Sea Scout Leader's Handbook

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Compiled from various sources

PROGRAMMING

Sea Scouting has been a part of Scouting since the Movement started. “When a youngster, I began my Scouting as a Sea Scout,” B.-P. wrote. *Scouting for Boys* has many references to Sea Scouting and B.-P.’s adventures on the water.

In his message to Scouts in *Sea Scouting and Seamanship for Boys*, B.-P.’s brother (Warington Baden-Powell) said, “A Sea Scout must be a Boy Scout – know the Scout Promise and Law and regulations – but all your work as a Sea Scout is on or about the water, mostly in boats.”

“Joining the Sea Scouts,” he continues, “does not mean that you are going to take up the sea as a profession; it means that you are going to make boating, sailing, camping, fishing, sailoring and watermanship your pastime for your spare time and holidays.”

Some feel, incorrectly, that a group needs wealth to be Sea Scouts. Very few Scout troops start out with all the equipment they need for camping, and it’s the same for Sea Scouts. In the beginning you can get by with very little. You might even plan to build your own boats. Investigate boat rentals and watch classified ads in your newspaper for old, but seaworthy, boats or canoes for sale. If they need minor repairs, you’ll have good Sea Scout projects. Contact local boat brokers or charters and solicit their help in identifying potential donors of equipment. Many Sea Scout ship’s companies obtain much of their equipment by donation. Charitable donation receipts may be issued for the value of the equipment under certain conditions. Contact your local area Council for directions.

BASIC SEA SCOUT TERMINOLOGY

Sea Scouting has its own terminology. It’s important for the Officers and Coxswains to use seafaring terms and language on every occasion possible. Sea Scouts quickly become familiar with the new language and are proud to use it, but go slowly when using nautical language with new hands who come aboard ship.

Sea Scouts	Scouts
Avast	Stop
Belay	Tie down with a rope
Boat's Crew	Patrol
Boatswain (of the Watch)	Duty Patrol leader
Boatswain's Call	Sailor's whistle
Bulkheads	Walls
Burgee	Special award flag
Changing Watch	Changing Duty Patrol
Come aboard	Join troop or Enter the ship
Coxswain	Patrol leader
Crew/ratings/hands	Sea Scouts
"D" on pipe or "Fall In"	Horseshoe hand signal
Deck	Floor
Divisions	Horseshoe
Watch	Duty patrol
Face aft	Turn towards the rear of the ship
Gangway	Main entrance
Go ashore	Leave Troop hall
Hands/ratings/crew	Sea Scouts
Hawser	Heavy Rope or cable
Landship	Troop hall/regular meeting place
Leading hand	Assistant patrol leader
Lower colours	Lower flag
Make and mend	Recreational time
Make Colours	Break Flag
Mast	Flag Pole
Muster crew	Fall in troop
Night orders	Evening instruction
Officers	Scout counselors
Pipe	Whistle
Ports/Portholes	Windows
Port/Port side	Left side when facing the front of the ship
Post	Go into position
Ratings/Hands/Crew	Scouts
Rig ship	Set up hall
Ship (verb)	Put in place

Ship's Company	Troop
Side Boys	Guard of Honour
Signalman	Scout making Colours
Skipper	Troop Scouter
Starboard/Starboard side	Right side
Station	Position
Tight ship	Well organized, safe ship
Unship (verb)	Remove
Watch	Duty Patrol
Yeoman	Patrol attendance person
24-hour time	Military time

Sea Scout Boat's Crews

As in regular Scouts, the boat's crew is the main unit in Sea Scouts. Information in this handbook that relates to patrols applies equally to Sea Scout boat's crews.

Sea Scout Program

An effective Sea Scout program depends on three basic principles.

1. Sea Scouts are a group of Scouts who love boats and water. Generally, they live close to a lake, the ocean, a river or a canal.
2. Sea Scouting is Scouting afloat, and seamanship training forms a part. Although they may have some nautical experience, Skippers and Officers are not expected to be professional instructors. Their job is to develop the Scouting spirit through action, responsibility, self-learned discipline (important when dealing with any action on the water), and fun.

3. Boat work outdoors can only occupy the warmer months of the year's program – generally during summer. In addition to the regular ship's company program, you'll need to create a summer program for each Sea Scout. Your Scouts can do dry land boat work to prepare themselves and their craft during off-water months.

Program Planning

The basics of planning a Sea Scout program are similar to planning any Scout program.

Remember: the lure of boats and water has drawn your members to Sea Scouting; reflect that in your program.

There are two phases in planning a Sea Scout program: ashore and afloat. In most of Canada, this means a winter as well as a summer program. Encourage Sea Scouts to use time away at the cottage or summer camp to gain badge credits.

You may need to bring in outside help to provide training on navigation, sea lore, or specialty knots. Point this out to your Court of Honour members when they're choosing program topics.

The Office of Boating Safety of the Canadian Coast Guard, Canadian Power/Sail Squadron, local Fire or Police department boat squad or retired Navy Officers' Association as well as local Yacht Clubs and marinas may be excellent sources for recruiting guest instructors for specific program topics.

A strong and very active group committee is essential to a Sea Scout ship's company because of the nature of a water program and the need for sometimes expensive equipment. The group or section committee should be aware of this and recognize their responsibility in helping to provide adequate equipment. Everything should not be supplied and the ship's company, individually and collectively, should make its own contribution. Your job is to ensure an active, fun and safe Sea Scouting program, not to spend time raising funds required to operate the ship's company.

Sea Scouts like a sea atmosphere in meetings. If possible, dress up the meeting hall place like a ship. Outline the deck of a ship on the floor and put up a steering wheel, a binnacle, a quarterdeck and a ship's bell to use during the meeting. Use as much nautical terminology and custom as possible to create a shipboard atmosphere.

Summer Program

Sea Scouting's summer program needs careful planning to make it "Scouting afloat with a purpose." As the season advances, your Sea Scouts will make definite progress in boat work, swimming and rescue work.

You will need a suitable facility for summer work. If you don't have an official place, arrange to use part of the property of a group committee member or someone else in your community.

Much of your summer program will depend on the type of craft available and your water source. You don't need large expensive craft, even on a large body of water. You'll evaluate your Sea Scouts' progress through how well they can handle the craft they have.

Start and end meetings held at or on the water on time so parents of Sea Scouts know when to expect them home. A Skipper has a great deal of responsibility. It is imperative that you establish a proper schedule of hours, adhere to safety regulations and Scouts Canada's *Camping/Outdoor Activity Guide*. Safe operation is a hallmark of good seamanship.

A Sea Scout program may include any (or all) of the following:

- boating (canoeing, rowing, sailing),
- swimming,
- lifesaving and rescue work,
- cruising (hiking by water),
- water games (combine water and land games),
- displays of proficiency (combine boats, swimming, and rescue work),
- practical instruction in chartwork, collision regulations, navigation, advanced ropework, communications, and many other Sea Scout subjects.

Boating

(See Water Safety Regulations in Camping/Outdoor Activity Guide)

Paddling or rowing a small boat, kayak, or canoe in sheltered water is the best way to introduce new members to Sea Scouting. In crafts such as these, Sea Scouts gain confidence and improve physical prowess. They begin to feel at home on the water and learn what they can do safely with the craft in various situations.

It's ideal if each boat's crew has their own pulling boat in which they can work under their Coxswain, and challenge other boat's crews and ship's companies to competition. Boat's crew boats also make hikes on the water possible.

Paddling or rowing a small boat, kayak, or canoe in sheltered water is the best way to introduce new members to Sea Scouting.

Sea Scouts best learn sailing skills in small sailing craft – a natural progression from rowboat or canoe. If such craft are not available, offer the Sea Scout's services as crew to the local sailing club.

Swimming

Every Sea Scout in a boating program should be able to swim 50 metres in shirt, shorts, and socks – a good starting point for work on the Swimming Badge. Swimming and regular instruction in rescue work are an important part of the summer program. Remember, however, that even Sea Scouts and Scouters who are very strong swimmers must wear a properly fitting, approved, life jacket (Personal Floatation Device or PFD.) while on the water and on the dock. Train Sea Scouts in lifesaving and rescue work. They need to know how to rescue and resuscitate a drowning person, and how to right a capsized canoe or sailboat.

Cruising and Hiking by Water

A day or overnight hike or cruise calls for careful planning (see *Camping/Outdoor Activity Guide*). Such an outing requires permission from parents or guardians and the group or local committee. When you go out, make sure a responsible person ashore has a list of crew members, the name of the Skipper in charge, your direction of travel, your intended destination and expected time of return (weather permitting). Train the Sea Scouts to keep a faithful log during each cruise. Every Sea Scout should know how to fill out and file a proper Sailing Plan.

Games

Games provide great opportunities for the imagination. Whether you devise games involving pirates, crew overboard, signaling, compass challenges, boat races, swimming races, or diving competitions, emphasize safety on and near

the water. During any water activity, you must follow the practices as outlined in the *Camping/Outdoor Activity Guide*.

Displays

Give the summer program a focus and celebration by planning a display of Sea Scout skills and games. Challenge other Ship's Companies or Troops to a skills competition or a weekend Regatta. Invite parents and other interested people, and wind up with a huge barbecue.

Practical Instruction

You won't spend all your time afloat cruising or playing games. Have the Sea Scouts chart the area they use. It's a big job that requires a lot of study and work to learn how to heave and read a line, the rules of the road at sea, how to tie appropriate knots under actual conditions, and navigation. The crew can learn these skills in a winter program and apply them during the summer.

WATCH ORGANIZATION

Organize the ship's company into two or three watches. Two watches are known as Starboard and Port; three as Red, White and Blue.

The Watch organization is the working organization of the ship. At any time, there are hands on duty from each part of the ship. You need sufficient hands to provide lookouts, steer the ship, man the boats, etc. From a practical point of view, it is a good idea to rotate the duties of the Watch in about half hour intervals, i.e. half hour on the helm, half hour on the lookout, etc. for the duration of the Watch.

When you're afloat, one watch or part of a watch is always on deck by day and night. In harbour, all watches are employed during working hours, after which the watch on deck or duty does whatever work is necessary. This turn on duty lasts 24 hours. When hands are required for any purpose, they are piped to fall in.

TIME SYSTEMS

A 24-hour day is organized into seven watches or duty periods, all except two – the First Dog Watch and the Second or Last Dog Watch – four hours long. The purpose of the two hour long dog watches is to make an odd number of watches in 24 hours and give the hands different watches each day.

The watch system, geared to the 24-hour clock, looks like this.

8 p.m. to midnight	(2000 to 2400 hrs)	First Watch
Midnight to 4 a.m.	(0000 to 0400 hrs)	Middle Watch
4 a.m. to 8 a.m.	(0400 to 0800 hrs)	Morning Watch
8 a.m. to noon	(0800 to 1200 hrs)	Forenoon Watch
noon to 4 p.m.	(1200 to 1600 hrs)	Afternoon Watch
4 p.m. to 6 p.m.	(1600 to 1800 hrs)	First Dog Watch
6 p.m. to 8 p.m.	(1800 to 2000 hrs)	Second Dog Watch

The striking of the ship's bell at half hour intervals indicates watches, which means there are eight bells for each watch except the Dog Watches. It is common practice in Sea Scout ship's companies to strike ship's bells throughout the meeting.

Sea Scouts are quick to note that five bells are not struck in the Second Dog Watch.

There is a British Naval tradition that claims that in 1797, five bells was to be the signal for a navy mutiny at Nore. According to the legend the plot was discovered and the mutiny quelled. The Admiralty decreed that five bells in the Last Dog Watch should never again be struck on British vessels, and so, at 1830 hrs., one bell is struck and one is added to each ½hour until 2000 hrs., when eight bells are struck. In reality this mutiny did occur and was a continuation of a previous mutiny at Spithead.

24hr Clock a.m.	24hr Clock p.m.	12hr Clock a.m.-p.m.	Bells a.m.	Watch	Bells p.m.	Watch
1200	2400	12:00	8	Middle	8	After-noon
0030	1230	12:30	1		1	
0100	1300	1:00	2		2	
0130	1330	1:30	3		3	
0200	1400	2:00	4		4	
0230	1430	2:30	5		5	
0300	1500	3:00	6		6	
0330	1530	3:30	7		7	
0400	1600	4:00	8	Morning	8	1st Dog
0430	1630	4:30	1		1	
0500	1700	5:00	2		2	
0530	1730	5:30	3		3	
0600	1800	6:00	4		4	Last Dog
0630	1830	6:30	5		1	
0700	1900	7:00	6		2	
0730	1930	7:30	7		3	
0800	2000	8:00	8	Fore noon	8	First
0830	2030	8:30	1		1	
0900	2100	9:00	2		2	
0930	2130	9:30	3		3	
1000	2200	10:00	4		4	
1030	2230	10:30	5		5	
1100	2300	11:00	6		6	
1130	2330	11:30	7		7	

The history of time aboard ship is a fascinating assignment for a Sea Scout to research and make as a presentation to the ship's company in lieu of some other badge requirement. The use of flags on a ship is another very good research project. In each case, of course, the Skipper needs to approve the substitution.

INDOOR PROGRAM

Here is an example of an evening's program aboard a Landship. Except for starting, ending, and bell times, you need not stick to the time schedule. Obviously, your activities will reflect the needs and activities of your Ship's Company during the seasons.

1855 hrs: Duty Watch reports aboard under Boatswain and rigs ship according to standing instructions (i.e. main mast, foremast, gangway, quarterdeck, etc.).
Boat's Crews report to boat's crew quarters, check attendance, fill out duty sheets, and obtain boat's crew information.

1858 hrs: Boatswain pipes Divisions using Boatswain's Call, followed by verbal command to "Fall In". Boatswain inspects crew.

1900 hrs: Signalman makes two bells.
Skipper and Officers come aboard.
Skipper inspects Ship's Company.
Colours (Watch and an Officer).
Boatswain reads Skipper's Night Orders (evening program).

1910 hrs: An Officer conducts the ship's company instruction or review.

1915 hrs: Boatswain conducts Make and Mend Period; game (related to seamanship) under supervision of an Officer.

1930 hrs: Ship's company instructional program period.

- New hands – Investiture preparation,
- Voyageur level hands – Knots and lashings,
- Pathfinder level hands – Splicing.

2000 hrs: Eight Bells. Make and Mend: intermission for relaxing, informal chatting, boat's crew meetings.

2010 hrs: Instruction period. Handwork supervised by instructors.

2025 hrs: Boat's crew instruction period; Coxswain instruct their crews on boat drill and gear required for a regatta on the weekend. Do a gear check and report deficiencies to the Boat's Crew Officer.

2030 hrs: One bell.

2035 hrs: Game.

2045 hrs: Boat's Crew Corners: gear away, uniforms squared away. Coxswain's final instructions to crew.

2050 hrs: Divisions. Ship's Company announcements;
changing of the Watch (exchange of Boatswain's pipe and key to Landship and gun (gear) room);
appropriate devotions (Skipper's Five);
Lower Colours.

2100 hrs: Two bells; Ship's Company dismissed.

2105 hrs: All Secure;
The Watch puts away gear and ensures that all is neat and tidy.

SHIPBOARD TERMINOLOGY

We've already provided some basic Sea Scout terms. Here are others you can try to use as much as possible during your activities.

Parts of a Ship
***Amidship*:** Where the fore and after part meets.
***Fore Part*:** The front half of a ship.
***Hull*:** The main body of the ship.
***Port Side*:** The left hand side of the ship when facing the bow
***Starboard Side*:** The right hand side of the ship when facing the bow
***Stem*:** The extreme end of the fore part.
***Stern*:** The extreme end of the aft part.

Surfaces

***Aft*:** From any point in the ship towards the stern.
***Bows*:** The hull surfaces in the fore part, which are founded to meet the stem (starboard and port).
***Decks*:** Horizontal surfaces of the ship, floors.
***Draft*:** The height of the water line above the lowest part of the keel. (Also spelled as *draught*)
***Forward*:** From any point in the ship towards the bow.
***Freeboard*:** The height of a ship's deck above the water line.

Describing Position

***Below*:** Inside the ship between decks.
***Hatch*:** A square opening in the deck.
***In*:** A seaman serves "in" a ship.
***Ladder*:** That which gives access for the deck above.
***On Board*:** When a seaman joins a ship.

General Terms

***Beam*:** The width of a ship measured athwartship at the widest point.
***Deck Head*:** Overhead (ceiling)
***Head*:** Bathroom

Position of Outside Objects

***Abeam*:** Directly at right angles to the fore-and-aft line.
***Abreast*:** Level with; in line with.
***Ahead*:** Directly in the path of your ship.
***Alongside*:** Side by side and touching.
***Astern*:** Directly in rear.

Movements on Board

Sea Scouts speak of ***"going forward," "below," "on deck,"*** and ***"aloft"*** (i.e. anywhere in the rigging of a mast. They use the same expressions for shifting an object. Thus they move an object ***"aft"*** or ***"further forward"*** or ***"inboard"*** or ***"nearer the ship's side"***.

To fend**:** To prevent a craft striking against anything that might endanger her.
To Lift and Launch**:** To lift the weight clear before each heave.

Movement of a Ship

Ahead**:** Moving bow first.
Adrift**:** Broken from moorings.
Astern**:** Moving stern first or making sternway.
Awash**:** Level with the surface of the water.
Aweigh**:** When the anchor is broken out of the ground.
Ballast**:** Any additional weight at a particular point required to trim her.
Broadside**:** Moving sideways.
Course**:** The direction, by compass, of travel.
Heel**:** The angle between the ship's masts and the vertical to the earth's surface as she inclines to one side. A permanent heel is called a list.
Lee side**:** The sheltered side of a ship.
Trim**:** The ship's condition in the water.
Wake**:** Part of the track immediately astern.
Water-logged**:** Full of water but still floating.
Weather-side: The side of the ship facing the wind.

Miscellaneous Terms

Bilge water: Water collected in the bilge or area below decks near the lowest part of the inner hull.
Broach: To swing a vessel running before the wind broadside to the wind or at right angles to the course. This is a most dangerous action if the sea is heavy.
Davy Jones' Locker: The sea bottom.

OPENING - SEA SCOUTS

The basic procedure for Sea Scouts is similar to other Scout units with a few nautical modifications. Sea Scouts “Make Colours”, not raise or break the flag. Sea Scout Colours are always hoisted free, unfurled, not rolled up for a break as is the custom in other units. The following description is to serve as a broad outline as each Ship’s Company develops minor variations of the basic procedure.

The Boatswain musters the Ship’s Company in the Divisions formation (by boat crews in two straight lines facing each other) either by the Morse Code letter ‘D’ piped on the Boatswain’s Call, or the regulation “Fall in” piped on the Boatswain’s Call, followed by the voice command “Fall in”. Vary the procedure so that the Ship’s Company become aware of both methods. All voice commands are spoken in a clear voice, loud enough for everyone to hear and sufficient to demonstrate authority.

The Boatswain inspects the Ship’s Company to ensure their uniforms are neat, appoints a Sea Scout from the Watch to act as the Signalman, brings the Ship’s Company to the alert and turns them over to the Skipper:

Boatswain: “Skipper, the Ship’s Company is ready to make colours.”
Skipper: “Thank you Boatswain, Post Signalman to the mast.”
Boatswain: “Signalman to Post.”
The Signalman takes one pace back, and walks briskly to position on the Quarterdeck to clear the mast halyards and make ready the Colours.

Skipper: “Clear the halyards”
Signalman: “Halyards all clear, Aye.”
Skipper: “Ship’s Company, facing aft, right and left, turn. Signalman, Make Colours.”

The Boatswain pipes Colours.
Signalman raises the colours quickly, all the way to the top of the mast. On the rare occasion that colours are to be worn at half mast as a sign of mourning, the Signalman raises the colours briskly to the top of the mast, then slowly lowers them to half mast.

While the colours are being made, all present in uniform salute the flag. Those present on deck who are Scouts but not in uniform make the Scout Sign. Non-Scouts stand at attention.

The salute is usually performed without a command, but for a new Ship's Company it may be necessary to issue verbal commands until the crew gets the used to the ceremony. In such case the Skipper issues the command "Ship's Company, Salute" and releases the salute with the command "Steady".

Skipper: "Signalman, Secure Halyards."
Signalman: "Halyards secure, Aye."

The Ship's Company returns from facing the flag to their original positions on the Skipper's command: "Ship's Company, inboard turn."

Local variation:

Following the Colours being made the Signalman makes the Scout Sign and leads the Ship's Company in reciting the Scout Promise and/or the Scout Law.

Skipper: "Signalman, Fall In."
The Signalman takes one step back , turns left or right towards his boat crew and walks briskly to return to his place in his boat crew. The Skipper puts the Ship's Company at ease and carries on with the day's program.

The proper command to release the Ship's Company following the opening Divisions is "Ship's Company, Fall out" or "break off". The command "Ship's Company, Dismiss" is issued only after closing.

Sea Scouts do all flag procedures with nautical terms and always pipe to "make" or lower their colours.

FALLING IN

Sea Scouts fall in for a parade on the deck of a ship in a certain manner.

Organize the Ship's Company into Boat's Crews, numbered from one to four. Each crew consists of a Coxswain , a Leading Hand , and four or five ratings.

The Boat's Crews form in line on the port side of the deck, just forward of the Quarterdeck and facing in, at a distance of at least two metres from the port rail. Number One Boat's Crew is stationed furthest aft, Number Two on its left, and so on forward with an interval of one metre between them.

Each Coxswain stands in front of his Crew one or more paces depending on the amount of space available on deck. The Leading Hand stands on the right hand end of the Crew. The Yeoman is stationed in the rear of the Boat's Crew, facing inwards.

If the Ship's Officers are on parade, the Boatswain's place is also in the rear, in line with the Yeoman on his right. If the Officers are not present, the Boatswain stands on the starboard side facing inward, towards the Boat's Crews.

Ship's Companies salute only on the command "dismiss," and not on the command "break off".

CLOSING – SEA SCOUTS

Sea Scouts follow a closing procedure either in Divisions as in the Opening or in the horseshoe formation similar to that of other troops but with nautical modifications. On a ship, this ceremony is called Sunset because traditionally sunset is the time to lower the ship's colours.

After the Scouter's Five Minutes, call the troop to the alert for the lowering of the Colours.
The Skipper calls the Boatswain to post Signalman.

Skipper: "Boatswain, Post Signalman to the mast."
Boatswain: "Signalman to Post."

The Signalman takes one step back from his place, and walks quickly at the rear of the formation to the mast to take up position.

Skipper: "Clear your halyards."
Signalman: "Halyards all clear, Aye."
Skipper: "Lower away."

The Boatswain pipes "Colours" on his Boatswain's Call.

While the Signalman slowly but steadily lowers the Colours, all hands stay at the alert.
After securing halyards, the Signalman takes one step back and stays in his place. On the Skipper's command "Signalman, fall in.", the Signalman makes a right turn and walks quickly to his place with his Boat Crew.

Before dismissal, the Skipper may issue instructions for the following meeting. When all business of the meeting has been concluded, the Skipper dismisses the Ship's Company:

Skipper: "Ship's Company, alert. Ship's Company, dismiss".

Each member of the Ship's Company makes a right turn, salutes and falls out.

CHANGING THE WATCH: SEA SCOUTS

This is a simple but very effective ceremony. Have Sea Scouts practice the timing, briefly making the various pauses full stops. In each movement, the relieving Coxswain takes his time from the Boatswain.

The "official" time to change the Watch is at eight bells of the Last Dog Watch, that is at 2000 hrs (8:00 pm). This works well at camp or during a summer cruise as this is the customary time for the Sunset ceremony. However, during a landship meeting it may be more practical to delay the change of Watch until the beginning of the closing ceremony.

The Boatswain pipes "Divisions" and the Ship's Company falls in, Crews in two lines facing each other. The Duty Officer takes up a position in front of the signal mast. When satisfied with the formation of the parade, the Boatswain brings it to the alert and hands over to the Duty Officer. The Boatswain then takes up his regular place in the parade.

Duty Officer: "Stand by to change the Watch. Change the Watch."

The Boatswain and the Coxswain who is relieving take one step back out of their respective lines. They turn forward, walk smartly around the ends of the parade, turn facing aft, and parade smartly abreast one pace apart to a point two paces in front of the Duty Officer. They halt. The Boatswain salutes and asks, "Are you ready to be relieved?".

Duty Officer: “Carry on.”

Boatswain: “Aye.”

The Boatswain salutes, and the two Coxswains turn to face each other and exchange salutes. The Boatswain takes off the badge of office (usually a Boatswain’s pipe and lanyard), takes a pace forward, and presents it (with the keys to the Landship, if applicable) to the relieving Coxswain before taking one pace back. The two exchange salutes and turn to face the Duty officer. The new Boatswain salutes and asks, “Any special orders?”.

If there are special orders, the Duty Officer gives them clearly and concisely.

Duty Officer: “Carry on, please.”

The new Boatswain says, “Aye” and salutes. The two Coxswains right about turn together and parade down the deck, around the ends of the Watches, and back to their respective stations. They halt, turn inward together and take one pace forward into line. The Duty Officer then breaks off the parade to their next activity or continues into the Closing.

LATE ARRIVALS

Any member of the Ship’s Company be it a Sea Scout or a Sea Scout Leader, arriving to a meeting after it has begun, may not join the activities without first seeking the permission of the Skipper.

The late arrival will stop at the gangway (entrance to the Landship meeting hall) and stand at alert until noticed by the Skipper.

Late arrival: “Skipper, requesting permission to come aboard.”

Skipper: “Permission granted, welcome aboard.”

TRANSPORTATION – SEA SCOUTS

During the summer, Sea Scouts will be afloat for a good part of their program, and they'll often hike by water to their camps. Check Scouts Canada's *Camping/Outdoor Activity Guide* and the Coast Guard *Safe Boating Guide* for the requirements and regulations you must satisfy before taking a craft on water.

Watercraft used for Scouting purposes must meet Ministry of Transport/Coast Guard and local Scout regulations.

SEA SCOUT COMPANY EQUIPMENT

The meeting place of a Sea Scout Company is generally known as a Landship. How you equip your Landship will depend on the size of the room and the storage space and funds available.

As nearly as possible, arrange the room to represent the deck of a vessel. Let the Court of Honour decide whether it will be a replica of the deck of a steamship, naval vessel, sailing vessel, frigate, or other ship.

Keep it simple enough that it isn't too expensive to install, too difficult to maintain, or too time-consuming for the Watch to set up each meeting.

The simplest Landship is an outline of a ship's deck marked on the floor with chalk, masking tape or if possible, painted lines. Company formal activities take place within the confines and boundaries of this deck.

To carry out the Sea Scout program, your Landship should have a certain minimum amount of equipment, including:
- ship's deck outline,
- a mast with yard arm and gaff,
- a Canadian flag,
- a ship's bell, and port and starboard gangways,
- seating arrangements for crews and officers,
- a ship's log,
- a quarterdeck deck railing, compass, rope.

As you become better established, you might like to add:
- stanchions and rails or ropes,

- bow or jack staff,
- one or more masts,
- ship's riding lights,
- flag locker,
- ship's wheel,
- ship's compass,
- deck fittings,
- the bridge,
- small boat forms,
- sea chests stocked with rope, tools, canvas, etc.

This gear creates a "seagoing" atmosphere, helps acclimatize Scouts for ship-board customs, directions, etc., and lends colour to Sea Scout ceremonies and displays. You can, however, operate a good Sea Scout Company with a mini-mum of gear.

Boating Equipment

1. Pulling boats

- Oars in good shape
- Bailers
- Life-jackets (PFD's)
- Lifesaving ring on throwing rope
- Steering oar or tiller and bar
- Docking lines at bow and stern
- Lights for night time cruising.

2. Canoes or Other Small Craft

- Paddles (single or double) in good shape. One spare per craft.
- A Life-jacket (PFD) for every member aboard
- Painters at bow and stern (totaling 15 m long)
- Bailer
- Roll of duct tape
- Proper carrying thwart (yoke)
- Whistle

Optional/Recommended

- *Flashlight*
- *Signalling mirror (a used CD makes a good one)*

RESOURCES

1. *Camping/Outdoor Activity Guide*
2. *Safe Boating Guide **
3. Canadian Coast Guard

*Available free of charge from the Office of Boating Safety, Canadian Coast Guard. You can find the local office in the blue pages of your telephone directory or on the internet at http://www.ccg-gcc.gc.ca/obs-bsn/main.htm

RESOURCES (internet)

URLs of some websites or pages change from time to time. Accuracy of the following listings is not assured.

Canadian Power and Sail Squadrons
http://www.cps-ecp.ca/html/english/index.html

Canadian Yachting Association - http://www.sailing.ca/

Canadian Canoe Routes - Canadian Wilderness Paddlers -
http://www.canadiancanoeroutes.com/

Canadian Navy - http://www.navy.forces.ca/index_e.htm or
http://www.navy.dnd.ca/index_e.htm

Royal Navy: Covey Crump Dictionary –
http://www.royal-navy.mod.uk/static/pages/348.html

The National Maritime Museum - Greenwich, London
http://www.nmm.ac.uk/

MarineWaypoints.com - Nautical Glossary
http://www.marinewaypoints.com/learn/glossary/glossary.shtml?