

Cleveland Sea Scouts Earn Flagship Honor

A group of Lake Erie Sea Scouts have put their unit, Ship 41, *Indomitable*, at the head of the fleet, earning the BoatU.S. Flagship Award for 2008.

BoatU.S. recognized Ship 41, of Bay Village, OH, near Cleveland,

for excellence in program quality, youth achievement and adult commitment during a May 23 ceremony at the Boy Scouts of America Annual Meeting in San Diego, CA.

"We are very proud of this year's winner since Ship 41 is the first Sea Scout unit from the Great Lakes area to earn this recognition," said BoatU.S.' Heather Warmington, in presenting the Flagship Trophy." And earn it they did. Ship 41 assisted local groups with Lake Erie clean-ups and waterfront maintenance tasks. It designed a program to honor returning military veterans and it was instrumental in the formation of three new Sea Scout



Photo by Michael Roytek, BSA

A contingent of Cleveland Sea Scouts and adult leaders traveled to San Diego to accept the Flagship award.

Ships in Ohio.

The Ship and its crew of 17 youths, have partnerships with the United States Power Squadron as well as the Bay Boat Club, where they sail eight Lasers and the Lorain Sailing and Yacht Club, which shares use of the Ship's 27-foot Trophy powerboat. In addition, Spitzer Lakeside Marina, a BoatU.S. Cooperating Marina, donates slip space for the Ship's "big boat," a 35-foot fiberglass ketch, *Mariner*.

Like all Sea Scout units, Ship 41 uses boats, seamanship and nautical skills to develop character and leadership qualities in young people.

BoatU.S. originated the Flagship Award in 2002 to mark the 90th anniversary of Sea Scouting, a co-ed program for young adults age 14-20. Over 8,000 youth participate in Sea Scouting in 550 Ships nationwide. A perpetual trophy bearing the names of the annual BoatU.S. Flagship winners resides at the BSA National Scouting Museum in Irving, TX. Visit www.SeaScout.org for more information.

Disaster Response Study Lauds Big Box Stores

A disaster response success study has found the Federal Emergency Management Agency (FEMA) could learn some lessons from the likes of Wal-Mart, Home Depot and Lowe's.

The study, by George Mason University economics professor Steven Horwitz, shows successful disaster relief relies on responders having local knowledge and the right incentives to act on that knowledge.

Horwitz reports that big chain stores make plans ahead of storms and then put those plans into effect immediately. His paper detailed how Wal-Mart, Home Depot and Lowe's sent truckloads of supplies to the hardest hit areas in anticipation of demand. And in some cases, they offered supplies for free to help people rebuild.

He also found that company structure enabled managers to make decisions on the ground rather than waiting for approvals from upper management.

"Disaster response happens at the local level," Horwitz said. "FEMA is not local to anyone except people who live in Washington, DC."

New Toll-Free Navigation Info Line

For boaters who want to report a nautical chart discrepancy, ask about downloading electronic charts or have questions on paper chart coverage, a toll-free Navigation Inquiry Line is now up and running at the National Oceanic and Atmospheric Administration (NOAA).

The Office of Coast Survey's line is 1-888-990-NOAA (6622). Started in April, it is answered by a real person weekdays from 8 a.m. to 4 p.m. (ET). Check online at <http://ocsddata.ncd.noaa.gov/dr/inquiry.asp> for a similar service. The number is also posted on the Coast Survey web site, www.nauticalcharts.noaa.gov.

Most questions are answered during the initial phone call, according to NOAA, and those that are more complicated may be referred to a Coast Survey navigation specialist. Over 90% of the phone inquiries are answered the same day they are received. Some of the topics most queried include: paper chart coverage, raster navigational chart (RNC) downloads, electronic navigational chart (ENC) downloads, wrecks and obstructions and historical charts.

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