early China clipper trade RC Bigelow of Fairfield, Connecticut graciously contributed tea samples and tea history brochures as favors for all the Sea Scouts.

The largest vessel attending was Sea Scout Ship 228's 65' Army T-boat "SSS SEA DART II."

"It was a great occasion for Sea Scouts to get together to work on their skills. By Saturday evening it was impossible to distinguish between Ships, we had melded into one rolling gaited Gam Squadron," commented Commodore Crossland.



* Gam. A social visit or friendly conversation, especially between whalers at sea.



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Request for Information Seabadge NE-X



Yes! I am interested in Seabadge NE- X. Please send me a registration package explaining more and what is expected of me as a course participant.

My name is _____

My address is _____

My telephone number is _____

My e-mail is _____@_____

My position in Sea Scouting is _____

I understand that to be accepted as a participant of Seabadge NE- X that I must have completed Sea Scouting Basic and been actively involved in Sea Scouting for at least one year prior to the course.

Mail to:
Robin Ouellette, 2nd Mate
9613 Muirfield Drive
Upper Marlboro, MD 20772-5333

1999 US SAILING ADULT CHAMPIONSHIP REGATTA

SEPTEMBER

19-25 ROLEX International Women's Keelboat Championship

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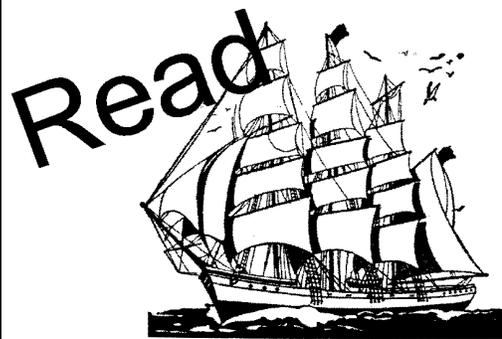
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*The National
Sea Scout Log*



Americans join UK Sea Scouts on Narrow Boat Voyage

August 9, Stourport - It is not every day that one can see two seventy foot narrow boats travelling down the Stourport-Worcestershire Canal with an international crew, but for the past week five Sea Scouts from the United States of America have joined an English crew of six Scouts and four leaders doing just that.

From the United States, National Commodore Jimmie Homburg (Bryan, TX), Christopher Sokolov (San Francisco, CA), Yukitoshi Murasaki (Miami, FL), Trevor McCampbell (Wichita, KS), Gary Cutler (Chaptico, MD), and Amy Sibert (Miami, FL) represented the Boy Scouts of America on the week long voyage.

The week aboard the canal boats demonstrated the spirit of the world wide fellowship of Scouting. "I enjoyed meeting the English Scouts and seeing how Sea Scouting differs across the Atlantic," Gary Cutler, 16, explained. After flying into London and spending a day at Baden Powell House and seeing some of the sights, the American Sea Scouts joined up with the English Sea Scouts three hours northwest of London in Stourport. According to Trevor McCampbell, 18, meeting the local Scouts was one of the great aspects of the experience. "It has been the best time of my life," he said.

Together, the Sea Scouts from the U.S.A. and U.K. toured museums and historical sites to learn more about their common heritage. "I've always wanted to see the country I'd read so much about," explained Christopher Sokolov, 21, "and now I've had the chance to see England from a very unique and authentic angle."

Both groups of mariners were able to hone their seamanship skills under the leadership of John Striblehill, the Skipper for the trip, and the other English Sea Scout leaders who brought a vast amount

of experience to the canal voyage. "Steering the narrow boats is much different than the crafts I am used to in Florida," explained Amy Sibert, 17. "Dodging other boats in the dark tunnels is something I'll never forget."

Yet sometimes it was the simple beauty of the English countryside that was the most awe-inspiring. "We spontaneously made a blackberry truffle dessert one evening after some of the Scouts picked the berries off the bushes on the bank as we slowly descended through the locks," Mrs. Jimmie Homburg added. In the end, Yukitoshi Murasaki summed up the feeling of the whole crew: "There was so much to see and do in England and we hope to come back again soon to see our new friends."



**Earn your
Trident knot
this November**



Congratulations to Gary Cutler for being selected as placing first in the Nation in the SEAL classes.

He received an all expense paid trip to England for 10 days. He and British Sea Scouts navigated the inland waterways of England, visiting 14 century castles and the like. (See Americans join UK.)

HE IS ON YOUR SIDE

BY HENRY I. NYGARD

Several years ago, as Skipper of Sea Scout Ship 759, I had an experience that I would like to share with you. At that time we had a 30 foot catamaran we all enjoyed to the fullest. We berthed the ship in St. Patrick's Creek in St. Mary's County, Maryland. Just outside our creek was St. Clement's Island where, back in 1634, the first settlers to Maryland made their first landfall. As a result of this landing a large cross was erected commemorating this event, and every year ceremonies are held to celebrate. One of these ceremonies is a Blessing of the Fleet where all the working watermen and others who would like to join in would gather, and the Catholic Archbishop of the area would administer the blessing. Ship 759 would attend these ceremonies each year.

It was here that we ran into trouble. We liked to spend the night on the Island, do a little fishing and enjoy the evening. But we had company. The sponsors of this event would haul out materials to host the following days events. To keep an eye on their gear, they let the young men of that district act as guardians. These young men apparently considered my Sea Explorers as hazardous to their mission, and would harass us to such an extent that it made it prudent for us to evacuate the Island. As we did, they threw rocks and full beer cans at us as we departed the dock. When I got back to our marina I called the State Police who made a quick trip to see what was going on, and they arrived just as these young men arrived by boat calling to each other to finish what they had started on the Island.

I considered this to be of such a serious nature that I sent a letter to the ones I thought should be apprized of the problem. After going through World War II, I became quite adept at calling on the Lord for help and guidance. Remember this because you will see where it leads at a later date. In my letter I suggested they do something to keep these young people occupied, and

also suggested that I would help in setting up a Sea Scout ship if they would like. I never received an answer to my letter, but noticed they had set up a sports program and ball field for the youth of the area. We also were never attacked again. We still keep our boats in St. Patrick's Creek, and as the years passed we tried to be helpful and friendly, which was returned to us by several individuals. As the years passed the Sea Scout program was being well programmed and growing. In the early 1970s we had a remarkable young man start up a new ship in Takoma Park, Maryland where he organized Ship 909. This young man was Doug Yeckley, who at the time was an officer in the Washington Metropolitan Police Department. Doug had been a scout since boyhood and

... Michele Cutler, the mother of Gary Cutler, took over as First Mate. She is a no nonsense woman with a heart to match.

had been active ever since. Doug became so active and such an important part of the Sea Scout program that he was eventually

elected Commodore of the Sea Explorer Wardroom of the National Capital Area Council, BSA. He remains in this job to this day. Eventually Doug retired from the Police Dept., bought a home in Lusby, Maryland where he now lives looking out over the waters of Helen Creek off the Patuxent River. He lost his ship in Takoma Park and was trying to get another started in his new location. The time was just not ripe at this time.

One day while visiting the National Capital Area Council office I was approached by the Director of Exploring who asked if I would talk to a Catholic priest who wanted to start a Sea Scout ship in his parish. This turned out to be Father John Brady of the Holy Angels Catholic Church in Avenue, Maryland. Avenue, Maryland is the exact location where my ship kept their boats, and an area I was quite familiar with. Father Brady was a Scouter from past years and wanted to set up a meeting to sponsor a troop in his church.

Here I am with a pastor wanting to do exactly what I considered a great change for good in his parish, a former Sea Scout skipper itching to get his hands on a developing ship, and who lived in that approximate

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HE IS ON YOUR SIDE . . . conti.

location. After a short conversation, I suggested I call Doug Yeckley and the two of us would attend an organizational meeting. On attending this meeting there were only two young men who seemed quite interested. After this meeting I left things in the hands of Doug. This man is an organizer and teacher and I marvel at the timing in bringing together these two men who had so much to offer. Needless to say Sea Scout Ship 548 grew and grew some more. The parents and members of the community joined in with their full support. Michele Cutler, the mother of Gary Cutler, took over as First Mate. She is a no nonsense woman with a heart to match. She loves to cook, and if any of you attended our Regatta in May, you met her. She handled the cooking for everyone there. Another Mate is Frank Lacey, a brick mason contractor, who was indispensable by hauling chairs and tables, and hauling away all our trash and anything else that needed to be done. If you were at the Bridge of Honor and Ball in New Jersey, Ship 548 performed the Land Ship Ceremony. The Bo's'n for this Ceremony was Shannon Riley, who performed so well with his Bo's'n's pipe and his crisp commands, he was a joy to behold. He was one of the two that attended the first meeting. He graduated from high school this June and has enlisted in the United States Coast Guard. He will be a worthy representative of the Sea Scouts. The Coast Guard is gaining a great young man. Gary Cutler is the Bo's'n of Ship 548 and is a senior in high school. Keep an eye on this young man. He is a corner. You'd better prepare your ship if you plan on competing against them. They will be prepared to make things tough for you.

I am submitting this article to thank Father Brady, the members of his parish, and all the good people in the Maryland Seventh District of St. Mary's County who have supported this ship in its formation, and gave such wonderful help.

I am convinced you have the help of the Lord in making this possible. Thank Him and ask for His help and guidance. He is on your side.

Henry I. Nygard



From the Bridge Wings

As you can see from this early photo, Commander Thomas Keane cuts a dashing maritime figure. Compare his appearance to the earliest Sea Scouts. In his own words "It was very sad. Here were about fourteen nice looking boys wear-

ing a brown sailor uniform. [It] was exceedingly depressing to me . . . Surely our people should be taught a proper appreciation of the sea and its traditions." † CMDR Keane was instrumental in converting to the customary colors of maritime life. The cuff insignia on his uniform was worn until 1942 when it was replaced by our current style. (see latest edition of The National Sea Scout Log)



Sporting the "brown" uniform, the Skipper of SSS Sam Houston of Houston, Texas, CS Hamilton (far right), stands at the bow the Crescent with her crew.

Thanks go to Gary Hartman and RCOMM Dave Mosher for the photos and original source material.

† Letter to Walter Head, Esq dated November 11, 1926