Scrap Book

SKIPPER & CREW	1st RACE	2d RACE	3d RACE	4th RACE	5th RACE	6th RACE	FINAL POSITION
Northeast Region: Steven Lau Peter Browne							
Southeast Region: Jeffrey S. Lindsay Allen Foley							
East Central Region: Chris Murschel Dean Riedy							
North Central Region: David Vieregg David Becker							
South Central Region: Brodie Cobb Lisa Smith							
Western Region: Ron Baerwitz Sharon HigginBotham							

BOAT

FINISH PLACE

CUMULATIVE POINTS

RACE POINTS

SCORING SUMMARY: Points will be awarded for each race as follows: 3/4 points for first place, 2 points for second place, 3 points for third place, 4 points for fourth place, 5 points for fifth place, and six points for sixth place.

No. 23-122

Fort Worth Boat Club

OFFICIAL HOST

Welcome aboard!

As club commodore, I would like to welcome you to the Fort Worth Boat Club and the 1980 National Explorer Sailing Championships. We are pleased to have this opportunity to support the Explorer program of the Boy Scouts of America which is one of the richest experiences open to the youth of America today.

For the Explorers competing in this year's regatta, it represents a year of challenge, culminating not just in participating in the championships, but in the development of sound judgment, a sense of responsibility, and good sportsmanship.

A championship event is always an exciting and rewarding experience.

We will make every effort to ensure this is a memorable one as well.

H. Clayton Brants
Commodore
Fort Worth Boat Club

Arlen Wheeler
Chairman
Race Committee

"Bud" Hester
Honorary Chairman
Regatta

SUPPORT STAFF

Jeanette Keim
Housing

Robert Morgan
Club Manager

Cdr. Richard Harnden USN
Registration

Sea Explorer Ships 420 and 511, Post 221

OTHER OFFICIALS

Robert Martin
Council President

Lt. Gen. John M. Wright, Jr.
National Director of Exploring

George Ed Coward
Scout Executive

Paul Vitanza
Exploring Executive

Jeff Shimer
National Explorer President

Robert Moore
Council EPA Chairman

Ray Dickerson
Chairman of Exploring

Donald D. Callenius
National Director of Sea Exploring

FLAG OFFICERS

Don Williamson
Vice Commodore

Don Thompson
Rear Commodore

Ed Hiebert
Santana 20 Fleet Captain

JURY APOINTED BY THE UNITED STATES YACHT RACING UNION

O. L. Pitts, Chief Judge — Fort Worth Boat Club
Quentin McGown
Ralph Hanson

PRIOR CHAMPIONSHIPS

1970	Thomas Bissett—James Ragen , California	Chicago, Illinois
1971	Paul LaBossiere—Kris Swenson, New Jersey	Chicago, Illinois
1972	Paul LaBossiere—Kris Swenson, New Jersey	Fort Worth, Texas
1973	Mack Rhodes—Warren Hunter, California	San Diego, California
1974	Van Wesley—R. L. Pope, Tennessee	Rye, New York
1975	Jack Horton—Doug Shelton, Texas	Chicago, Illinois
1976	Brain Kfoury—Wesley Stilwell, California	New Orleans, Louisiana
1977	Chris Friend—Richard Ashmond, Louisiana	Long Beach, California
1978	Grant Hill—Tom Herrschaft, California	U.S. Naval Academy
1979	Ron Baerwitz—Sharon Higginbotham, California	Cleveland, Ohio

SCHEDULE OF EVENTS

Sunday, 10 August	1300—1700	Registration. Boats available for practice. Information meeting. Racing instructions distributed. Welcome buffet.
Monday, 11 August	0700	Breakfast—Fort Worth Boat Club
	0900	Practice Race
	1400	Critique
		Lunch followed by first race
	1730	Dinner—Six Flags
Tuesday, 12 August	0700	Breakfast
	0900	Second race
		Lunch followed by third and fourth race
	1800	Dinner at club
	2000	Critique—Pat Healy
		Dessert and sailing on Belami
		Entertainment at club
Wednesday, 13 August	0700	Breakfast
	0900	Fifth race
		Lunch followed by sixth race
	1800	Awards banquet

The spectator boat will leave the yacht club 45 minutes before the morning race.

From the National Chairman

Sea Explorers

You, as finalists in the 1980 National Explorer Sailing Championships, have come a long way from your home waters. This will mark the 11th annual championship regatta, and we are pleased to have you sailing this year at the Fort Worth Boat Club. The club is noted for the excellence of its racing program and I know you will enjoy the experience and the fine competition. Best of luck to each of you.

RADM Robert W. McNitt, USN (Ret.)
Chairman
National Sea Exploring Committee

NATIONAL EXPLORER SAILING CHAMPIONSHIPS

Fort Worth Boat Club

ROUTE 9, BOX 191—PHONE 817/236-8393
FORT WORTH, TEXAS 76179

MEMBERS: UNITED STATES YACHT RACING UNION • TEXAS YACHTING ASSOCIATION

August 10-13, 1980

UNITED STATES YACHT RACING UNION • ORGANIZED 1897 •

Fort Worth Boat Club

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Ralph Hanson

Fort Worth Boat Club

PRIOR CHAMPIONSHIPS

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1971	Paul LaBossiere—Kris Swenson, New Jersey	Chicago, Illinois
1972	Paul LaBossiere—Kris Swenson, New Jersey	Fort Worth, Texas
1973	Mack Rhodes—Warren Hunter, California	San Diego, California
1974	Van Wesley—R. L. Pope, Tennessee	Rye, New York
1975	Jack Horton—Doug Shelton, Texas	Chicago, Illinois
1976	Brain Kfoury—Wesley Stilwell, California	New Orleans, Louisiana
1977	Chris Friend—Richard Ashmond, Louisiana	Long Beach, California
1978	Grant Hill—Tom Herrschaft, California	U.S. Naval Academy
1979	Ron Baerwitz—Sharon Higginbotham, California	Cleveland, Ohio

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RADM Robert W. McNitt, USN (Ret.)
Chairman
National Sea Exploring Committee

Boy Scouts of America

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SCULPTURE

I took a piece of plastic clay
And idly fashioned it one day.
And as my fingers pressed it, still
It moved and yielded to my will.

I came again when days were past:
The bit of clay was hard at last.
The form I gave it still it bore,
And I could fashion it no more!

I took a piece of living clay,
And gently pressed it day by day,
And molded with my power and art
A young child's soft and yielding heart.

I came again when years had gone:
It was a man I looked upon.
He still that early impress bore,
And I could fashion it no more!

CUB SCOUTING

BOY SCOUTING

EXPLORING

Margo James - 737-6414

Fall 80

SEA EXPLORERS Ship 420 (Boy Scouts of America)

Chip Bearden	926-9606 - 926-6150	$5.00
Bryan Dyer	236-~~7324~~ 1101	Yes
Jason Dyer	236-7324	Yes
Stephanie Keim	236-8027	Yes
John Mc Gown	732-3421	No
Donna Perkins	236-7369 1635 -	Yes
Lise Smith	292-4098	No
George Whipple	732-2984	Yes
Jill Willkie Perkins	731-2263	Yes
Mike Nagle	236-7758	- Yes -
Brian Huffman	236-8166	No
Gigi Gregor	236-8101	Yes
Patty Hanson	244-3598	Yes
Jimbo Winn	626-3112	236-8350
Tom Newland	261-2857	
John Morran	589-2184 (work)	429-1529
Vickie O'Connor	- 244 6357	
Scott Wooten	731-2515	Yes
Brodie Cobb	Tulane	
Frank Brants	Cardigan, N. H.	
Mildred Keim	Kings Point, N. Y.	
Dana R.	236 - 8346	
Gordon H. -		
Jamie S		

O.L. Pitts

John Jamar

Jeremy Toothe } 624-2550
Jeoffrey Tooth } 626-3944

L. G Doss Jr.
~~451-1398~~

AX2-1376

Mike Lawson Yes
731-6506
4350 de La Rosa

236-7328
John Jamar

Leslie Wherly Yes

236-1

Advisors:

Barry Dyer, Skipper	236-7324	
Jeanette Keim	236-8027	
Kelly Perkins	236-7369, 731-2263	
Ralph Hanson	244-3598	
Richard Edgecomb	923-4505	
George Banke	232-2281	
Scout office, Tom Deken	738-5491	

Trey White 469-9515
2723 Steamboat circle
Arlington 76011

Quentin McGown

David Thorton
236-1616

Patrick Heaton

1 Barr
2 Pat
3 Kim
4 mc G
5 P
6 Thorton
7 Woodle

SEA EXPLORERS - Ship 420 Fall 1981

Chip Bearden	926-9606
Frank Brants	Alexandria, Va.
Bryan Dyer (Bo'sun	236-1101
Jason Dyer	236-1101
Gigi Gregor	236-8101
John T. Jamar	Houston, Texas
Margo James	737-6414
Mildred Keim	Kings Point, N. Y.
* John Mc Gown	732-3421
John Morran	429-1529
Tom Newland	261-2857
Vickie O'Conner	244-6357 236-1590
Donna Perkins (Sec. Treasurer)	485-0225
Jill Perkins	731-2263
Heather Shiels	924-9720
Lise Smith	292-4098
Liz Stapp	737-9199
Geoffrey Toothe	624-2550
Jeremy Toothe	624-2550 626-3955
Denny Wheeler	237-9454
Leslie Wheeler	444-2618
Trey White	469-9515
Jim Winn	626-3112
Scott Wooten	731-2515
* Stephanie Keim	236-8027
Bridget Young	461-1296
George Whipple	236-1212
Alik Gregor	236 8101

ADVISORS

Barry Dyer (Skipper)	236-1101
Patrick Heaton	Denton, Tex.
Jeanette Keim (Chairman)	236-8027
Quentin McGown	732-3421
Kelly Perkins	236-8150 731-2263
David Thorton	236-1616
Linda Waddle	485-0225

* * * *

Tom Deken (Scout Executive)	738-5491
Fort Worth Boat Club (Sponsor)	236-8393
Lee Smith (Regional Commodore)	732-8137 236-7306

Scout Motto: ALWAYS BE PREPARED

Grudge Match at Sea

August 1981

BY SCOTT DANIELS
Photographs by Mike Roytek

BRODIE COBB CAST a glance toward the garrison flag perched atop the rocky breakwater at Marina del Rey. The huge flag, worn and tattered from beating winds off the Pacific, barely rippled against a gray morning sky.

A good sign, thought Brodie as he and 11 other Explorers finished rigging the Coronado 15s at the UCLA boat docks. Leading by a scant one-quarter point over Ron Baerwitz in the National Explorer Sailing Championships, Brodie hoped the light sea breezes would give him an advantage in the final two races of the three-day competition.

"It all has to do with weight," said Brodie, who along with crew member Jason Dyer represented the South Central Region. "Jason and I are so light in the water, that if it stays calm we should do well."

Ron Baerwitz and his teammate Jon Morris, of the Western Region were ready for the challenge. For Ron, two-time winner of the championship, it was a familiar scene. In 1980, he and Brodie had finished 1-2 at the Fort Worth Boat Club on Eagle Mountain Lake—Brodie's home club. Ironically, the sponsor of the 1981 race, the California Yacht Club, was Ron's home turf. Fierce competitors, both helmsmen welcomed the rematch.

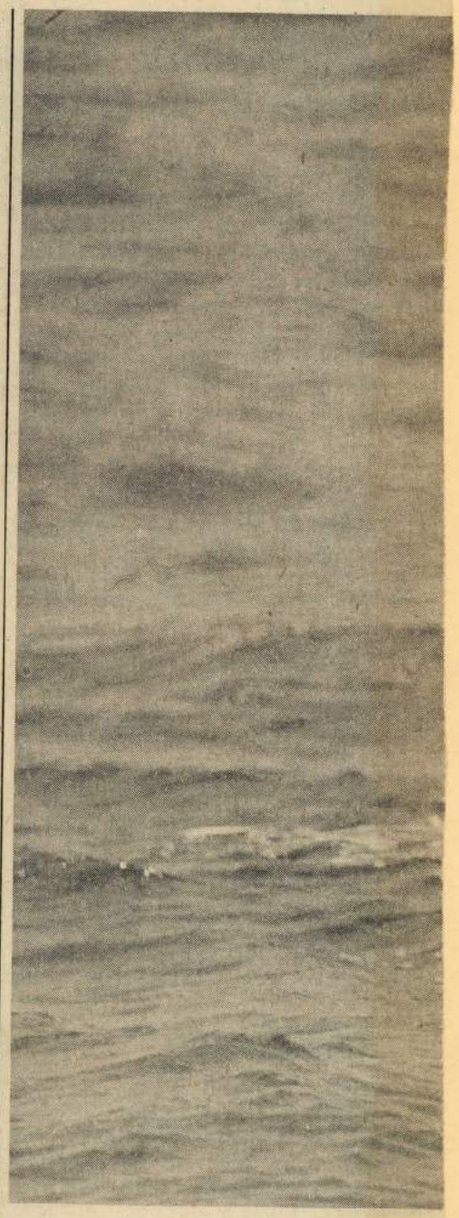
The front-runners weren't the only repeat competitors. Steve Lau was back representing the Northeast Region and David Becker returned to sail for the North Central Region. Both Steve and David have sisters named Karen who served as their crew members.

Newcomers to the event included Mike Ross and Scott Moncrief of the Southeast Region and brothers Greg and Andy Bartz of the East Central Region.

Three-quarters of a mile off-shore, the race committee finished setting the course for the day's first race. Sharon Higginbotham raced a motorboat across the water setting out the large orange floats used as course markers for the race. No stranger to the sailing championships, Sharon shared first-place honors in 1980 as Ron's crew member.

When the last marker was set and the six sailboats had gathered near the starting line, a gun shot signalled 10 minutes before the start. Each crew member began carefully counting down the minutes on his stopwatch.

The sailboats meandered back and forth behind the two floating pylons that marked the starting line. Overhead, a 747 jumbo jet climbed out over the Pacific from its runway at nearby



Champions Jon Morris and Ron Baerwitz, top right, head their Coronado 15 for open sea. Second-place helmsman Brodie Cobb, bottom right, checks rigging on boat. Karen and David Becker, far right, hike out as their sails fill with wind.

The 1981 National Explorer Sailing Championship at California's Marina del Rey provided an exciting rematch for Exploring's top sailors.

L.A. International. Another gun shot signalled five minutes to go.

Timing the start of a race is crucial. The object is to position your boat so that it crosses the line exactly as the starting gun fires. If a boat crosses early it must circle around and start again. If it crosses late, the crew yields valuable time and position to another boat.

At the sound of the gun, four boats crossed the line almost simultaneously. Two others, however, remained curiously behind. Which two? South Central and Western—the first and second place teams. Locked in their own private battle of strategy and tactics, Brodie and Ron crossed the mark almost 30 seconds after the gun.

Both teams fought hard to make up for lost time. By the time they reached the windward mark, Brodie had overtaken four boats and was in the lead. Ron had pulled up to second. After nearly an hour of maneuvering the triangular course the boats crossed the finish. In an amazing come-from-behind effort, Brodie and Jason placed first, Ron and Jon came in second. The victory added another

Brodie + Jason

Tom Newland

David Thorton
with
Rachel +
Stephanie

Summer 1981

Regional Regatta

Port Arthur, Texas

July 1981

SEA EXPLORERS

SHIP 420

Commodore Lee Smith

Jason. Clay + Chip

MOTTO: BE PREPARED

EXPLORERS

1982 Breeze + Fueler

Bryan Dyer, presider
Ship 420

The Sea Explorers, Ship 420 (Boy Scouts of America) are sponsored by the Fort Worth Boat Club for young people up to age 21. Our 1981 membership grew to 28 members with 7 adult advisors. Competitive sailing with other activities sprinkled throughout the year fills up a busy calendar.

Lee Smith, newly appointed regional commodore, took over his term of office by arranging for the district sail-off on Eagle Mountain Lake. Four teams competed with Brodie Cobb and Jason Dyer narrowly squeeking past their toughest competitors, Bryan Dyer and John MC Gown. The regional regatta followed at the Port Arthur Yacht Club. Advisors Quentin McGown and Jeanette Keim took thirteen members to the event, where we cheered our Ship 420 team on to victory. The next stop for Brodie and Jason was the Explorer Sailing Championship at California's Marina del Rey. Six regions were represented in the national USYRU sactioned event. Our team lost by a heartbreaking one-quarter point.

Back home the Explorers have the awesome responsibility of sailing and maintaining their 32 foot Ranger, Belami, last year's gift from Don Williamson. A superior racing machine, it can be a threat in any heavy air competition. Skipper Barry Dyer and Advisor Kelly Perkins closely supervise the Explorers' handling of Belami, the training, crew work, and upkeep duties.

Other 1981 activities included the annual canoe trip down the Brazos River and camping out at Worth Ranch, the CPR certification, and service projects such as assisting during the Annual Regatta, Cotton Bowl Regatta, and the Fort Worth Boat Show.

Christening of Belami, January 1981
Lise Smith, Gigi Gregor, Bryan Dyer
Chip Bearden, Stephanie Keim

Sea Explorers Frank Brants,
Mildred + Stephanie Keim July 1980

Sea Explorer Officials
Lee Smith, Nat'l Commodore, Don Colinius,
Nat'l Exploring Executive
Johnnie Smith, Orange, TX.
Scout Master, Port Arthur

Brodie Cobb + Jason Dyer July 1981

Mildred Keim - Laser Midwinters

Cassandre–Normandie © ADAGP, Paris 1980

THERE WILL BE A MEMORIAL SERVICE FOR BUD B. HESTER AT 6:00 P.M. FRIDAY, JULY 10, 1981. MRS. BUDDY B. HESTER (LEILA) AND FAMILY WILL BE IN ATTENDANCE AT THE CLUB FOR THE SERVICE. THE PRESENTATION OF THE BUD B. HESTER PERPETUAL TROPHY WILL TAKE PLACE FOLLOWING THE MEMORIAL SERVICE. ALL FRIENDS OF BUD'S ARE INVITED TO ATTEND.

R.S.V.P.

Summer 1982

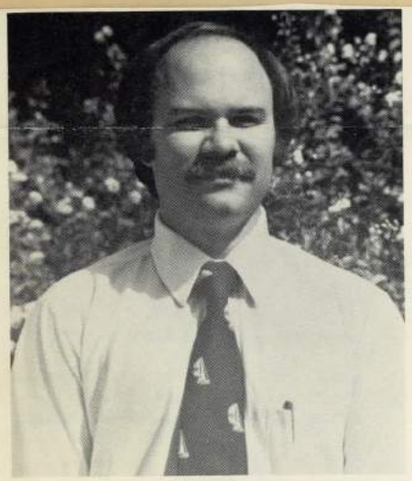
LtoR Jeanette Keim. Uri Kadaly. Mildred Keim. Gigi Gregor

TRIBUTE FUND

The Tribute Fund of the Longhorn Council is a lasting way to memorialize a friend or loved one, or to congratulate someone for an outstanding achievement.

FROM:	IN MEMORY OF:
Joe Paul Jones	Mrs. Ellen Thelin
Mr. & Mrs. Charles T. McDowell	H. Clyde McKee
Mr. & Mrs. B.J. Ransey	Jim Bird
T.J. & Ann Van Houten	Walter D. Hofmann
Mrs. C.E. Hyde, Miss Patricia Hyde, Mr. C. Brodie Hyde	Charles W. Walts
Mr. & Mrs. Mack Kniffen	Charles W. Walts
Mr. & Mrs. Victor H. McDaniel	Charles W. Walts
Scott & Carolyn Adams	Charles W. Walts
Mr. & Mrs. Don Albers	Charles W. Walts
Mr. & Mrs. Joe B. Terry	Charles W. Walts
John M. Hogg	Charles W. Walts
Lt. Col. W.N. Cunningham, Katherine & Kahlie Cunningham	Charles W. Walts
Mr. & Mrs. Robert W. Decker	Charles W. Walts
Marsh & McLennan, Inc.	Charles W. Walts
Mr. & Mrs. M.E. Perry	Charles W. Walts
Mr. & Mrs. Carlo Vittorini	Charles W. Walts

FROM:	IN MEMORY OF:
Mr. & Mrs. Robert Shiels	Lee Armer
Mr. & Mrs. Charles T. McDowell	Col. E.H. Keltner
Mr. & Mrs. J.W. Lepenski, Sr.	Nick Felips
Susan W. Spurck	Charles W. Walts
Merchants Fast Motor Lines Revenue Accounting Dept.	Charles W. Walts
Robert J. Sivalls	Charles W. Walts
Mr. & Mrs. David R. Kent, Jr.	Charles W. Walts
George S. Brownwell, Jr.	Charles W. Walts
Merchants Fast Motor Lines General Accounting & Payroll Dept.	Charles W. Walts
Employees of Tribune Printing Co, Inc.	Charles W. Walts
Mr. & Mrs. Gerald Beal	Charles W. Walts
Dan & Viola Dansby, Jr.	Andy Gibson
Camille & Marvin Lynch	Charles W. Walts
Veta Leake	Bertha Collins
Mrs. Bita Campton	Charles W. Walts



PAUL VITANZA HONORED BY REGION

The South Central Boy Scouts of America named Paul Vitanza as the top District Scout Executive. He will receive an all expense paid trip to the 1983 XV World Jamboree in Canada.

Paul is a District Executive serving the Road Runner District and congratulations are in order to the Scouters of the District for helping Paul attain his record.

Paul was promoted January 1st to Sr. District Executive because of his outstanding staff work and assumed additional responsibilities. He served as Camp Director at Worth Ranch for staff training and for the first three weeks of camp.

Paul and his wife Linda live in Bedford. Mrs. Vitanza is a School Administrator.

THE PACE-MAKER — A Service to the Scouters of the Longhorn Council provided by:

THE BRANTS COMPANY

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JEANETTE S. KEIM
SC & CC SHIP 420
BOX 190N6, RT. 9
FORT WORTH, TEXAS 76179

Feb 1982

*

MORE POST/SHIP NEWS

It is full speed ahead for the members of Ship 420! The Marigale Racing Series began early in January on Eagle Mountain Lake with stiff competition. Ship 420's "Belami", a 32 foot ranger class vessel, made a good showing in the first race by placing fourth. The crew members have spent many weeks of preparation in training and "Belami" maintenance to be ship-shape for the heavy air 6 week series.

Four sailors from Ship 420 competed in the Cotton Bowl Regatta in December 1981 which is a national level of competition for high school young adults. We are proud of "Skipper" John McGown who took second place.

If you attended the Fort Worth Boat Show, you were greeted by members of Ship 420 at the Antique Boat Display. Our members were on duty to direct traffic, answer questions and to tell you about the boats (our thanks to Stephanie Keim for this article.)

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ACADEMY INTRODUCTION MISSION TO THE UNITED STATES COAST GUARD ACADEMY

We have received word from the U.S. Coast Guard Auxiliary (which sponsors one of our Explorer units) that high school young adults who attend the 11th or 12th grade and interested in the U.S. Coast Guard Academy may participate in the Academy Introduction Mission.

Interested persons should contact Robert Maxfield, Metro 256-5517, extension 2461, as soon as possible for more information.

Tues. Feb 16 - council recognition dinner $1.50

* Surfing Conference Ag. 5 - 10
Hawaii

Sir Robert Baden-Powell started the Boy Scout movement in England in 1907.

Three years later, William D. Boyce started the Boy Scouts in this country.

1982 Annual Banquet

Longhorn Council Boy Scouts of America

February 16, 1982

LONGHORN COUNCIL BOY SCOUTS OF AMERICA

COUNCIL ANNUAL BANQUET

ROUNDUP INN 6:30 P.M.

February 16, 1982

MASTER OF CEREMONIES . . . . . Dr. Frank Dingwerth
President

DINNER

SPECIAL MUSIC . . . . . Castleberry Advanced Elementary Chorus

INVOCATION . . . . . Rev. Art Hunt
First Christian Church, Gainesville

OPENING . . . . . Footsteps of the Founder

WELCOME . . . . . Dr. Frank Dingwerth

RECOGNITIONS
- District Award of Merit
- National Jamboree

BANQUET COMMITTEE . . . . . Frank Faherty

GANG SHOW . . . . . Paul McCallum

SME . . . . . Dr. Wendell Nedderman

LIFE MEMBERS INSTALLATION . . . . . Lloyd Flood

TUNES BY JUNE . . . . . June Hunt

INTRODUCTION OF SPEAKER . . . . . Paul Leonard, Jr.

KEYNOTE ADDRESS . . . . . Richard O. Bentley
South Central Regional Director

SILVER BEAVER PRESENTATION . . . . . Robert T. Martin

CLOSING . . . . . Harry Crawford

COUNCIL ANNUAL DINNER COMMITTEE

FRANK FAHERTY, CHAIRMAN

IRENE HERRING, COUNCIL CHAIRLADY

JOAN DINGWERTH, EXECUTIVE BOARD CHAIRLADY

DISTRICT CHAIRLADIES

Edith Bartley, EXPLORING
Jo Greenway, COMANCHE TRAIL
Dorthey McEntire, FRONTIER TRAILS
Annette Beane, TONKAWA
Katherine Wilson, SILVER STAR
Nancy Bovea, TRAIL BLAZERS
Martha Folbre, ROAD RUNNER
Lonna Massingale, WOODBINE TRAIL
Eleanor Tatsch, CROSS TIMBERS
Ruth Thomas, ARROWHEAD
Sue Brown, TRINITY TRAILS
Ladonna Jackson, SANTA FE

KEYNOTE SPEAKER

RICHARD O. BENTLEY is our new Regional Director of the South Central Region, B.S.A.

The South Central Region, headquartered in Irving, Texas, serves 533,000 members of the BSA in 45 local councils in Texas, Oklahoma, Arkansas, Louisiana and New Mexico, as well as parts of Mississippi, Colorado, Utah and Arizona.

Bentley came to his new position in Irving, Texas after serving for more than seven years as council executive in Seattle, Washington. A 1955 graduate of Southwest Texas State University at San Marcos, where he majored in biology, Bentley also attended Texas A & M. He is a 25 year veteran of Scouting.

1981 DISTRICT AWARDS OF MERIT

COMANCHE TRAIL—Lou Warren, Raul Perkins
TONKAWA—Bill Fly, Wes Haines, Garnett Jones
FRONTIER TRAIL—Bob Schaff, Dorothy Edmonds, Donna Killen
TRAIL BLAZERS—Dallas Collever, Darrel Clark, Connie Burnett
ROAD RUNNER—Jim Morrison, Mrs. Pat Lucas
CROSS TIMBERS—Bob Rogers, Glonda Haston, Lee Erb, Don Hawkins
ARROWHEAD—Thomas M. Ray, William "Bill" Purdy
TRINITY TRAILS—Art Knee, Olan Watkins, Joe Bennett

1982
EXECUTIVE BOARD
COUNCIL OFFICERS

R.T. Terry Smith
Council Commissioner

Dr. Frank Dingwerth
President

George Ed Coward
Scout Executive

Gary Bowling, Treasurer
Peter MacQueen, Asst. Treas.
Dr. Tom Hellier, East. Serv. Area Commissioner
Jim Atkinson, West. Serv. Area Commissioner

Tag Taggart, V.P. Admin.
Greg Wilemon, V.P. Finance
Joe Paul Jones, V.P. Dist. Operations
Joe Pace, V.P. Membership/Relations

Gen. Chet Cecil, Sr., V.P. Program
Rush Klein, V.P. Program
Ray Dickerson, V.P. Spec. Committees

Fred Bankhead
Tom Barnett, Jr.
C. C. "Chuck" Black
Dave Blais
John Bratten
L. O. Brightbill, III
Bruce Brockman
E. L. "Bo" Brogdon
Bob Bryant
John Burgess
Sam J. Callaway, Jr.
Dr. Floyd Cash
Bill Chatman
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1982
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1981 HIGHLIGHTS

For the third year in a row, the Council had a growth in youth membership.

We rank 9th of 45 Councils in the South Central Region in percent of youth served.

SME THANK YOU

The Longhorn Council 1981 Sustaining Membership Enrollment goal was $224,400. The campaign was completed on April 30, exceeding our goal by 3%.

The Council had a 25.6% increase in Scouts having a long-term camp experience.

We ranked 5th in the Region in percent of Cub Scouts participating in Day Camp, but had the largest number attend.

228 Scouts and leaders attended the National Jamboree at Fort A.P. Hill, Virginia.

PHILMONT

We were 2nd in the Region with 280 Scouts and Explorers hiking the trails at Philmont.

114 Scouts earned the Eagle Award.

528 Webelos Scouts earned the Arrow of Light.

Cotton Bowl Regatta

Explorers Jason + Bryan Dyer, John Morran

SEA EXPLORER NEWS

By Stephanie Keim
Acting Secretary

Ship 420 members are sailing Belami in the Marigail series. Crew members Bryan Dyer, Chip Bearden, John McGown, John Morran, Jason Dyer, Pat Heaton and Lise Smith plan to give the other boats plenty of competition. Besides sailing, the members are taking the responsibility of maintenance and repairs of Belami, their 32 foot Ranger donated to the Sea Explorers last January by Don Williamson. Skipper Bryan Dyer and Advisor Kelly Perkins oversee operations and training.

The membership has been busy this fall winning regattas. President Bryan Dyer had the honor of crewing for Bruce Golison on a J-24 at the Wurstfest in New Braunfels. They 'sailed off' with first place. Also Bryan won the Race of Champions at the FWBC. Eight junior sailors participated in the November Cup Regatta at Monterrey Penninsula Yacht Club and brought home the November Cup Trophy. The 1981 Cotton Bowl Regatta will find John Morran, Bryan and Jason Dyer representing the FWBC. They will compete against nine other high school teams from across the nation. Sea Explorer girls are serving as hostesses for the social events; Gigi Gregor, chairman.

In October, fifteen Sea Explorers managed to canoe fifteen miles down the treacherous Brazos River against stiff headwinds all the way. Thanks to Advisors Kelly and Jill Perkins and Pat Heaton for getting everybody safely down the river to Worth Ranch from Possum Kingdom Dam. They survived the weekend due to Chef Chip Bearden's hearty breakfast of 5 pounds of bacon and 10 dozen eggs, cooked on a Coleman stove with one skillet.

May 1982

EXPLORERS

By Stephanie Keim,
Secretary, Ship 420

Sea Explorers, Ship 420, are happy to announce the high school graduation of five of its members. Our president, Bryan Dyer, graduating from Boswell High School, plans to attend University of Texas at Austin in the fall. Stephanie Keim, graduating from Trinity Valley School, plans to study architecture at Texas Tech. John Mc Gown, graduating from Country Day, has plans to attend Austin College. Chip Bearden, graduating from White Lake School, will enroll at TCU. Jeremy Toothe, graduating from Arlington Heights High School, plans to go away to school out of state.

Sea Explorers who have completed a year of college are last year's president, Brian Huffman, U.T. at Austin, George Bean, U.T. at Austin, Brodie Cobb is in his second year at Tulane, Lise Smith at TCU, and former president, Midshipman Mildred Keim, second year cadet at the United States Merchant Marine Academy, Kings Point, New York. Three of our members serve as varsity members at their school's sailing teams.

Our sail-off for the regional Sea Explorer championships will be held June 12 at the Boat Club. The regional regatta is planned for the following week at the Southern Yacht Club in New Orleans. From there it's on to the national championship in Gateway, Florida in August.

July 1982

EXPLORERS

By Stephanie Keim,
Secretary, Ship 420

Ship 420 "swept the decks" at the South Central Regional Sea Explorers Regatta by taking first place in all divisions. Midshipman Mildred Keim won in Lasers and Bryan and Jason Dyer won the Laser II competition. They will go on to Florida to sail in the Nationals in August. Mildred also walked away with the sportsmanship trophy awarded by the U.S. Navy.

Eight explorers from FWBC went to New Orleans for the event which was hosted by the Southern Yacht Club. Ship 420 wishes to thank Lee Smith, National Sea Exploring Commodore, for his work in organizing the regatta. Seven Sea Explorer ships participated from Texas, Oklahoma, and Louisiana. Our thanks also goes out to Ralph Hanson for serving as the USYRU chief judge, and to Jeremy Toothe and Mark Smith for their maintenance of the boats. Unfortunately Lake Ponchartrain didn't provide enough breeze on the last afternoon for their wind surfers.

Exploring gives youth across the nation an opportunity to sail and to compete. Ship 420 will be sailing this summer for fun, and any teenager who is interested in sailing and water sports is invited to join us. Call Stephanie Keim or Bryan Dyer for more information about meeting times, training and special events. The island camp-out (which was postponed when the island went under in May) is back on the calendar for July 24. Don't miss it!

Emblem beefed up

CISSY

If it hadn't been for the Hub Isaacks party, I might never have known about the face lift. The Fort Worth Boat Club always has gone its own independent way. Its inland sailors regularly have taken on salt water sailors in major competitions — and usually have brought home the trophy. When it comes to selecting an emblem, most boat or yacht clubs have a shark, porpoise or some other aquatic beastie on their pennants. Fort Worth Boat Club's emblem is the head of a longhorn steer. Longhorns have many admirable characteristics — an ability to survive is one — but most of us are willing to admit that a steer head logically could be expected in a desert, but rarely in a lake. Even the most enthusiastic admirers of longhorns never mention swimming and sailing among their better points.

J. Don Williamson, commodore of Fort Worth Boat Club, and Mrs. Williamson.

Nevertheless, for some 50 years now, the Fort Worth Boat Club longhorn has taken triumphantly to water. The idea of a longhorn for a boat club emblem obviously appealed to the late Amon G. Carter, publisher of the *Star-Telegram*. He gave the Boat Club a longhorn steer head to hang above the fireplace. The steer head occupied that position of honor for decades until members began to notice that the emblem was looking something less than ship-shape. The longhorn's hide had become wrinkled and split. There was a conference with the house committee, and then with a specialist in such matters. The result was a complete face lift with the help of a little extra hide from another longhorn. So the emblem is back in its proper place once more, looking great. You would never know there had been a face lift unless you looked for the scars behind the ears.

Star-Telegram/PAUL MOSELEY

Mr. and Mrs. Charles Edward Booth, left, and Mr. and Mrs. Gene Dugan examine the wall of photographs.

Parties are a good time to catch up with what is going on in Fort Worth — and some of us still are trying to keep up. Mrs. Harry Logan and I were talking about living around a lake in Fort Worth. In addition to the obvious pluses such a location offers such as vistas, lake breezes, swimming, boating and other sports, Louise Logan says it offers the best of two worlds. "You can stay in your own place and enjoy rest and quiet — or you can go to the Fort Worth Boat Club where there always is something going on."

We were talking at the Boat Club during the party for Dr. Hub Isaacks. Gene Adair was sitting in a chair, resting the leg that he broke recently in a boating accident. "I slipped and grabbed the wheel — which is the worst thing you can do if you are falling in a boat — and it threw me down," he explained. Mrs. Adair was parking the car. A leg broken in a boating accident is as much a badge of honor at the Boat Club, of course, as a cast in a ski lodge. It goes to prove that you are part of the action.

Polly and Ed Booth and Marge and Gene Dugan were examining a wall of photographs — a traditional part of the Boat Club's decor. "I'm sure I'm up there somewhere," Mrs. Booth remarked. Before she became Mrs. Charles Edwin Booth, she was Mrs. Landon Freear. Marge Dugan reminded me that the '62 Club of the Woman's Club was observing its 20th anniversary this year — a hard fact to swallow for someone still accustomed to thinking of the '62 Club as one of the "new" clubs.

— Lloyd (Cissy) Stewart

Ft. Worth Star Telegram April 1982

April 1982

Opening Day Fort Worth Boat Club
representing Sea Explorers Left to right John Morran, Bryan Dyer

JUNIOR JOTTINGS

Finally, spring is here so we can get down to some serious scheduling. The water is getting warmer so it's time to get out the Optimists and the Laser II's and do some wet sailing.

By the time this goes to print some of our Juniors will have been to New Orleans for a qualifying race to determine who will go to the Worlds in Europe. Also, complete by this time will have been the Optimist Regional Regatta scheduled for the Club in April.

One thing for sure — a good time was had by all the youngsters and "old" youngsters who raced in those little bath tubs on April 3rd. Thanks to all who helped make it a fine Regatta. Results next month!!!

The information on the Sailing Camp enclosed elsewhere in the Breeze 'n Fueler. Remember the registration is limited and it is first come — first registered. These should be some good camp sessions so let's get the registrations in early.

Please note the change in dates for Session I.

EXPLORERS

By Stephanie Keim,
Secretary, Ship 420

The last Saturday in February found the Sea Explorers and other Boat Club members on the ballroom floor all afternoon practicing on "unconscious beings" (mannikins), as Ship 420 participated in C P R training. Twenty volunteers took the examination for certification, and cards are on the way for those who passed. Three test takers forgot to sign their score sheets.

Schedule of
Forthcoming Events

April 3, Saturday
Rapelling, archery and skeet shooting at Sid Richardson Ranch. Leave Boat Club at 7:00 a.m. Bring sack lunch and sleeping bag, Camp-out overnight, return Sunday morning, $5.50 fee.

May 1, Saturday
Island camp-out. Meet on dock at 4:00 p.m. Belami vs. a surprise competitor will match race to island. Cook-out and camp-out over night, sail back Sunday morning.

June 4, 5, 6
Annual Regatta weekend. Service assignments for all members not racing.

June 12, Saturday
District Sail-Off at FWBC. Three races in Laser II's followed by picnic. First race at 10:00 a.m.

June 25, 26
Regional Regatta, New Orleans Yacht Club.

July 11 - 17
National Exploring Olympics, (first year for sailing competition and coaching by U.S. Olympic team). Colorado State University, Fort Collins, Colorado. $145.00 fee.

August 8 - 11
National Sea Explorer Sailing Championship, Gateway Sea Base, Florida. (Ship 420 plans to win this one!)

March 1982 Breeze + Fueler

SHIP 420

If you attended the Fort Worth Boat and Recreation Show and saw the antique boat display, you were assisted by Sea Explorers, Ship 420. Nine members and three advisors contributed 62 hours of answering questions and directing traffic. A wooden hull Lightning was exhibited next to Texas' first fiberglass ski boat. Ranch O, owned by George and Paul Brandts, got the most attention. The FWBC burgee flew proudly over the 36 foot Chris Craft cruiser built in 1949. Spectators were astounded at the boat's ship-shape appearance and mint condition.

Three members represented Ship 420 at the annual awards banquet of the Longhorn Council, Boy Scouts of America. Council members at large from FWBC are J. Don Williamson and Lee Smith. O. L. Pitts serves on the Board of Directors.

Membership in Ship 420 is open to any teenager between the ages of 14 to 21. Our emphasis is on sailing, training, service projects and fun. For more information call Bryan Dyer, president, at 236-1101.

Stephanie Keim
Secretary

July 1982

SERVING THE EXPLORER POSTS IN LONGHORN COUNCIL, USA

The Exploring Post

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PROGRAM VICE CHAIRMAN	DON ATCHISON
EXPLORING EXECUTIVE	TOM DEKEN

CALENDAR FOR AUGUST 1982

DAY	DATE	TIME	EVENT	PLACE
Mon.	3	7:00 PM	Philmont Trek #2	Returns
Sun.	15		National Sailing Championship	Islamorado, Fl.

CALENDAR FOR SEPTEMBER 1982

DAY	DATE	TIME	EVENT	PLACE
Thur.	9	7:30 PM	Explorer Ldr. Trng. #1	Scout Office
Thur.	16	7:30 PM	Explorer Ldr. Trng. #2	Scout Office
Thur.	30	7:30 PM	Explorer Ldr. Trng. #3	Scout Office

POST/SHIP NEWS

Ship 420 has again swept the honors at the Southcentral Regional Sailing Championship races. Hosted by the New Orleans yacht club, the events were held on June 19. Jason and Bryan Dyer took top honors in the crew event and will represent the region at the National Championships to be held at Islamorada, Florida, in August.

Ms. Mildred Keim, currently a midshipman at the United States Merchant Marine Academy, won the laser class single-handed event and was also recognized with the United States Navy Good Sportsmanship Award. A special note of appreciation to Lee A. Smith, Southcentral Region Commodore for Sea Exploring, for his support of this event and for providing the fleet of laser II craft.

It's time to begin planning for the annual Brazos River Explorer Canoe Trip which will be held on Saturday, October 2. The brochure and registration forms are available for this event through the Scout office.

Finally, it is with a note of sadness that I inform you of my resignation as Exploring Executive, to be effective August 14. Once my post graduate studies are complete, I intend to become involved in some aspect of Exploring again. My sincere thanks to all who have made this past two years so enjoyable. I trust that you will continue to support your new Exploring Executive in the same manner as I have been supported.

Tom Deken
Exploring Executive

3-82

4th NATIONAL FOR CALIFORNIA SAILOR

Islamorada, Florida, August 11 — For the fourth consecutive year, a Marina Del Rey, California, youth has piloted his way to victory in the National Explorer Sailing Championships.

The Competition is sanctioned by the United States Yacht Racing Union. After three days of races, helmsman Ron Baerwitz, 20, and crewman Mike Sturman, 15, Canoga Park, California, sported an almost perfect list of first place wins with 2-1-1-2-1-1 finishes. It was Sturman's first year in the competition. They defeated five other teams in the event.

This marks the 13th year the Exploring Division of the Boy Scouts of America has staged the races. Teams representing each of BSA's six regions, won their Scout council, area, and regional races before advancing to the finals.

The Upper Keys Sailing Club hosted the race August 8-11 at the BSA Florida High Adventure Base. Ralph Hanson, Fort Worth, Texas, was the USYRU — sanctioned senior judge. Lee Smith, also of Fort Worth, represented the National Exploring Committee and is chairman of the national racing committee.

Teams competed in 14'5" Laser II's with 19' masts. The boats feature 160 pound hulls and were provided by Performance Sailcraft, Inc., Pointe Claire, Quebec.

Finals were run using three gold cup courses, a T-Tango, and two olympic tri-

Continued on Page 4

4th NATIONAL TITLE FOR CALIFORNIA SAILOR

angles measuring 4.5 and 6 nautical miles respectively.

Sturman is Baerwitz's third crewmember to tackle the finals. Baerwitz, who is 5'10" and weighs 180 pounds, said he needed a "light crew" to balance out his own weight. Sturman is 4'11" and weighs 76 pounds.

"It's real important for me to find a good crew," Baerwitz said. "I see myself as a good helmsman and with a crew that knows what to do, I can be even better at it."

Sturman adopted his father's love of boating and has been on the water since age 8. He has his own crew and has set his sights on returning next year for the national contest. Baerwitz said he was handling 40 foot boats at 15. Due to age limits he will be unable to compete again next year.

Teams, in order of finish, their Explorer unit, chartering organization, council, and final standings are as follows:

WESTERN REGION

1. Ron Baerwitz, 20, Marina Del Rey, Ca., Mike Sturman, 15, Canoga Park, Ca.
   Ship 18
   California Yacht Club
   Great Western Council
   2-1-1-2-1-1

SOUTH CENTRAL REGION

2. Jason Dyer, 15, Bryan Dyer, 18, both of Fort Worth, Tex.
   Ship 18
   Fort Worth Boat Club
   Longhorn Council
   1-3-2-1-3-3

EAST CENTRAL REGION

3. Greg Bartz, 17, Andy Bartz, 16, both of Green Bay, Wis.
   Ship 5010
   Windjammers Sailing Club
   Bay Lakes Council
   4-2-3-4-2-2

NORTH CENTRAL REGION

4. David Becker, 17, Karen Becker, 18, both of Lake Saint Louis, Mo.
   Ship 5973
   Lake St. Louis Community Association
   St. Louis Area Council
   3-4-5-6-5-4

SOUTHEAST REGION

5. Scott Moncrief, 18, Jill Moncrief, 16, both of Gastonia, N.C.
   Post 557
   First United Methodist Church
   Piedmont Council
   5-5-4-3-6-5

NORTHEAST REGION

6. Mark Dubois, 17, James Liggett, 15, both of Wayne, N.J.
   Ship 104
   Packanack Lake Yacht Club
   Passaic Valley Council
   6-6-6-5-4-6

OCTOBER/NOVEMBER 1982

American Sailor

NEWSLETTER OF THE UNITED STATES YACHT RACING UNION

Enforcing Rule 60

A REPORT FROM THE TRENCHES

BY DICK LATHAM

There has been a lot of discussion among one-design sailors about rule 60. The conversation generally begins with, "Is it good for yacht racing?" and ends with, "Is it good for me?"

Race committees and juries confronted with administering the rule have been discussing how to enforce it. Too often that ends with the decision not to try. Most race committees haven't the equipment or personnel to closely follow the competitors and, excepting those regattas with a separate jury, the on-the-water personnel are more concerned with setting a good race course than whether the participants row around it or sail around it, and rightly so.

Where it breaks down in practice, in my experience, is with the competitors themselves. Most simply don't want to protest each other on this rule. They do a lot of yelling and threatening on the course but the number of competitor-filed protests is near zero.

So that leaves it with the jury. Have we found this rule impossible, or at best tough to enforce?

No—anyone who has raced small boats or will take the time to watch them with some coaching can quickly sort out the offenders. They stick out like a sore thumb once you read the fairly straightforward rule and get the visual feel for a particular boat's natural motion in any condition. Many competitors who have practiced the art of moving a boat kinetically, believing they are invisible to distant observation, just ignore the competitor who's yelling. What they don't realize is that there is a distinct visual pattern to a boat or fleet of boats moving in wave conditions and it is not persistent or rhythmic. A boat being pumped or rocked can be timed in cadence, and the very persistence of that rhythm is what makes the mast tip or sail motion stand out so clearly.

Meanwhile, back at the protest hearing—how do we address the issue raised by President Hawkins, that of casting the jury in the role of prosecutor and asking it to sit in judgment on its own decision?

We don't, if we can help it. A number of juries have tried "solutions" that range from using an independent observer with credentials in the class to splitting the jury on the course, comparing observations and giving a bye to any not unanimous, to splitting the jury into on-the-water observers and jurists who attend meetings and listen objectively.

I know for a fact that rule 60 was enforced by the jury in August at the Olympic Classes Regatta (OCR) off Long Beach. I know also that it was enforced in the separate Windglider event held there the following week with very tough results—averaging three calls per race with one competitor disqualified from the regatta under rule 75 after four calls against him in separate races. Goran Petersson—highly regarded international judge and chairman of Sweden's Racing Rules Committee, who headed the international jury for that event (and was vice-chairman of the OCR jury)—made the rule stick.

My own experience, also during August, was at the Star North Americans. It was the opinion of the officers and organizers that we should enforce rule 60 strongly. I announced this at the skippers' meeting and on question admitted the rule could seem ambiguous in its attempt to identify some verboten techniques, but not all. I said I thought the rule was clear in stating the only action that could be taken under specific circumstances and refused to give a blanket interpretation to the group, but volunteered to talk on a one-to-one basis with any competitor who wanted our interpretation as a general guideline on what not to do. I was surprised how many took us up on this.

In the first two races (practice and first race) we called three boats and in each case we identified and called in a witness. One witness agreed with the jury and one did not; we gave all three a pass and stated our reasons for protesting. I then split the jury (seven members) and three of us took the water each day, with the others arriving at hearing time not having observed the infractions.

In race two, we split up on the water. I took a small unmarked boat with another judge and a former Olympic medalist in the class and worked the fleet from the opposite side. We agreed two boats were in violation of 60. At the end of that race we joined the jury boat and our numbers were the same two they had picked. We protested both. One yacht had withdrawn for other

continued on page 3

Welcome New Members!

BEST MEMBERSHIP YEAR EVER

BY TOM EHMAN

A hearty welcome to the nearly 3,000 new personal members who joined USYRU in 1982.

In addition, we have over 100 new member yacht clubs, 12 new class associations, seven new corporate members and 13 other organizations which joined for the first time in 1982.

This new-member growth coupled with the continuing exceptional support of our longer-term members has provided the best membership year ever for USYRU.

Although the membership year is January through December, we use October 31 as a cutoff date for the current year. We begin taking members for the next year November 1. In mid-September, with over a month to go in the current membership year, we had 15,823 personal members, 1,018 member yacht clubs, 112 class associations, 37 yacht racing associations, 10 corporate members and 46 other organizations.

For the third year in a row we have met our membership goals—the result of growing support from sailors who know that USYRU exists first and foremost to serve sailors, that the programs and services provided by USYRU's hundreds of volunteers and small staff deserve support, and that USYRU—the forum and democratic organization for resolving issues of national concern—works for the benefit of the whole sport.

Few organizations are fortunate enough to have the continuing level of support from their members that USYRU enjoys. Thanks for your vote of confidence.

When your 1983 membership letter comes in the mail, please renew your commitment. Help us continue to build support for USYRU, the organization that supports every American sailor.

Robert Foley

Can you spot the breakthrough go-fast in this picture?

Weight on the Weather Rail

BY KARL KIRKMAN

Would you like to know about a perfectly legal means the top racing boats use to improve performance by up to a full foot of rating advantage? This trick will cost you only a few extra sandwiches, will work on almost any boat wherever there is enough breeze to heel the boat, and could also help your sail-handling and tactics.

Take along extra crew. On a typical half-tonner it can be worth 30 seconds per mile when beating in 10-12 knots of air (that's ten minutes on a 20-mile beat), or about the same as a foot of rating in a typical ocean racer sailing a beat-reach-run course in anything over 10 knots of air.

Use of USYRU's MHS Velocity Prediction Program (VPP) to check sensitivity to certain rating assumptions last spring confirmed what the hot boats have obviously learned on the race course.

The graph below shows the rating advantage equivalent of using a large crew; six instead of four on a 24-footer, 11 instead of seven on a 46-footer, or 20 instead of 13 on a maxi-boat in winds of various strengths for a course consisting of a beat, a reach and a run. The gains to windward were more dramatic, amounting to two to five times as much depending on wind strength.

The first remarkable thing about this situation is that stacking crew on the rail represents a huge loophole in any kind of racing where the number of crew is unregulated; it applies to MHS, IOR and PHRF equally and tends to overshadow minor rating differences between similar boats which might arise from jib overlap, pole penalties, trim and stability or propeller selection. Thus, it must be addressed by race organizers/participants if equity is to be maintained between the family crew and the chunky gorilla set.

If only it were so easy! Almost any regulation (such as the old NAYRU crew limits by sail area) may have unfortunate side effects.

On the face of it, it seems simple enough to limit the number of persons allowed in the crew as a function of some size parameter like sail area (this approach locked the Twelve Meters at a certain minimum sail area for some time, as reducing area further would have cost another crew member) or displacement. Sounds fine *until* one asks whether it applies for day as well as overnight races.

Say you get past that one by agreeing on two limits, the appropriate one to be selected by the race committee. If the numbers are high enough to cause no squeezing-out of crew, they will be relatively meaningless because the more casual racer may prefer not to buy beer for a bunch of acquaintances he needs to sit-out the boat, and will thus be at a disadvantage. If the numbers are low enough to bring pressure on the crew size, the first to suffer will be the son or daughter you were hoping to introduce to serious racing, and whom you cannot just take along and still be competitive.

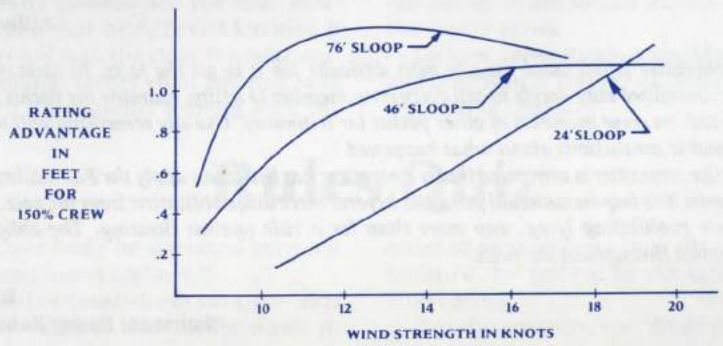
Want to try a weight (versus a number) limit? You line up the crew on the dock and hold a weigh-in. Even if you could extract this classified information, imagine the hot crew who ate too much breakfast and is two pounds over the limit. Any bets on what they will be tempted to do? And just imagine the protests, given the problems we already have in measuring more "fixed" items like hulls.

Anyone for painting a line on the deck, outboard of which no one may be stationed? This would take away the advantage of a large crew because they could not contribute to stability. Unfortunately, you had better move the lifelines inboard to that point to catch the "inadvertent" outboard lean. Not only would this be difficult to enforce, but the boats would be going slower than they could most of the time.

Say we give up on limits and let an owner select crew size based on preference. Thus your rating would (within limits) be sensitive to this choice just as it is for jib overlap. This may be the fairest approach for all concerned.

This article has not dealt with all possibilities—that was not the point. What is needed is thoughtful discussion of the issue and input from racing sailors as to whether *you* want anything done in the way of limits and what kind of solution you favor. I hope (but don't expect) that some clever system with no disadvantages will be suggested. Think it over and drop me a note with your thoughts, c/o AMERICAN SAILOR.

—Kirkman, a member of USYRU's IOR Research and MHS Technical Committees, lives in Silver Springs, MD.



President's Letter

BY HARMAN HAWKINS

As I write the last of this three-year-long series of letters, I think back on my first. Then I was awed by the wide range and complex nature of the activities of USYRU. I am still awed, but by the dedication and ability of the people who make USYRU the vital organization it is. These are no ordinary people. They are all sailors who love their sport and care about its future. This is a dedication that can't be bought with money. I refer not only to our officers, directors and committees but also to our staff. It is significant that all our staff directors and most of the staff are active racing sailors.

I have passed out some tough assignments in the last three years and have never had a refusal. What disagreements there have been were rooted in our shared interest in the sport, and arose from our varying concepts of what was best. We have seen that USYRU—the forum for discussions and resolving issues—works.

It is for others and for history to determine whether it has been a good three years. Judging by our large increase in membership, it has been. Regardless, the chief value of the past is as a guide to the future. USYRU has always been future-oriented and it must remain that way.

Our guiding principle is that USYRU exists to benefit the racing sailor, that we can and will deal with difficult issues, and that we make decisions in the best interests of sailors and the sport with the advice and consent of our constituent organizations. The future demands new ideas, and so we must seek out active sailors interested in serving the sport, and change the watch periodically to make room for new people and ideas.

Each of us must do what we can to keep our sport going strong on its many levels, according to our interest and ability. I want to mention two major upcoming yachting events which, despite their glamor, run on the same fuel as a local club or fleet.

To be successful in international sailing requires a great deal of time and money. Obviously the sailors themselves are the only ones who can furnish the time. Many of us, however, can help out with the money.

In 1983 we face perhaps the strongest challenge yet for the America's Cup. As most of you know we have two groups vying for the defense: the *Freedom* Syndicate, whose skipper will be Dennis Conner, and the *Defender/Courageous* Syndicate, whose skipper will be Tom Blackaller. Both groups are seeking broad-base support from U.S. racing sailors and their friends. I urge you to consider making a tax-deductible contribution to either or both (*Defender/Courageous* c/o People to People Sports Committee, 98 Cutter Mill Rd., New York, NY 11021; *Freedom* c/o The Maritime College at Fort Schuyler Foundation, Inc., Fort Schuyler, Bronx, NY 10465).

1984 brings the summer Olympics to America for the first time since 1932, and I urge you to contribute to our very dedicated sailors who are training hard. Contributions to the general effort can be made to our Olympic Yachting Committee, care of the USYRU office. Those of you who want to help a particular class or team should contact USISA, Box 209, Newport, RI 02840. Contributions to USYRU and USISA are tax-deductible. A number of individual sailors have their own fundraising efforts. You can find out more about these from One-Design Director Jonathan Harley.

Finally, I want to thank each of you for the tremendous support you have given me. I have been involved with many organizations, in and out of the sport, but the most satisfying and rewarding by far has been the last three years as your president.

I am sure you will give my successor the same strong support.

Good sailing.

USYRU Members Speak

More on Enforcing Rule 75.2

Provided the jury is completely satisfied that a competitor has deliberately (rather than, say, inadvertently) lied in presenting his side of a protest, and preferably after explicit warning has been given that lying is a very serious offense, I believe it is highly desirable—for the event, the class involved, the sport in general, and even for the competitor—to disqualify that competitor from further participation in the event. I happened to be a member of the International Jury at the 1982 Laser Worlds where such action was taken by the jury and am convinced, as was most everyone at the regatta, that the action was appropriate.

Sandy Luke
Sag Harbor, NY

Involved in such a situation last season, I saw the effect a gross and deliberate falsehood can have on the hearing and the deliberative process.

For brevity, I shall relate only facts which could not have been subject to misunderstanding, mis-reconstruction, or misrepresentation in anything but a deliberate fashion.

Two yachts sailed overlapped more or less side by side for about 20 boatlengths. Contact first occurred between the rigged spinnaker pole of the leeward yacht (spinnaker was not set) and the genoa, deck and shrouds of the windward yacht, and then the hulls, as the windward yacht rattled past the leeward yacht.

The skipper of the leeward yacht testified that the above was a series of lies. He stated that windward had never established an overlap, that the yachts had never sailed side by side, and that the only contact was when his yacht was struck in the transom with such force as to injure two of his crew, following which windward staggered off to leeward, which made his boat the windward yacht, if there was anything to be considered windward or leeward.

Consequently, the protest committee was unable to elicit the testimony that would have permitted it to function properly, and it merely dismissed the case rather than find for either party. Had there been a penalty for lying, I question whether deliberate misrepresentation would have been resorted to. Also, the protest committee would have had reason to search out the truth and the means to reestablish truthfulness as the prime element in the conduct of yacht racing.

Royce Komor
Milwaukee, WI

The protest committee's first (and usually most difficult) job is to get the facts. In cases of conflicting testimony the committee may decide to call every crew member to testify, examine the yachts for evidence of contact, or call on crew members of other yachts for testimony. Usually something will turn up that leads to reasonable conclusions about what happened.

When the committee is convinced that a competitor has lied it can apply the Fair Sailing Rule, and rule 75.2 permits it to impose unusual penalties beyond mere disqualification from the race. There is no need for a rule prohibiting lying, any more than for a rule against cheating. The obligation to be truthful is implicit throughout the rules.

Bill Bentsen
Chairman, Racing Rules Committee

Letters

Commercialism—Keep The Lid On

Re. commercialism ("President's Letter," AMERICAN SAILOR, May/June): Yacht racing is the last bastion of corinthian sports in this country and perhaps the world, and I would prefer to see it remain that way without bending any more rules.

A similar situation attended the demise of amateur sports-car racing in the late 1950s. This sport, too, was totally corinthian in that every amateur owner or driver could compete in a class depending on his financial ability and skill. When logos began to appear on the cars for Champion sparkplugs, Goodyear tires, Mobil gas, ad infinitum, it was the beginning of the end. In a few short years the amateur owners and drivers were left in the dust behind highly paid professionals driving cars paid for by large corporations. And along with that came the big prize money and tax write-offs for owners.

Corinthian yachtsmen in less well-to-do countries seem to have the most to lose by permitting commercialism, yet this is happening more and more in other countries. Commercial interests in the U.S., Japan or elsewhere could bury amateur yachtsmen from less well-off countries because of the greater economic base of the individual nations.

I vote to keep the lid on tightly as long as possible, for the good of everyone in the sport. These opinions are mine and not necessarily those of the Transpacific Yacht Club.

Dick Steele
Commodore, Transpacific YC
Newport Beach, CA

IOR—The J Dimension

Olin Stephens reports (AMERICAN SAILOR, July) on six objectives aimed at improving the IOR. I find no fault with these, but they neglect what I consider a bad fault in that as well as other rating rules: the measurement and therefore the limiting of the foretriangle dimension J.

I believe rated sail area should be the maximum total cloth area set at any one time, with no restrictions on the standing rigging. Many advantages would be realized—smaller, safer, handier and more efficient headsails; a longer J, which would greatly increase efficiency and decrease the helm on reaching; elimination of all criticism of "free" area (as in *Cascade*); encouragement of generously rigged boats for cruising which could still be raced by careful selection of sails; and encouragement of experimentation with sail plans, relations between mainsail and headsails, etc.

I cannot believe the typical rig dictated by the IOR is the proper way to rig a sailboat. There are alternatives which are faster, safer, handier and more pleasant.

Waldo Claflin
Blachly, OR

Stephens replies—

Mr. Claflin touches on aspects of rule-making philosophy which could and perhaps should be considered at length, i.e., the merits of freedom vs. type forming. There are strong arguments on both sides.

However, to make a brief answer to his suggestion that sail area measurement should be just exactly that, I can only foresee the development of high, narrow rigs rather than the long J dimensions which he would like to see, if his proposals were to be adopted.

"Later Is Better"—Is More Less?

Bill Mains' article, "Later Is Better" (AMERICAN SAILOR, Aug./Sept.) prompted this letter. I regret to sound a sour note regarding race management improvements, but perhaps our club's experience is not unique. Our principal competitive sailing is in club-owned boats, Flying Scots. In the past few years, improvement in race management has been almost exactly paralleled by a decrease in enthusiasm for intraclub racing. Both have been pronounced. Race management has progressed from informal to equal with the best-run regatta. Participation in racing has dropped from full fleet to two- and three-boat races with few if any skippers sailing the minimum number of races required for our club's summer-series trophies. The club remains sailing oriented, has an expanding membership, and provides increasingly well attended sailing classes for beginners. There are no serious personality conflicts among officers or race committee which might cause such havoc.

Sunfish and the handicap fleet—both still sailing under happy-go-lucky, informal race management—have not lost ground, in fact they have gained a little.

I have no wish to attribute our decline in intraclub racing to improved race management. It is just that I wonder if we are doing something wrong or if other clubs may have done something similarly wrong you can tell us about.

Our skippers still do well in interclub competition in GYA and even nationally. I am concerned about the future.

Richard Reeves
Bay-Waveland YC
Bay St. Louis, MS

Mull on Measurement Empty

I think it would be interesting and helpful if Gary Mull would elaborate on his statement (AMERICAN SAILOR, Jan./Mar.) that "It is not advisable at this time to measure boats empty because the character of boats would change drastically, obsoleting the current fleet."

Blair Vedder
Evanston, IL

Mull replies—

Let me explain the effect of including/not including spares and equipment for in-the-water measurement. The IOR was conceived, and we are trying to maintain it, as a rule for offshore racing vessels capable of extended passages, cruising as well as racing. Although pressure of competition has led a small percentage of owners to build boats more and more specifically aimed at racing, the vast majority use their boats for weekend sailing and family cruising as well.

Since it is the duty of the International Technical Committee (ITC) to administer the Rule for the entire IOR fleet, we have to be very careful that any change we make doesn't obsolete 95% of the fleet for the small benefit to the five percent interested in grand-prix racing.

If we required that boats be stripped except for equipment "bolted down," we would certainly have a simple rule to administer, but at the price of punishing good seamanship. What would be the effect on the fleet? The five percent interested only in racing would go to the starting line with boats as they were measured (stripped bare) with the addition of a few sails, winch handles, snatch blocks, sandwiches and crew. The difference between measurement and sailing condition would be very small.

The cruising sailor, however, either through habit or for safety's sake, goes to sea with spares for everything. The difference between the cruising boat's measurement and racing condition would be a

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great deal of extra weight in spares and equipment for which the Rule allows no credit. That would put the fully-found dual-purpose boat at a disadvantage.

And how long would it be before the racing sailor decided that he too wanted to carry extra safety equipment? How about 600' of chain stowed in the bilges? Certainly we couldn't deny the racing sailor the same rights as the cruising sailor. We would be stuck with boats being redesigned to show one kind of stability and measurement trim, and increased stability after the addition of chain in the bilges. The effect of this would almost undoubtedly be narrower boats.

"Aha," you may say, "All you have to do is make a rule that they can't carry chain in the bilges!" The effect of this difference between measurement and racing displacement would be felt throughout the Rule and eventually reflected in the design. As the Rule stands now, the cruising sailor can carry any amount of equipment anywhere he likes within very broad limits, as can the racing sailor. The difference in displacement between measurement and racing is relatively limited and, more important, remains about the same between dual-purpose and racing boats.

The single most important thing we have to do in the Rule, after trying our best to make it as equitable as possible, is to make sure we don't do anything which would create a new avenue of design, because that would spell obsolescence for the existing fleet. Allowing large changes in displacement between measurement and racing would open a gigantic freeway of new design development and almost certainly make obsolete all but a very few boats now in existence. This might be acceptable to those interested only in grand-prix racing who seem to like to buy new boats every couple seasons. But 95% of the owners' interests, my committee and I feel, lie in the advantages of developing a rule with enough stability that a boat can be bought and sailed for several years and remain competitive as long as the owner and crew put into her the people and sails necessary for performance.

Rules Quiz Query

Re. Rules Quiz (a fine idea) in the May/June AMERICAN SAILOR:

Suppose A and B are carrying spinnakers, and there is a puff. May A bear away to follow the dictum, "down in the puffs and up in the lulls"? I claim that this is OK since bearing away would be A's "proper course" in the absence of B. I was once criticized for doing this, but B didn't submit an actual protest, so the matter wasn't settled at a hearing.

Henry Hurwitz
Schenectady, NY

You raise a good point. The quiz answer is a little too brief. You are right—the windward boat, according to rule 39, shall not sail below her proper course.... As you point out, a proper course might be below the rhumbline when sailing in puffy conditions, in a cross current, etc.

You might be interested in reading appeals 12, 18, 74, 79, 127, 211, 224, and 234.

Tom Ehman
Executive Director

Briefly

Three one-week ***Women's Racing Clinics*** are scheduled to be held at Punta Gorda, FL, Feb. 13-19, Mar. 13-19 and Apr. 10-16. For particulars—schedule on and off the water, special guest instructors, rates, enrollment materials—call or write Lisa Watts, USYRU, Box 209, Newport, RI 02840 (401-849-5200).

Welcome aboard to USYRU's new ***Corporate Benefactor Member*** Mount Gay Rum, New York/Barbados.

In the biennial ***Sardinia Cup*** series, just concluded at press time, Italy narrowly edged the U.S. Team of *High Roler*, owned by Bill Power, Santa Ana, CA; *Scaramouche*, USYRU V-P Chuck Kirsch, Sturgis, MI; and *Thunderbolt*, Rod Wallace, Bloomington, MN. *Scaramouche* clinched the final race. *High Roler* took the runner-up spot in overall individual standings to Italy's *Almagores*.

Wanted—Someone qualified to provide ***weather savvy*** to our Pan Am Team (Aug. 14-29, 1983) and who will also be a suitable alternate, able to sail anything from Windgliders to J/24s. Write Sam Merrick, 401 N St. NW, Washington, DC 20024.

At a meeting August 24, USYRU's Executive Committee upheld the November, 1981 decision of the special grievance committee concerning the invalidation of ***Louisiana Crude***'s certificate following the 1981 SORC.

As a result of the ***1982 tax bill*** recently passed by Congress, USYRU is an amateur sports organization which can now receive gifts of sports facilities or equipment. Prior to the bill's passage, there was a restriction that no part of the activities of a national or international sports organization could provide such equipment or facilities.

Rules Quiz Answers—No in both cases. See rule 66 and appeal 194 on lifelines. Race organizers, however, sometimes alter rule 66 in the sailing instructions to permit this. It is not permitted otherwise. See rule 60.1 (a), the second sentence, on abnormal means of slowing speed.

USYRU gratefully acknowledges contributions made to our Olympic Yachting Team in memory of ***John W. Harper, Jr.***, Oregon City, OR, who drowned when the 20' boat he was racing on the Columbia River was struck by a barge.

USYRU joins the Lightning Class in saluting ***Helen Limbaugh***, ILCA Executive Director who retires after 18 distinguished years. Helen, who helped found the One-Design Class Council, has been a great friend to the class, the Union and the sport.

YRAs—Host a ***Flag Officer Conference***, at which your member clubs can solve matters of mutual interest. Pick a date—a day or a weekend—in late winter, after annual meetings. NJRYA holds theirs at centrally located Monmouth BC, mailing a letter of invitation well ahead with 6-8 possible agenda items, asking attendees to suggest and prioritize topics (dues, insurance, bubbler systems, riparian rights).

To encourage ***clubs*** and ***fleets*** to join their regional YRA or class association and better coordinate the sport locally, regionally and nationally, the USYRU Board of Directors has established the following structure: clubs or fleets belonging to a regional YRA or national class will continue to be eligible for USYRU membership at the $30 level and above. Those which do not belong to a regional/national association may join at the $100 level and above.

Updates to ***USYRU Judges'*** list since the 1982 Yearbook: Upgraded to senior—Allan Broadribb, Ottawa, Ontario (Area B); Jay Batzner, Sheboygan, WI (E-W). New senior—Julius Blankstein, Semadar, Israel (B); David Nickerson, Stone Harbor, NJ (C); Brad Pyle, Detroit, MI (E-E); Glenn Lattimore, Ft. Worth, TX (F). New associate—Jesse Deupree, Biddeford Pool, ME, Ronald Pacella, Hull, MA, Mary Pierce, Marion, MA, David Stevens, Mattapoisett, MA (A); Jack Caldwell, Fayetteville, TN, Thomas Keinath, Seneca, SC (D); John Syck, Duluth, MN (E-W); Bill Bond, Jr., Tulsa, OK (F); John MacLaurin, Beverly Hills, CA (G); Dave McFaull, Honolulu, HI (H-W).

Organize a Local Race Management Seminar

BY MORT BLOOM

All across the country, competitors and race organizers are learning that good races should and can be routine, and that, on any level, race management can be upgraded to make racing fairer and more fun for everyone.

In the past few years, we in southern California have made some progress getting our race management act together. Some of the things we have tried may be applicable in your club or YRA, and others may suggest alternatives.

We knew that we needed to improve race committee work in the Southern California Yachting Association (SCYA). We were spurred on by a number of local appeals involving poor RC work and races ruined by sloppy race management.

A few clubs and local associations within the SCYA had, from time to time, run race management training programs, but there was no comprehensive YRA-wide program. In 1980 we ran a seminar at five locations on how to conduct a protest hearing. Then last year we ran a three-hour, evening race management seminar at three locations. The panelists were all outstanding and well-known race managers. Three hours turned out to be too short and the logistics of moving a blue-ribbon panel around the state were too much. But the sessions were well attended and it was clear that people wanted more of this kind of instruction.

This year, we expanded the presentation to an all-Saturday session. The seminar was held five times, once in each major sailing area. We gave the event as much publicity as we possibly could, using direct mail to each yacht club, submitting articles to the local yachting press and making announcements at meetings. We made a point of phoning race committee chairmen to discuss the program and how much it could benefit their clubs. Seminars took place in January and February, at the start of our racing season.

Organizers were key. On the organizing committee were representatives of each local area who took charge of recruiting at least three, and no more than five, experienced race officers to speak at the seminar in their areas. I made a detailed outline for these panelists to use in preparing their remarks, using the USYRU Race Management Handbook as an indispensable reference on the material we wanted to cover. I asked speakers to use my outline as a guide from which they would speak extemporaneously. This worked very well. Local panelists, while not experts, were familiar with local conditions and local sailors and were in some ways more effective than a blue-ribbon panel brought in from outside.

At each Saturday seminar, after registration (coffee and Danish furnished by the host club), the morning session moved quickly through the panelists' presentations, with questions held for an afternoon workshop.

After lunch we split into two groups. Half the attendees observed a demonstration on a well-equipped race committee boat of such things as how to set a starting line, how to organize personnel and equipment on the boat and how to conduct the start. The other half of the group viewed an audio/visual presentation (produced by the YRA of San Francisco Bay) on conducting races, followed by a workshop. The workshop was the most rewarding segment of each seminar. People asked questions, told anecdotes, resolved problems and really became involved.

Almost 500 people attended these seminars. Each participant received a copy of the panelists' outlines, a multiple-choice quiz and an application for certification as an SCYA race officer.

The key to our program's success thus far has been picking the right people for the organizing committee, who in turn have selected the right people as panelists. Equally important is providing the panelists with a good outline, insuring that all the necessary material will be covered but not duplicated. Publicity is vital, and I think it was significant that we had no admission charge.

Race management programs are taking place in San Francisco, Wisconsin/Minnesota, North Carolina, Massachusetts and many other areas. We have a lot to learn from one another. If you have experience to share, write to USYRU's Race Management Committee, Box 209, Newport, RI 02840.

—Bloom, who was a panelist at USYRU's National Race Management Seminar in Chicago last March, is the Area Race Officer for USYRU Area G.

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reasons but we explained carefully why he was protested, and told him he would be protested again for the same violation. The second defended his case vigorously and called witnesses who challenged our interpretation of the rule. He admitted athwartships body movement, but claimed he was using it for trim—he did not explain what his crew was using it for. (We had made a bet on the water he was from the Laser Class, and he opened his defense to that effect.) He was disqualified, and our reasoning was posted for both yachts—persistent athwartships movement, rule 60.2 (d).

We had a good regatta. There were no more obvious violations. Many competitors took time to thank us. They regretted that they would be going on to no-jury regattas where the kinetics would be flagrant.

Canadian Paul Henderson—an IYRU vice-president who helped shape the current rule—sailed in the regatta. He asked for opinions at a seminar he held on rule 60 the night before the last race. To the few who stridently condemned the rule, Henderson replied that he believed kinetics, if allowed, would ruin the class. It leads naturally to sculling, rather than steering, and worse yet it implements sculling with the sails rather than trimming. I agree.

The bottom line on all this is ethics—a fancy word for not cheating. If you are ethical, you don't cheat; if you aren't ethical, anything you do is not cheating. I ran into this problem at my first international judging assignment, the 1959 Pan Am games. It came as a shock that some South Americans used the quick luff on the starting line to eliminate a competitor. That's sort of like getting mugged by the person next to you in a dark movie theater. It's a tough call for a jury, but it clearly identifies an individual's ethics. At the Star NAs, four out of the five yachts warned cleaned up their acts. The fifth continued to be called by competitors who reported it in testimony pertinent to other hearings. They did not protest him, but they identified him and he's headed for problems if he doesn't wise up.

I firmly believe we have to make rule 60 stick, because the competitors want that to happen. They are helping in their own way, and we must continue to work at finding the way to administer the rule fairly, including, if the sailors want it, active on-the-water juries.

—Latham, immediate past president of USYRU and chairman of USYRU's Committee on Judging, lives in Chicago.

Rules Quiz

Can the upper body be stationed between the upper and lower lifelines?

And one for small-boat sailors—Is it permitted to drag a foot in the water in order to slow down a boat (that might, for instance, be getting to the starting line a little early)?

For the answers, see "Briefly."

USYRU Championships

Natalie Dickinson

Sears winners MacLeod, Redman, Rosenberg, Palaria

Sears, Bemis, Smythe

Ron Rosenberg and crew Chris Redman, Jim MacLeod and Rich Palaria of Long Beach, CA, clinched a decisive Sears Cup victory after the seventh of eight races in the U.S. Junior Sailing Championships, hosted by Richmond Yacht Club, CA. Eldon Harvey and Keith Andrews of New Orleans, LA, and Mike Sentovich of Los Alamitos, CA, battled through last races to narrowly take the Bemis Trophy and Smythe Trophy respectively.

Experience paid off for the Rosenberg team, sailing in J/24s. Showing confidence in crew work and boat handling, the Californians posted impressive 2-1-1-1-2-2-2-7 finishes. Steve Burke, College Park, GA, and crew Chris Beirne, Chris Hale and Mark Reddaway sailed to second place for the Judges' Trophy.

Natalie Dickinson

Bemis winners Andrews, Harvey — *Smythe winner Sentovich*

Harvey and Andrews, new to doublehanded sailing, fine-tuned their crew work on the way to a Bemis win over Joe Parker and Randy Reid of La Jolla, CA, and Bill and Liz Shoemaker of Newport, RI. The victors credited good communication for their 5-1-4-1-1-2-2-2 finishes in the Flying Juniors.

Sentovich faced a run for the wire in the last race of the Sunfish series. Though edged out at the finish by Larry Maher of LaPorte, TX, Sentovich came in just behind to post a 5-1-3-1-2-4-2-2 record, topping Maher and Scott Kyle of Winnetka, IL, for the Smythe Trophy.

Junior Boardsailing

Dave King, Bradenton, FL, topped 22 national qualifiers to become the first U.S. Junior Boardsailing champion. Competition was tight among the top five finishers, with Scott Pettee, Harwichport, MA, and Kevin Funsch, St. Petersburg, FL, trading firsts but surrendering their leads with one poor finish each. Phil Beauschesne, Marblehead, MA, and John Worcester, Cataumet, MA, kept the pressure on to take fourth and fifth, but King's consistent finishes in the top six won the event, which was hosted by Marblehead's Corinthian Yacht Club.

National Sports Festival

John Kostecki of Novato, CA, sailed his way through two days of fluky, 0-5 knot air to win a solid first in the yachting event at National Sports Festival IV, a U.S. Olympic Committee event held each summer of non-Olympic years.

The 12 competitors, sailing Lasers, qualified for the Festival by taking the top finishes in USYRU's Youth Singlehanded Championship. Kostecki carried off the gold with a perfect 0 score, followed by brothers Brian and Alan Ledbetter of San Diego, who finished second and third for the silver and bronze with 24 and 34.7 points.

O'Day Trophy

Tom Lihan of Fort Lauderdale, FL, current collegiate national singlehanded champion, dominated the USYRU Singlehanded Championship to win the George D. O'Day Trophy.

Lihan came on strong after withdrawing from the second race due to a port/starboard foul against Brian Ledbetter, San Diego. With a comfortable string of four firsts, Lihan hung back the last race to let John Fullerton, Oyster Bay, NY, decide second place and Ledbetter take third. John Kostecki of Novato, CA, sailed strong races to place fourth.

Heavy chop and steady winds of 8-20 knots favored the heavier competitors in the field of 22 qualifiers representing the eight USYRU areas, the Intercollegiate Yacht Racing Association, the U.S. Women's and Youth Singlehanded events and the Force 5, Laser and Sunfish classes. Alamitos Bay Yacht Club, Long Beach, CA, hosted the event, sailed in Lasers.

Natalie Dickinson

Jr. Boardsailing winner King

Lisa Watts

Sports Festival winner Kostecki

Ed Cotter

O'Day winner Lihan

Prince of Wales Bowl

Dave Perry and crew Tom Kinney and Peter Worcester of Yale Corinthian Yacht Club, New Haven, CT, emerged as winners in USYRU's Interclub Match Racing Championship to claim the Prince of Wales Bowl.

Perry and crew narrowly defeated the team of Ben Mitchell, Jr. and crew Bob Burns and Bill Stump of California Yacht Club in the final round to win the event. Positions changed several times during the first two days of well-matched competition. The start was the deciding factor in every race the final day. Perry, going into the last race tied 2-2, edged Mitchell out at the start to take the series, sailed in J/24s.

Pre-regatta favorites were Mark Foster and crew Chuck Wilk and Scott Bradford of Corpus Christi Yacht Club, TX. Wilk, a member of the winning 1981 Prince of Wales and Championship of Champions team, crewed for Foster to win the 1981 USYRU Mallory Cup. The Texas team took fourth behind Mark Converse and crew Eric Reinke and Ron Horton of the Naval Academy Sailing Squadron, Annapolis.

The event was hosted by Royal Vancouver Yacht Club, Vancouver, BC.

Marilyn Thordarson

Prince of Wales winners Perry, Worcester, Kinney

Quarter Tons

Eclipse, a Luna ¼ Ton built and sailed by Gilles Kaars-Sejpesteijn of Oakville, Ontario, won the North American Quarter-Ton Championship decisively with three firsts and two seconds to top a ten-boat fleet for the Trina Trophy.

Moonraker, Ben Franklin's Luna ¼ Ton of Jacksonville, FL, took second with Bill McArthur's *Magic Mushroom*, a Sprinta Sport from Scarborough, Ontario, following in third. The event was hosted by National Yacht Club of Toronto.

Sea Explorers

Ron Baerwitz of Marina del Rey, CA, with crew Mike Sturman of Canoga Park, CA, took an unprecedented fourth consecutive National Sea Explorer Sailing Championship with a 2-1-1-2-1-1 record. Baerwitz, sailing in his last Sea Explorer finals, represented the Western region of the Boy Scouts of America at the regatta, hosted by Upper Keys SC, Islamorada, FL.

Jason Dyer of Fort Worth, TX, and brother Bryan held the runner-up spot with two firsts. Greg and Andy Bartz, Green Bay, WI, notched a third, improving on their 1981 fourth. Sailing was in Laser IIs.

Marilyn Thordarson

Adams winners Loper, Backus, Riddle

Adams Trophy

Heidi Backus of Vermilion, OH, and crew Amy Backus Riddle and Gretchen Backus Loper fought a tough battle to win the USYRU Adams Trophy in the 55th U.S. Women's Sailing Championship, hosted by Chandlers Landing Yacht Club.

Sailed in Cal 20s, the series was close enough that seven of the eight teams won a race and the top five all had a good shot at first going into the final race.

The defending team of Cathy Chrisman and crew Carolyn Simmons and Ann Boyd Sloger (1981 skipper) of Charleston, SC, took the final race in a bid to repeat their championship win. Backus, however, stalked Chrisman's every move, crossing the line second to secure the Ohio team's win with a 2-5-6-1-1-3-8-2 record.

Series leader through the fourth race, Dru Sour of Boston and mother/daughter crew Susan and Linda Epstein placed third just ahead of Vicki Call, Corona del Mar, CA, and crew Bettina Bents and Susan Rhodes.

Mallory Cup

Mark, Jay and Bruce Golison of Long Beach, CA, prevailed over a tough fleet to take the Mallory Cup, emblematic of the U.S. Men's Sailing Championship.

The Golison brothers won the series going away, with a 1-1-1-2 the first day. Competition was so tight that, although the Californians never slipped from first in the cumulative standings, after six races five teams were within four and three-quarter points of one another.

Charlie Scott of Annapolis, MD, with crew Larry Leonard and John White led at every mark in the last race to take the runner-up spot. Jud Smith of Marblehead, MA, with crew Wally Corwin and Charlie Hamlin had a series third.

Indian Harbor Yacht Club of Greenwich, CT, hosted the event, sailed in J/24s.

Mimi Dyer

Mallory winners Jay, Mark, Bruce Golison

Calendar

Calendar updates are available from the USYRU office and in future AS issues.

Championship of Champions
Rush Creek YC, Heath, TX
(Sunfish) October 18-21

Annual Meeting
Flagship Inn, Arlington, TX
Oct. 21-24

Team Race Championship
Southern YC, New Orleans, LA
(Flying Scot) Oct. 28-31

ORC Annual Meetings
London, England Nov. 6-13

IYRU Annual Meeting
London, England Nov. 7-13

Spring Meeting
Chicago Yacht Club
Mar. 25-27, 1983

Olympic Classes Regatta
Long Beach, CA July 30-Aug. 8

Pan Am Games
Caracas, Venezuela Aug. 14-29

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Exploring Magazine
December 1982

THE SEA FOX STRIKES AGAIN

Photographs by Mike Roytek

RON BAERWITZ has finally turned 21. That in itself is no big deal since adulthood is now firmly established at age 18 with the right to vote. But 21 is the age limit for being an Explorer, and no doubt many Explorer sailors are relieved that they will never have to challenge Ron again for the National Explorer Sailing Championship.

Ron won his first Explorer sailing championship when he was 17. Last August, while sailing at the BSA Florida National High Adventure Base, he skippered a Laser II with crewman Mike Sturman to a fourth consecutive national title, an unprecedented accomplishment. Both Ron and Mike represented the Western Region and are members of Ship 18, chartered to the California Yacht Club of Marina del Rey.

Spectators at the regatta dubbed Ron the "Sea Fox," for his keen tactical maneuvers that consistently outwitted his opponents. In a three-day series of six races, he and Mike scored an almost perfect slate of four first-place finishes and two seconds.

The field of competition that gathered midway between Miami and Key West in the Florida Keys was a familiar one. Five of the six regional teams had at least one member who had competed previously at the national level.

Above, Mike Sturman hikes out while Ron Baerwitz mans the tiller. Right, Laser IIs sail downwind.

Just as it had been in 1980 and '81, Ron's toughest competition came from the South Central Region. Jason Dyer, who shared second place in last year's championship, teamed up with his brother, Bryan, for the finals. The pair from Ship 420, Fort Worth, Tex., again finished in second place.

In third place was Greg and Andy Bartz of Green Bay, Wis. They belong to Ship 5010 in the East Central Region.

David and Karen Becker of Lake Saint Louis, Mo., sailed for Ship 5973 and the North Central Region. They finished in fourth place.

Scott and Jill Moncrief of Gastonia, N.C., took fifth place. They represented Post 557, Southeast Region.

Mark Dubois and James Liggett, both of Wayne, N.J., are members of Ship 104. Newcomers to the national competition, the two represented the Northeast Region and finished in sixth place.

So what does Ron Baerwitz look forward to now that he's too old to compete again?

"Right now," said Ron, "my goal is to go for the '84 Olympics. I'm trying to find a sponsor so I can race in the Flying Dutchman. In the meantime I work for a sailboat manufacturer, and I'll continue to race my Capri 25."

As for Mike Sturman, he hopes to spend part of this summer in Newport Beach, R.I., home of the U.S.A.'s most prestigious yacht race, the America's Cup.

"The Youth Championships take place in Newport at about the same time as the America's Cup preliminaries," said Mike. "It's an invitational event based on your sailing ability and how well you've done in other competitions. I think my victory here is going to help a lot in getting invited to Newport."

And does the 78-pound, 4′11″ Explorer plan to defend his title this August in Columbus, Ohio?

"I know I will," Mike said.

And why not? After all, he's got the winning tradition of the Sea Fox to live up to.

TRIBUTE FUND

The Tribute Fund of the Longhorn Council is a lasting way to memorialize a friend or love one, or to congratulate someone for an outstanding achievement.

Make your checks payable to the Boy Scout Tribute Fund. Mail them to the Longhorn Council, B.S.A.,4917 Briarhaven Road, Fort Worth, Texas 76109.

FROM: IN MEMORY OF:

O.P. Leonard.....Amon Carter, Jr.
Mr. & Mrs. Ted Penner
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L.A. Wayman.....Everett Boaz Conner
Forrest & Martha Grant.....Wyman Grant
Mr. & Mrs. Irving "Tag" Taggart
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Mr. & Mrs. H.E. Bain....Charles W. Walts
Mr. & Mrs. Olan E. Watkins...Your Mother
Verl & Joan Underwood.....Harry T. Ice
* Sea Explorers-Ship 420.....Robbie Hogg

Nov. 1982

SCOUTING
...the better life

Your thoughtful expression
of sympathy will long be
remembered by the family of
Robert Franklin Hogg

The Longhorn Council

Gratefully acknowledges the Gift of

Sea Explorers - Ship 420

Which was made recently in honor of

Robbie Hogg

Proper notification has been made of your thoughtful and considerate action, and we are sure that everyone is happy in the knowledge that your gift will continue to live on in the lives of American boys.

LONGHORN COUNCIL
BOY SCOUTS OF
AMERICA

Frank S. Dingworth
President

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Scout Executive

SEA EXPLORERS - Ship 420

Fort Worth Boat Club

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Frank Brants	Asheville, N. C.
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Jason Dyer	236-7324
Gigi and Alik Gregor	236-8101
John Jamar	Houston, Texas
Margo James	737-6414
Mildred and Stephanie Keim	236-8027
Raymond Marks	731-7014
John Mc Gown	Sherman, Texas
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Carrie Morrison	496-3820
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Vickie O'Conner	244-6357
Donna Perkins	236-1635
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Jim Winn	Colorado Springs, Colo.
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Liz Stapp	737-9199
Heather Shiels	924-9720

Bill Moore, Exploring Executive Scout Office . . . 738-5491

Lee Smith, National Sea Explorers' Commodore

Fort Worth Boat Club . . 236-8393

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Deby Brants	236-7373, 732-1515
Katharine Chenoweth	Dallas 214-528-7148
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Doug Shelton	738-0784
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1983 FALL ROSTER SEA EXPLORERS - SHIP 420

FORT WORTH BOAT CLUB

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BARRY DYER	skipper

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DONNA PERKINS . .	236-1098
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EXPLORING EXECUTIVE

JIM MATTHEWS . . .	731-6236
SCOUT OFFICE . . .	738-5491

NATIONAL SEA EXPLORERS COMMODORE

LEE SMITH	732-8137
FWBC	236-8393

CALENDAR

OCTOBER 1	Canoe trip, Brazos River
NOVEMBER 19	CPR
DECEMBER 17-21 . .	Explorers ski trip to Red River
JAN/FEB	Marigail series - BELAMI
MAR/APRIL	Rappeling and camp-out, Sid Richardson Ranch
MAY	Sail-off for regionals
JUNE	Backpacking for Explorers, Philmont, N. Mex.
AUSUST	Nationals

LONGHORN COUNCIL BOY SCOUTS OF AMERICA

1983 ANNUAL DINNER

JANUARY 17, 1983

Catch the Scouting Spirit

BOY SCOUTS OF AMERICA

PROGRAM

MASTER OF CEREMONIES	Irv "Tag" Taggart, President
DINNER	
MUSICAL INTERLUDE	The James Sloan Family
OPENING	Posting of the Colors
INVOCATION	Chaplain Palmer Bowers Carswell Air Force Base
WELCOME	"Tag" Taggart
RECOGNITIONS	
BANQUET COMMITTEE	Mrs. Earle N. Parker
LIFE MEMBERS	Robert T. Martin
PRESIDENT'S RECOGNITION	"Tag" Taggart
INTRODUCTION OF SPEAKER	Mrs. Earle N. Parker
KEY NOTE ADDRESS	Col. Joe Engle, U.S.A.F.
SILVER BEAVER PRESENTATION	R. T. "Terry" Smith
ADJOURN	"Tag" Taggart

GUEST SPEAKER — COL. JOE ENGLE, UNITED STATES AIR FORCE

Our speaker this evening is a native of Kansas and received his degree in Aeronautical Engineering from the University of Kansas. In 1963, he became a test pilot in the X-15 research program and was recognized with several Air Force and civilian awards for his contributions to that program. In 1966, Col. Engle was selected as an astronaut and served as back-up Lunar Module pilot for the Apollo 14 mission. During 1977, he commanded one of the two crews that flew the space shuttle approach and landing test flights. Col. Engle was commander of the second orbital test flight of the space shuttle "Columbia" on November 12, 1981. He is currently Deputy Associate Administrator for Manned Space Flight at NASA headquarters.

COUNCIL ANNUAL DINNER COMMITTEE

MRS. EARLE N. PARKER
ANNUAL BANQUET CHAIRLADY

DORIS WERST
EXECUTIVE BOARD & HOSPITALITY CHAIRLADY

OPAL PALMER
JANIE BLACK
SPECIAL CHAIRLADIES

DISTRICT CHAIRLADIES

* Jeanette Keim, EXPLORING
Mrs. Phillip Hoy, COMANCHE TRAIL
Norma Heath, FRONTIER TRAIL
Kay Williams, TONKAWA
Katherine Wilson, SILVER STAR
Florence Tippets, ROAD RUNNER
Gloria Farek, WOODBINE TRAIL
Eleanor Tatsch, CROSS TIMBERS
Ruth Thomas, ARROWHEAD
Jean Wooten, TRINITY TRAILS
Marie Honeycutt, SANTA FE

HIGHLIGHTS LONGHORN COUNCIL 1982

GANG SHOW

The British came to the Longhorn Council in the spring - 495 British Scouts and leaders were hosted by 125 Longhorn families in their homes. The British had 10 days in Longhorn and they brought the Wags Gang Show to Fort Worth.

ADVANCEMENT

Longhorn Scout troops produced 134 Eagles in 1982, an increase of 20 over 1981.
16.9% increase in Cub Scout Advancements
8.9% increase in Boy Scout Rank Advancements
21% increase in Merit Badges earned

SPECIAL EVENTS

*Tiger Cub Scouts for 7 year olds was introduced in the fall of 1982. Over 300 Tiger Cubs are registered in a new and exciting program.

* The Longhorn Council was the only council in America to send delegates to a Youth Conference in Washington, D.C. Mr. Joe Paul Jones, Scouts David Lang and Craig Whisenhunt met at the White House with President Reagan, representing the Boy Scouts of America.

* A new olympic-size swimming pool was dedicated and opened at Sid Richardson Scout Ranch. In addition, a new "old town," with an authentic country store, post office, leather shop (handicraft) and saloon (trading post) were opened at SR^2 and this year a blacksmith shop will be added.

MEMBERSHIP

18,498 Youth (Dec. 31, 1982) 4% Gain
For the 4th year in a row, the Longhorn Council has had a membership gain. That's a 717 youth gain. In addition, there are over 6500 adults registered in Longhorn.

S.M.E.

Our needs have never been greater; even with strict budget control the financial needs are increasing. You can help close the gap between our "Needs and our Means" by becoming a Sustaining Member. Your gift will be most highly appreciated with our efforts at character building with tomorrow's citizens and leaders.

CUB DAY CAMP

Every district held a Cub Day Camp. The Longhorn Council had 2693 Cub Scouts in Cub Day Camp, again leading the Region in largest number of Cubs in Day Camp!

ADULT TRAINING

— Cub Leaders Pow Wow - 502 participants!
— Two Wood Badge Courses - 65 leaders completed plus 8 Cub Scout leaders completed Regional Course
— Twenty-three leaders attended training at Philmont
— There were 1131 adult leaders who attended 11,122 hours of training in 1982

EXPLORERS

SEA EXPLORERS SHIP 420

Bryan and Jason Dyer traveled to Oklahoma City in July to compete in the Sea Explorer Regionals. Ten to twenty knot winds prevailed for the one day event on Lake Hefner. Bryan and Jason finished 2—1—1—1—2 which was good enough to win the right to represent the South Central Region in the national championship in Ohio.

Jason, however, sustained a leg injury the week prior to the finals and was replaced by Raymond Marks. Winds varied from three to fifteen knots for the three day competition. Bryan and Raymond narrowly edged out second place skipper Greg Bartz from Green Bay and third place skipper Mike Sturman from Marina Del Rey, California. Ship 420 brought the National title back to Texas for the first time since 1974, when Jack Horton, Jr. and Doug Shelton won.

The regatta was held in conjunction with the National Explorer Olympics. For the first time, sailing was an event in the Explorer Olympics. This was sailed in Lasers. Raymond won the bronze medal and Bryan won the gold medal.

Breeze & Fueler

LASER BEAMS

The 1983 Laser Circuit is in full swing. Three circuit regattas have been held so far. The first was in Arlington, then the Texas Laser Championships in Seabrook, and the Laser Districts at Lake Texoma. At the districts, Bryan Dyer qualified for the Laser World Championships. Doug Snyder, who is going to TCJC in Fort Worth and sailing at the Boat Club, won the Junior Division. Other FWBC regualrs on the circut have been John McGown, Jason Dyer, Eric Jakimier, Shelby Toothe, Heather Shiels and Mildred Keim, who won the women's division and the district and is also going to the Worlds. Participation in these regattas has ranged from 20-36 but WE NEED MORE. There are at least two more regattas on the schedule. For more information call Jon Salis at 647-0233 or Bryan Dyer at 921-0449.

EXPLORERS

SEA EXPLORER NEWS

Sea Explorers enjoyed spending the Fourth of July at the Boat Club participating in the traditional activities that are faithfully offered from year to year. Top priority was racing with five explorers sailing in the Fun Auxiliary Race and the Bucket Race. Thanks to the generosity of O. L. Pitts, Ship 420 members enjoyed the hamburger buffet, then on to assorted directions to watch the fireworks from lawn, dock,

and water. Skipper Barry Dyer escorted ten passengers on *Belami* to behold the annual spectable from the middle of the fleet. Luck was with us this year and the motor started without a problem. Barry must have fond memories of last July 4th when he had twelve teenage girls on board, one male explorer to pull anchor, and the motor failed. Maneuvering *Belami* (32 foot ocean going Ranger) under sail at night on July 4 among at least 250 craft is no easy task, but then Barry is a super special kind of skipper, and the girls thought the whole evening was a breeze.

Explorers home for the summer are John McGown of Austin College, Bryan Dyer, Val Harris, and Roger Bishop of TCU, Stephanie Keim, and Scott Wooten from Texas Tech, and Mildred Keim, home on medical leave form Kings Point, New York.

Congratulations are in order for explorers, Margo James, and Vickie O'Conner, recent graduates from Arlington Heights High School, and Gigi Gregor graduating from Country Day. We are honored to report that Vickie is a national merit scholarship winner. She plans to attend Texas A&M as a pre-veterinary student.

This month explorers will compete in a regional regatta to be held in Oklahoma. The winners (and we have hightest expectations that it will be our team) will go to Columbus, Ohio at Ohio State University for the nationals in August. The winners will be sent to Colorado Springs, Colorado with all expenses paid to train with the U.S. Olympic Sailing team.

Any teenager can join Sea Explorers. Our program offers training for beginning sailors right up to competition on a national level. Please contact me for further information and an application. All registered members are covered by insurance.

Jeanette Keim
Advisor
236-8027

FORT WORTH TEAM WINS NATIONAL SAILING CHAMPIONSHIP

Reprinted from Boy Scouts of America news release

COLUMBUS, OHIO, August 26—A Fort Worth, Texas crew walked away with top honors in the 14th edition of the National Explorer Sailing Championships held here recently.

The competition is sanctioned by the United States Yacht Racing Union.

Bryan Dyer and his crewman Raymond Marks, both of Fort Worth, racked up 1—3—1—3—2—2 finishes and defeated five other teams to capture the title. Each team represented one of the Boy Scouts of America's six regions. Exploring is the coed, young adult division, of the BSA.

"Entering the final race, I knew we were in first place and needed a first or second place to clinch the championship," Dyer said. In last year's championship he finished in second place with his brother Jason as his helmsman. His brother was to return this year but a leg injury just before the races began forced him out of the competition.

Dyer's new crewman is a fellow Explorer who is also an avid sailor.

"I've been sailing every day in the summer for the past six years," Marks said. He is a student at Paschal High School. Dyer is a sophomore at Texas Christian University.

The Leatherlips Yacht Club of Columbus hosted the championships August 7-12 and the contestants used Flying Juniors provided by Ohio Wesleyan University.

All races were run in compliance with U.S.Y.R.U. rules and regulations.

The contest was held in conjunction with the 1983 National Explorer Olympics at Ohio State University. Dyer earned a gold medal in the coed sailing category during the Olympics in addition to his championships win.

Junior Sailing *continued from page 1*

Two other outstanding young people from our area (F), but not sailing for the Fort Worth Boat Club had a super USYRU event also. They are Nicky Adamson, as Skipper in the Bemis, sailing for the Chandler's Landing Yacht Club, with a great crew of Heather Shiels, fininshing in the 4th position.

The other young man who we are so proud of from area F, sailing for the Houston Yacht Club, is Todd Hudgins, finishing 3rd in the Smythe Division of the USYRU Championships.

All of the above young people we have mentioned in our article are all prodigees from either our local sailing camp or their own clubs sailing camp in the junior division. We are lucky, in Texas, that we have so many enthusiastic parents, as well as young sailors to keep our sailing program on top nationally. Recent evidence of this is some of our old campers having just finished participating in the America's Cup Championship in Newport, Rhode Island.

Those of you with youngsters interested in sailing don't forget to enroll your young sailor in the 1984 Summer Sailing camp held here at the Fort Worth Boat Club.

Skipperettes

by Ethel La Branche

We finished the Summer Series with the help of high winds and much frustration. One thing for sure-we are learning to deal with frustration, which is not to say we always do it well.

Our winners for the Summer Series are:

	"A FLEET"	"B FLEET"
First Place	Phyllis Worrell	Jeanette Keim
Second Place	Bennie Smith	Layne Bruhn
Third Place	Beachie MacNaughton	Helen King

We are really proud of and for each one. Jeanette Keim will be sailing as an "A" Skipper in the Fall Series.

Our Family Feud Regatta on Labor Day was a success by anybody's standard. We did indeed feud—within families, between families, even with the race committee (I can hear you saying—"So what's new"). Be sure to circle Labor Day 1984 on your calendar, we're going to try this whole thing all over again.

The following families were represented:

The Lanes, Kings, LaBranches, Deans, Braggs, Odens, Smiths, Yarbroughs, McClellands, Hieberts, Millers, and Keims.

We had an adoption service for those families who did not have children or other family members to crew. The adopted were:

Kay Fulgham, adopted by the LaBranches.
Quentin McGown, adopted by the Keims (first race).
Jim Bradford, adopted by the Keims (sail-off).
Sam Lane, adopted by the Yarbroughs (sail-off).

Continued on page 8

SHIP 420 WINS NATIONAL SAILING CHAMPIONSHIP

Ship 420 sponsored by the Fort Worth Boat Club won first place in National Sailing Championships. Ship 420 had first won the South Central Region as they had done for the last three years.

The win was particularly sweet, since Ship 420 had come in second for two straight years by "only a hair."

The competition is sanctioned by the United States Yacht Racing Union.

Bryan Dyer and his crewman Raymond Marks, both of Fort Worth, racked up 1-3-1- 3 2-2 finishes and defeated five other teams to capture the title. Barry Dyer is the adult Skipper of Ship 420 and is also the dad of Bryan.

"Entering the final race, I knew we were in first place and needed a first or second place to clinch the championship," Dyer said. In last year's championship he finished in second place with his brother Jason as his helmsman. His brother was to return this year but a leg injury just before the races began forced him out of the competition.

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The contest was held in conjunction with the 1983 National Explorer Olympics at Ohio State University. Dyer earned a gold medal in the coed sailing category during the Olympics in addition to his championship win.

Pacesetter. Oct. 1983

Sail Practice

EXPLORERS

SEA EXPLORERS SHIP 420

by Jeanette Keim

Sixteen Sea Explorers and parents from Ship 420 canoed down the Brazos River from Possum Kingdom Dam to Worth Ranch over the first week end in October. The big surprise of the trip was finding out that **Art Keim** (who hasn't been in a canoe in 30 years) still remembered the "J" stroke. **Barbara Craft** asked him where he learned to canoe. His reply of *Central Park* in New York City brought on her next question. "Did you use your paddle to beat off the muggers?"

The kids enjoyed camping out. They pitched four tents and cooked breakfast over a camp fire. The only problem that distrubed some of the new members was the night noises. When the sun goes down, the night comes alive with creatures and varmits making their nocturnal rounds, the sounds of mating calls, conversations bouncing back and forth, and the ever-present sound of Indian tomtoms. **Derek Minor** stayed awake most of the night anticipating an attack of Comanche ghost warriors coming over the rise. The drums beat all night, but the attack never came. Finally one of the more experienced campers told the new kid that the *tomtoms* were really nothing to worry about. It was only the sound of the oil wells pumping.

Saturday November 19 is the date for CPR training and certification. The course will be taught by the Boy Scouts of America instructors who will spend the day at the Club. Training will start in the ballroom at 9:00 a.m., break for lunch, then continue through the afternoon for all who want to get certified. Non-Sea Explorers are invited to take the course along with members, but everybody needs to register. A sign-up sheet will be posted on the bulletin board by the telephone. There is no charge, but we will take up a donation for the BSA.

Saturday Santana practice continues when the boats are available. Any teenager may join by filling out an application and paying $5.00 dues to **Raymond Marks,** treasurer. President **Heather Shiels** can answer any further questions about membership or sailing.

1984 - 1985 ROSTER SEA EXPLORERS - SHIP 420

FORT WORTH BOAT CLUB

MEMBERSHIP

MATT AKIN	236-1217
CARL BRUHN	292-4501
JASON DYER	236-8055 236-1515
STEPHANIE KEIM . . .	626-5329
* ALICIA MACCHIA . . .	236-1273
RAYMOND MARKS . . .	731-7014
AMY MATTINGLY . . .	244-8365
* CRAIG PLOCICA . . .	292-1204
BEN STEUART	236-8209 236-1649
JIM WINN	626-3112 926-7512
BRIDGET YOUNG . . .	461-1296

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JIM WEST	skipper

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MILDRED KEIM . . .	626-5329
* QUENTIN MCGOWN . .	732-3421
KELLY PERKINS . .	236-8150
JIM WEST	294-0532 294-5887

NATIONAL SEA EXPLORERS COMMODORE

LEE SMITH 732-8137

EXPLORING EXECUTIVE

JIM MATTHEWS . . . 731-6236

FWBC 236-8393

SCOUT OFFICE 738-5491

* NON- FWBC members ("outsiders")

CALENDAR

OCTOBER	Canoe trip, Brazos River
NOVEMBER	CPR
JAN/FEB	Marigail series - BELAMI
MAR/APRIL	Rappeling and camp-out, Sid Richardson Ranch
MAY	Sail-off for regionals
JUNE	Backpacking for Explorers, Philmont, N. Mex.
JULY	Regionals - Houston
AUGUST	Nationals - Ohio State

FORT WORTH BOAT CLUB

BREEZE and FUELER

VOLUME XI, NUMBER 7 BREEZE and FUELER JULY 1985

Sea Explorers, Ship 420

by Jeanette Keim

Getting ***Belami*** into service for sail training and racing is the big effort this year. Advisors **Jim West** and **Roger Bishop** have spent many hours and many dollars on boat maintenance. Thanks to their efforts ***Belami*** is finally ready for Sunday racing and crusing for fun anytime.

On Opening Day Explorer **Jim Winn** and a crew of TCU Sailing Club members turned Belami into a cheering section for Advisor **Jeanette Keim** who was competing in the Calcutta. Explorer patron **Jim Bradford** also took a boat load of cheering spectators on ***Estrella***, and with all this support Jeanette held onto a consistent third place. Jim has earned the title of Captain Bradford now that he completed his Coast Guard ocean operator's license for 100 ton vessels. Congratulations, Jim!

Advisor **Mildred Keim**, cadet at New York Maritime College, represented her school in the U.S. Women's Collegiate Regatta in Norfolk, Virginia, during the first of June. Her team placed seventh out of sixteen teams competing, but Mildred's boat had the most first places. (New York Maritime has only 60 female students.) Besides sailing, Mildred finds time to major in electrical engineering. She

(Continued on page 2)

Officer's Meeting

Roger & Craig

Sea Explorers, *cont'd.*

is the newly elected president of the Society of Women Engineers on campus.

Ship 420 has met with Exploring groups from Lake Grapevine and Dallas to start some regional activities. The TCU Sailing Club, in a joint effort with our own Ship 420, is especially interested in race training. Any teenager who wants crew experience is welcome to join Roger and Jim West on Sunday afternoons aboard Belami. Twelve noon is boarding time. For further information about activities and membership, call President Craig Plocica at 292-1204.

Explorers' Volunteers
at the F.W. Boat Show
Jan. 1985

1985-86 ROSTER SEA EXPLORERS - SHIP 420

FORT WORTH BOAT CLUB

MEMBERSHIP

DEKE AIKIN	236-1217
ERIC ANDERSON . . .	924-7479
CRAIG BAILEY	923-9527
TRACEY BETZ	926-5075
MARTHA BOWEN	923-5508
MARK HITRI	236-1831
TRACI JONES	923-5829
ANDY LOMERSON . . .	236-8686
MICHELLE MICHAUD . .	292-8539
CHRIS NEUBERGER . .	924-0145
CRAIG PLOCICA . . .	292-1204
ERIC RUSSELL	236-1630
BEN STEUART	237-4764
CARLA WELLINGTON . .	921-3356

OTHERS

AMY KELLER	236-7163
DOUG BRANCH	236-1908
STEVE KINSEY	460-2377

OFFICERS

. . .	president
JIM WEST	skipper

ADVISORS

ROGER BISHOP . . .	488-9007
JIM BRADFORD . . .	831-3865
JOHN BRUNKEN . . .	267-4846
POLLY BRUNKEN . . .	267-4846
JEANETTE KEIM . . .	626-5329
JIM WEST	294-0532 294-5887

NATIONAL SEA EXPLORERS COMMODORE

LEE SMITH	732-8137

EXPLORING EXECUTIVE

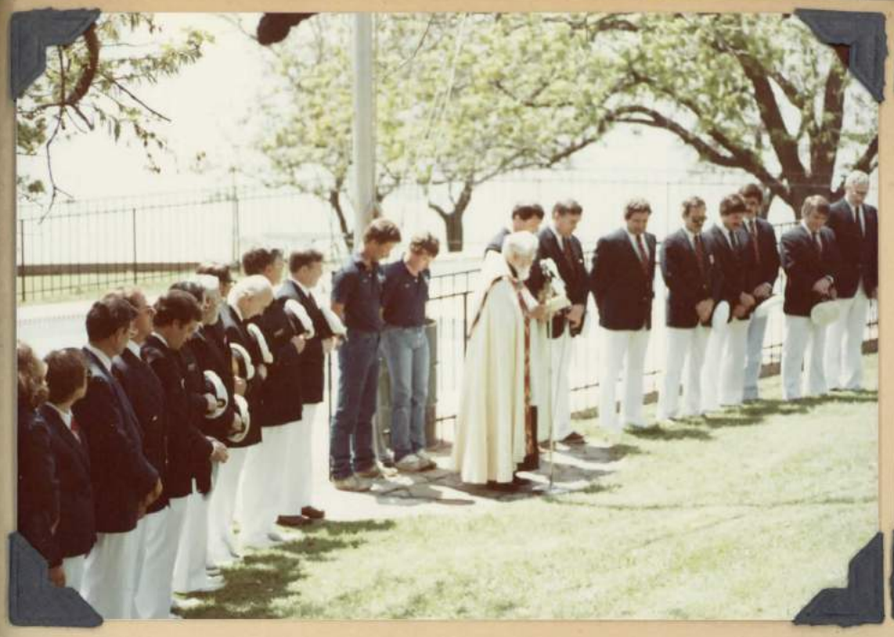
LINDA HUGHES	738-5491
FWBC	236-8393
SCOUT OFFICE	738-5491

SHIP 410 - TCU SAILING CLUB

GEORGE HARRIS	921-7665 536-0320

LAKE GRAPEVINE SHIP

DON CALLENIUS	488-0265



Opening Day 1985

Jim West

Doug Shelton. Amy & Priscilla

Opening Day 1985

Jim West

Doug Shelton. Ann J Priscilla

Explorers on Estrella

EXPLORING

Explorer Ski Trip

by JIM WEST
Skipper, Ship 420

I've just returned form BSA Longhorn Council Explorer Ski Trip. It was a most enjoyable experience except for having to leave at 6 a.m. March 15th. Even worse, having to return on the 19th.

A total of 13 people made the trip. The group was made up of five adult advisors and eight Explorers from several posts:

Katherine Holland, Post 200; Christi Aldridge, Post 200; Jennifer Agee, Post 505; Sharon Gallagher, Post 505; Theresa Morgan, Post 747; Jeff Chen, Post 505; Deke Aiken, Sea Explorer Ship 420; Eric Russell, Sea Explorer Ship 420; Linda Hughes, Exploring Exec. and organizer of the trip, and her husband, John Hughes; Marianna Alfaro, advisor Ship 420; Liz Morgan, advisor Post 747; and, Jim West, Skipper Ship 420.

Transportation was a caravan of three mini vans, each driven 1700 miles. The travel went smoothley despite the need for Explorers to stop every 50 miles for toilets and a new supply of junk food.

I conducted a "dry-run" ski demonstration Saturday night and a basic ski class Sunday morning on the beginner's area at Taos. Later, I returned the beginners over to Marianna and worked with the rest of our group of intermediate skiers of various skill levels.

Three of the beginners had never been on skis, but by the second day, they were enjoying skiing from the top of the main lifts well under control. I was proud of them. What a great feeling to be able to communicate with such eager, cooperative people and to have a skill that you can impart to others to enjoy forever.

On Monday some of the group wanted to shop in the town of Taos which is a great place for Indian and Western art, pottery and jewelry, so one of the vans left the ski area early to add to the economy of Taos.

We later renezvoused in Taos and headed back to the ranch in our usual caravan.

HIGH ADVENTURE DAY

The Explorer High Adventure Day will be held on Saturday, May 10 at Sid Richardson Scout Ranch.

Cost for the event will be $5 per person. Cost will include insurance and program items. Activities will involve rappelling, archery, orienteering, canoeing, swimming, and 22-rifle range.

Schedule for the day will be:

8:30-9 a.m.	**Registration**
9-10:30 a.m.	**First Activity**
10:30-10:45	**Travel Time**
10:45-12:15	**Second Act.**
12:15-1 p.m.	**Travel, Lunch**
1-2:30	**Third Act.**
2:30-2:45	**Travel Time**
2:45-4:15	**Fourth Act.**
4:15-4:30	**Travel Time**
4:30-6	**Fifth Act.**

Activity rotation for each post will be assigned during registration and each post will be responsible for its own food. Posts are encouraged to camp at SR/2 on Friday night. Camping on Saturday night will not be allowed due to Mother's Day.

For more information on the High Advanture Day, contact Linda Hughes at the Exploring Division Office, 738-5491.

Exploring Calendar

APRIL
3--Explorer Officers Association Meeting (Splash Party at TCU)
5--Explorer Olympics

MAY
8--Explorer Officers Association Meeting
8--Quarterly Advisors Meeting
10--High Adventure Day

JUNE
5--Explorer Officers Association Meeting

JULY
3--Explorer Officers Association Meeting
10-23--Philmont Trek

EXPLORER OFFICERS ASSOC.

The Explorer Officers Association is made up of officers from every post in the Longhorn Council.

The group meets the first Thursday night of every month.

The April EOA meeting was a splash party at the TCU swimming pool.

The next EOA meeting is scheduled for Thursday, May 8 at 7:30 p.m. in the Boy Scout office, 4917 Briarhaven Road. The advisors will have a quarterly meeting at the same time and place, so post officers pack up your advisors and bring them with you to the EOA meeting on May 8.

EXPLORER ASSOCIATION OFFICERS

Chairman--
James Lopez - Post 108

Vice Chairman/Program--
Tom Johnson - Post 108

Secretary--
Tia Bentley - Post 175

LONGHORN EXPLORER

EXPLORER BRIEFS

High Adventure Day

Come one, come all to the High Adventure Day at Sid Richardson Scout Ranch on Saturday, May 10. Activities will include rock climbing, rappeling, orienteering, archery, 22-rifle range, black powder rifles, and many more.

Activities will begin about 9 a.m. and conclude about 6 in the afternoon. Plan to bring your post and enjoy the fun and fellowship!

Explorer Ski Trip

Thirteen adventureous souls braved the snow and cold for three days of skiing at Toas, New Mexico. With a 78-inch snow base, the skiing was terrific! Three Explorers learned how to ski, while the other 10 improved on their techniques. Everyone is making plans to go on the Explorer ski trip during the 1987 spring break. Why don't you join them?

1986 Explorer Olympics held

by LINDA HUGHES
Exploring Executive

The annual Explorer Olympics was held on Saturday, April 5 in the Rickel Building for Health, Physical Education and Recreation at Texas Christian University. About 45 Explorers participated in weight-lifting, an obstacle course, swimming, diving, racquetball, volleyball, and a tug-of-war.

Winning the overall post award was Explorer Post 162 of Lewisville. Winning the overall individual award was Chris Cullen of Post 162. Participating Explorer posts included Post 505, Post 602, Post 320, Post 162, and Post 52.

Top three places in the following events are included under each respective competition:

WEIGHTLIFTING
Men, 170-plus Lbs.
1. Chris Cullen, Post 162; 2. Arthur Aguilara, Post 320; 3. Curtis Wilson, Post 320.

WEIGHTFLIFTING
Men, 140-170 Lbs.
1. David McMahan, Post 162; 2. Eric Glassie, Post 162; 3. (tie) Brad Glassie, Post 162, and Steve Gregg, Post 320.

WEIGHTLIFTING
Men, Under 140 Lbs.
1. Chris Miller, Post 320; 2. Anthony Sanchez, Post 320; 3. (tie) James Yale, Post 320, and Jimmy Dalton, Post 162.

OBSTACLE COURSE
Men
1. Christ Miller, Post 320; 2. Eric Glassie, Post 162; 3. Brad Glassie, Post 162.

OBSTACLE COURSE
Women
1. Jennifer Agre, Post 505.

FREESTYLE SWIM & BACK, Men
1. Chris Cullen, Post 162; 2. Bobby Cullen, Post 162; 3. Jimmy Dalton, Post 162.

BREAST STROKE SWIM
Men
1. Chris Cullen, Post 162; 2. Bobby Cullen, Post 162; 3. Allen Morris, Post 162.

LIFEJACKET RELAY
1. Post 162, Team A; 2. Post 162, Team B; 3. Post 320, Team B.

CLOWN DIVE
Men
1. Rodney Ring, Post 320; 2. Jeff Hobbs, Post 162; 3. Curtis Wilson, Post 320.

DIVING
Men
1. Jeff Hobbs, Post 162; 2. Curtis Wilson, Post 320; 3. Chris Cullen, Post 162.

VOLLEYBALL
Coed
1. Post 162; 2. Post 602; 3. Post 505.

TUG-OF-WAR
1. Post 320; 2. Post 162.