

BRAVE

**For these  
Sea Scouts, just getting to  
the New York Scout Fleet parade was  
half the fun (if you can call sheer terror fun).**

It had already been a rough day for the crew on the 40-foot sailboat *Windress*, loaded with Sea Scouts from Ship 361, Columbia, Md. Their trip up the East Coast for the biggest boating event of their lives was not going to be a smooth one.

Scout Fleet 2002, the 90th anniversary of Sea Scouting in the United States, was held on July 27 in New York harbor. It featured 400 participants from 15 states who made their way to the west side of Manhattan Island, docking in the shadow of the World War II-era aircraft carrier *Intrepid*.

Some crews had been planning the trip for as long as two years, readying their ships and their skills for a month of sailing just to get there. Vessels from Virginia, Maryland, Massachusetts, New York—even as far away as Texas—made the voyage to New York City.

But before they could even think about the parade, the crew of the *Windress* had to get there in one piece.

#### **A Different Kind of Trip**

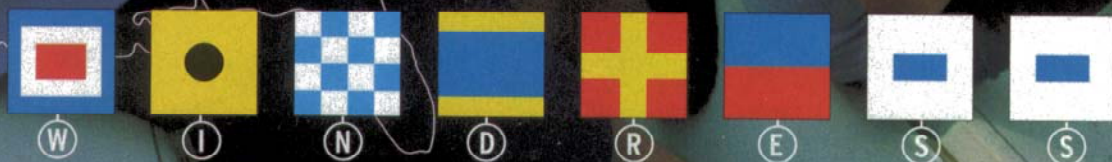
As the five Sea Scouts and their adult supervisors passed Atlantic City, N.J., 35-mile-per-hour winds and eight-foot waves battered the sailboat. For some of the new sailors in the crew, accustomed to trips in the tranquil Chesapeake Bay, the ocean's raw power was a rude surprise. >>>

THE WAVES

By Joe Pappalardo

Photographs by Tom Sobolik

Jarod Nicholson, Michael Johnson and Amanda Rosti guide the Windress through stiff winds just off the New Jersey shore.



## EVERYBODY LOVES ROGER

Sometimes, the small fries get all the attention. Such is the case of the *Jolly Roger*, a 22-foot sailboat belonging to Ship 24 of Houston, Tex., one of the oldest Sea Scout units in the country.

The *Jolly Roger* began its life as a lifeboat but was converted to a sailboat by resourceful Scouts to be used for training. At the Scout Fleet parade, the scrappy little boat got lots of visitors and lots of attention, being both the smallest boat and the one that came farthest to participate, from Texas to New York City hitched to a trailer.



The crew of the *Jolly Roger* (from left to right): James Skeen, Melissa Horlander, Xermara Brown and Charlie Breault.

It turned one crucial job into the one job nobody wanted. The boat's lookout has to go to the most forward point on the ship, exposed to the full force of the wind and the waves, and keep his eyes peeled.

"Out on the ocean no one wants to be the lookout," Able Sea Scout Cyrus Lawyer says. "Everybody just comes up on deck and tries to hold their lunch down."

Trouble continued as the Sea Scouts pulled into Barnegat Bay, 35 miles up. The inlet is notorious for its narrow and tricky entrance. The heavy waves complicated an already touchy approach.

And then, at the worst possible time, the boat pitched and an air bubble entered the fuel line. In an instant, the *Windress* lost power and was at the sea's mercy.

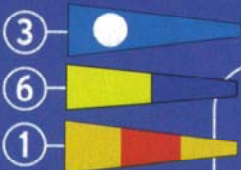
Following commands from Skipper Brian Johnson, the crew quickly raised sails, turning the boat around to flee the bay's narrow entrance. The sails enabled enough momentum to steer, buying precious time as the fuel line was cleared. Suddenly, the engine barked to life.

"It was really dicey," Cyrus says. "But that's what they say about sailing: You're either bored stiff or scared out of your mind."

## Parade Day!

After everybody had arrived at the parade site safely—for the *Windress*, that meant five days of rough sailing—the various crews mingled on shore and toured one another's boats. Then, it was time to parade.

It's not easy organizing 40 boats into parade lines on the Hudson River, a busy commercial waterway. Uniformed Sea Scouts secured the lines and snapped into safety vests before taking in the famous waterway. One by one, the parade vessels shoved off from the pier, rows of fluttering flags adorning each mast.



Tim Mathews, Cyrus Lawyer, Amanda Rosti, Michael Johnson, Lindsay Fairchild and Charlie Spedden (from left to right) sail past the Statue of Liberty. As Sean Holland raises a flag on the *Lotus*, Cyrus takes the helm of the *Windress*.





(Clockwise from top left) As crew members of the *Windress* assume their positions, Tim Mathews pushes off a nearby boat. When the rest of the ships join the fun, the New York Scout Fleet parade is up and running.

On the *Windress*, the adventure was continuing. Cyrus concentrated so much on directing the crew that he neglected to notice the craft veering bow-first toward a smaller, docked Sea Scout boat from Maryland. Cries of alarm alerted him to the fact, and he spun the steering wheel as hard as he could.

"I got it, got it!" Cyrus yelled, loudly but firmly. To the amused applause of boatloads of onlookers, the *Windress* joined its mates.

Finally each craft was away from the pier and in position. Spaced 1,000 feet apart, the parade coasted down the Hudson, flanked by the skyscrapers of Manhattan and the New Jersey shoreline.

The Sea Scouts on the *Windress* took turns steering as their mates gazed at the looming buildings of New York City. The procession passed Ellis Island, where many of the Sea Scouts' ancestors once entered as immigrants, and turned northeast at the Statue of Liberty. North of Battery Park, the parade slowed. Sea Scouts paused and bowed their heads. The lead boat dropped a wreath into the harbor, a tribute to the victims of the Sept. 11, 2001, terrorist attacks on the World Trade Center.

### Heading Home

After each boat returned to the piers, the Sea Scouts set up booths and learning activities for visitors. Most opened their ships for tours. Other Sea Scouts took the chance to explore the *Intrepid*, the destroyer U.S.S. *Edson* and the submarine U.S.S. *Growler*, all part of the *Intrepid* Sea-Air-Space museum.

The essence of sailing is planning for and overcoming any problem on your own. For Cyrus and the rest of the *Windress* crew, the trip to New York was worth any hardships they endured.

"The Sea Scouts really taught me how to be my own person, and it taught me lessons on responsibility, leadership and self-sufficiency," Cyrus said. "The trip to New York was definitely worth it. It really reaffirmed why I fell in love with sailing to begin with." ♣

## THE SEA PROMISE

As a Sea Scout I promise to do my best:

To guard against water accidents;

To know the location and proper use of the lifesaving devices on every boat I board;

To be prepared to render aid to those in need;

To seek to preserve the motto of the sea,  
"Women and children first."

Find more at [www.seascout.org](http://www.seascout.org)

## OLD RELIABLE

The Maryland sailboat *Windress* arrived at the Scout Fleet parade with a story to tell. The 48-foot schooner *Lotus*, Sea Scout Ship 303, has a story, too. It just goes back a little further. The *Lotus* had already made a high-profile appearance in New York Harbor in 1986 at a ceremony commemorating the 100th anniversary of the Statue of Liberty.

The *Lotus* was built in 1917 and donated to the Boy Scouts of America in 1971. It was placed in the National Register of Historic Places in 1990 in honor of its classic architecture and engineering. At the time, it was considered a state-of-the-art water transportation vehicle. Its spruce masts, oak frame, and pine and mahogany hulls have stood the test of time.

The trip to the parade was another chapter in its long, proud history. The *Lotus* has sailed the Great Lakes, the St. Lawrence Seaway, Long Island Sound, Narraganset Bay, and many other famous spots. During its history, it has been manned by nearly 800 different Sea Scouts.

Scout Fleet 2002 was a great excuse for the *Lotus* crew to take the gorgeous vessel into the open ocean, where its 950 square feet of sail could be put to use.

"Sailing is a lot of fun if you have good wind," says crewman Mike Hart, who received his Eagle badge with Troop 209, Fairport, N.Y. "It's so good to have the motor off and move fast, in silence. I really enjoy sailing to new ports with new people. You get really close to the crew. I mean you're with them 24/7."



The *Lotus* was built more than 85 years ago. It was donated to the Boy Scouts in 1971.