

Chapter 10 – York-Adams Area Council Squadron Vessels

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SES EAGLE

In addition to notable Sea Scout ships in the squadron, there have been some notable vessels as well. The largest was SES EAGLE, a 39' wooden-hulled lapstrake Colonial fly bridge cabin cruiser with twin V-8 Chevy engines, a forward berthing area, galley, saloon, and after berthing area. SES EAGLE was acquired by the Council in September 1968 as a donation from Mr. Thomas Hines of the York Machinery Co. SES EAGLE was berthed on the Chesapeake at Middle River's Frog Mortar Creek near the Martin Aviation facility. To raise maintenance funds for SES EAGLE, the squadron held annual auctions of donated goods at the local Two Guys Department Store parking lot with Council Executive Board member Ray Clinton serving as the auctioneer.¹



Skipper Don Young will always remember one special voyage in SES EAGLE. SES YORKTOWN, then Ship 91, was returning to Middle River from a cruise to the U.S. Naval Academy in Annapolis. Although no small craft warnings were posted, by the time SES EAGLE cleared the spider buoy off Naval Station Annapolis and was approaching the Chesapeake Bay Bridge, the seas were getting decidedly rough. Don considered returning to Annapolis, but as other vessels of similar size were proceeding up the Bay, and desirous of getting his Sea Explorers home on time, he decided to continue

¹ Donald R. Young, telephone interview with George Kain, 5 February 2003.

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on. Waves, however, soon began breaking over the bow of the boat, and finally one wave went up over the fly bridge. As SES EAGLE approached the mouth of the Patapsco River, a U.S. Coast Guard tug was observed belatedly displaying small craft warnings.²



At this point smoke began drifting up from the engine compartment. The mate was sent below to investigate and reported back that there was over a foot and half of water in the bilge and rising fast. The smoke was actually steam created by the rising bilge water contacting the engines' exhaust manifolds. Furthermore, the bilge pumps had been knocked out of alignment from the terrific pounding the vessel was experiencing. Don began looking for a convenient sand bar to run her aground so as to prevent a total foundering at sea. As the water began to rise over the galley sole, another vessel was signaled who took SES EAGLE in tow. The Sea Explorers transferred to the towing vessel for safety, with Don and the mate remaining onboard SES EAGLE. She was towed to the nearest available marine with a sling lift, and as she was hoisted into the air, water poured out between her strakes like a sieve. It turned out that the pounding of the incredible seas had knocked out most of her calking. However, within two days Don and his crew had her recalked and back in the water, good as new.³

² Donald R. Young, telephone interview with George Kain, 5 February 2003.

³ Donald R. Young, telephone interview with George Kain, 5 February 2003.

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I came across copies of three annual reports for SES EAGLE in the files of Ship 37. The report for the first year was as follows:

REPORT FOR 1969

SEA EXPLORER SHIP EAGLE
#MD 4353 DD
York-Adams Area Council York, Pa.

Project S.E.S. Eagle was started April 13, 1969. There were seven work details to the Eagle to prepare her for the first cruise by Sea Explorers on May 23, 1969. During the year 1969 the Ship's Log records 46 visits, 28 work details and 18 cruises by Sea Explorers of the Council. The log registered 145 leaders, 105 Sea Explorers and 86 Guests or a total of 334 on these 46 visits.

Engine hours recorded Port 236.42 ran during 1969 55.48 hours now reads 291.90. Starboard engine 235.77 ran during 1969 59.87 hours now reads 295.64.

Major equipment added to the Eagle in 1969 were; 3 fire extinguishers, first aid kit, bow railing, 12 volt bilge pump, 2-12 volt batteries, battery charger, 3 battery cases.

Repairs to the Eagle during 1969 were painting the hull in April and again in October, painting top-side.

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Rebuilt Port Alternator. Starboard Carburetor, Port starter, Replace on engines, points, condenser, spark plugs, and filters. Rebuilt boarding ladder, lounge window frame, and window frame on the bridge.

The S.E.S. Eagle was financed by the 5 Ships of the Council with receipts for the year of \$967.40 and expenses of \$927.30, leaving a year-end balance of \$30.10.

David Glatfelter, Skipper Ship 17
Luther Lease, Skipper Ship 37
Allen Myers, Skipper Ship 45
Donald Young, Skipper Ship 91
Raymond Wilt, Skipper Ship 104

The report for 1970 read as follows:

REPORT FOR 1970

SEA EXPLORER SHIP EAGLE #MD 4353 DD
York-Adams Area Council - York, Pa.

During the year 1970 the Ship's Log records 56 trips to the Eagle. 9 visits, 25 work details and 22 cruises by Sea Explorers of the Council. The log registered 126 leaders, 136 Sea Explorers and 91 Guests or a total of 353 on these 56 trips.

Engine hours recorded Port 292.90 ran during 1970 76.34 hours now reads 368.24. Starboard engine 295.64 ran during 1970 76.98 hours now reads 372.62.

Major equipment added to the Eagle in 1970 were; Illuminated bridge compass, Depth Finder, Port Carburetor, Alternator and regulator for Starboard, Bunk bed built in Lounge, Storage box on Stern to hold life jackets, Chart table built on Bridge, Weather station of thermometer, barometer, humidity meter added.

Repairs to the Eagle during 1970 were: Repairs to torn canvas cover, both Props straightened and balanced, rewired to 12 volt system with fused lines, replaced water system with single line pump, Hauled Eagle in November and recaulked and painted bottom, Top side repainted, repacked starboard stuffing box, rebuild wheel gear box.

The S.E.S. Eagle was financed by 5 ships of the Council. Balance January 1, 1970 was #30.10, receipts for the year of \$681.38 and expenses of \$703.41, leaving a year-end balance of \$8.07.

The report for calendar year 1972 read as follows:

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REPORT FOR 1972
SEA EXPLORER SHIP EAGLE #MD 4353 DD
York-Adams Area Council York, Pa.

During the year 1972 the ship's log records 54 trips to the Eagle. 16 visits, 19 work details and 19 cruises by Sea Explorers of the Council. The log registered 124 leaders, 178 Sea Explorers and 25 Guests or a total of 327 on these 54 trips.

Engine hours recorded Port 380.72 ran during 1972 50.35, now reads 431.07. Starboard engine 386.32 ran during 1972, 50.12 hours, now reads 436.44.

Major equipment added to the Eagle in 1972 were; coil for starboard engine, 12v battery, canvas top and side curtains, water jacket for port side stbd. engine, mooring lines, 12v bilge pump and switch, bell installed for emergency high water, canvas donated for winter cover.

Repairs to the Eagle during 1972 were; Fiberglassed top of lounge, replaced planking on port strut, Hauled Eagle in November and recaulked and painted bottom, top side repainted.

The S.E.S. Eagle was financed by 6 Ships of the Council. Balance January 1, 1972 was \$2.54, receipts for the year of \$1010.70 and expenses of \$962.22, leaving a year end balance of \$51.02.

SES EAGLE continued in service until September 1979 when her maintenance expenses became too great for the squadron to bear. She was sold to a private party for \$2,000 and presumably continued to part the waves for some years thereafter.⁴



⁴ Donald R. Young, telephone interview with George Kain, 5 February 2003.

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Other Vessels



In the summer of 1974, a 16' Luger fiberglass kit-built day-sailer on a trailer was donated to the Council by Carol Elder. This Luger was assigned first to SES SEA HOUND, then to SES YORKTOWN, and finally to SSS YORKSHIRE where she is still in service today. See the separate Chapter on this vessel called *Barry (BJ) Elder's Luger and Ship 17*.

A second Luger was received some time later by the Council for the use of Ship 30, sponsored by the Spring Grove Fire Department, Louis Stubbs, III, Skipper. In about 1990 that vessel was transferred to the use of Ship 64 when Ship 30 did not recharter. This second Luger is now with Ship 25 as well.⁵



In 1987 a party in Williamsport, PA donated an unnamed 23' Chris*Craft cabin cruiser to the squadron. Ship 64 made heroic efforts to put her into service, but the boat eventually was deemed so seriously deteriorated that she was donated to a marina where she was dismantled for parts.⁶

⁵ Donald R. Young, telephone interview with George Kain, 5 February 2003.

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A 19' wooden-hulled Lightning on a homemade trailer was received by Ship 64 and transferred to Ship __ in Hanover sponsored by the Hanover YMCA, ___ Skipper. This vessel was never put into service, and her final disposition is unknown.⁷

In the 1980's, a wooden-hulled 18' Snipe racing sloop was donated for the use of the Sea Scouts, but was found to be unserviceable. Ship 64 removed all her fittings and then disposed of the hull by deliberately burning it.⁸

In 2001 a third Luger 16 on a trailer was donated to the Council by the Snyder family of Hanover and assigned to SSS YORKSHIRE.

⁷ Donald R. Young, telephone interview with George Kain, 5 February 2003.

⁸ Donald R. Young, telephone interview with George Kain, 5 February 2003.