



Revisions to the Sea Scout Manual

No. 33239, 2016

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Chaplain Aide

- Encourage unit members to do their duty to God.
- Participate in planning sessions with the ship's officers to ensure that a spiritual component is included in unit activities.
- With the unit chaplain, plan appropriate religious services. Invite the unit chaplain to visit a ship activity, eat with unit members, and conduct a worship service.
- Help plan and conduct an annual religious observance, preferably during Scout Week in February.
- Present an overview of the various religious emblems programs to the unit at least annually.
- Maintain the unit's religious emblems award progress chart.
- Assist the unit chaplain, or other appropriate adult, to plan and conduct a religious emblem recognition ceremony.

Den Chief

- Serves as the activities assistant for a Cub Scout or Webelos scout den.
- Meets with the den leader to review den and pack meeting plans.
- Helps out however needed.

Activity Chair (Appointed by the Boatswain)

- Consult with the boatswain and Skipper regarding the assigned activity.
- Plan, promote, run and evaluate an event.
- Recruit and chair a committee if necessary.

Adult Leader Responsibilities

A trained adult leader in Sea Scouts must complete two basic courses: 1) Youth Protection Training and 2) Sea Scout Adult Leader Basic Training (SSALBT). This includes Skippers, mates, ship chairs, and ship committee members. Other courses are considered either supplemental or advanced training for Sea Scout adult leaders.



Ship Committee

- Select and recruit the adult leaders and provides facilities for the ship meeting place.
- Supervise ship funds and property and helps obtain supplies and equipment.
- See that the ship operates in accordance with the policies and standards of the chartered organization, the Boy Scouts of America, and the ship's code and bylaws.
- Is responsible for completing the annual charter renewal.



Skipper

- Serve as the key adult leader of a Sea Scout ship.
- Give direction to the ship program while carrying out the most important duty—advising and coaching the officers as they plan, organize, and conduct the meetings and activities of the ship.
- Be a liaison between the adult leaders, the chartered organization, and the youth.



Mates

Assist the Skipper as directed, and assume the Skipper's duties if absent.

Quarterdeck Training

There are two key elements in quarterdeck training – Introduction to Leadership Skills for Ships (ILSS) and a needs assessment to establish the quarterdeck's goals.

ILSS is organized into three modules containing team-building games and challenges to enhance the leadership lessons in the syllabus. The course may be conducted over three days, one module at a time, or it may be part of an extended quarterdeck training. Many ships will plan a weekend retreat so newly elected officers can work some, play some, and develop the ship's operational plan. This orientation and planning enables the Skipper to focus the officers on program possibilities, setting goals, and establishing a calendar.

Sea Scout Uniform

The Sea Scout uniform is worn in accordance with the official policy of the Boy Scouts of America: “Uniforms help to create a sense of belonging. They symbolize character development, leadership, citizenship training, and personal fitness. Wearing a uniform gives youth and adult members a sense of identification and commitment.” Uniforms provide program recognition and acknowledge personal equality, identification, achievement, and personal commitment.

Wearing a Sea Scout uniform is a privilege; with that privilege comes responsibility. Always keep in mind that your actions while in uniform reflect upon the reputation of all Sea Scouts; always do the right thing. Keep your uniform in good condition, clean and pressed, with badges and insignia properly placed.

The Official Sea Scout Uniform is required for participants in national Scouting events.

The Official Sea Scout Uniform is designed to make it easy for members to outfit themselves in a Sea Scout uniform. This universal uniform is worn by all youth and adult Ship members and serves as both a dress uniform and a work uniform. It is equivalent to the Scouts BSA field uniform.

For the latest updates on The Official Sea Scout Uniform visit <https://seascout.org/uniforming/>

Sea Scout Uniform Components

- Navy blue ball cap, No. 618623, with “SEA SCOUTS” and the Sea Scout anchor embroidered in white
- Dark navy blue shirt; similar to Dickies No. 1574DN (male) or No. FS574DN (female), color DN, dark navy
- Dark navy blue pants; similar to Dickies No. 874DN (male) or No. 774DN (female), color DN, dark navy
- Dark navy blue crew-neck T-shirt
- Black web belt and buckle with Sea Scout logo, No. 618624
- Black plain-toe shoes and black socks. Or, activity footwear and socks (of any color) such as boat shoes, hiking boots, or athletic shoes.
- Optional Neckerchiefs (unit option)
 - Youth and adults may wear No. 618625; black triangular design (unit option)
 - The “tar flap” design, No. 618626, is reserved for youth only (unit option)
 - In keeping with the Guide to Awards and Insignia, No. 33066, youth and adults may wear other neckerchiefs including Wood Badge neckerchiefs and council-approved custom triangular unit neckerchiefs (unit option). This applies only to triangular neckerchiefs; the “tar-flap” design, No. 618626, may not be altered or imitated.
- Youth may wear the Dixie cup and adults may wear the white combination cap (unit option)

Apprentice 2b.

Obtain a Sea Scout uniform. Describe the Sea Scout uniform. Tell how and when to wear the uniform.

“In our uniforms we are not just individuals, but representatives of the vast movement, a great cause, a vital part of a great nation.”

—James E. West

Uniform Specifics and Tips

Wear your uniform with pride. Youth leaders and adult leaders should always set the example regarding standardization of the uniform.

- Different activities may require different clothing. The ship should designate appropriate attire for each activity; for example, a ship T-shirt or polo shirt. The design for a ship T-shirt or polo shirt should include the words “Sea Scouts BSA” and/or the Sea Scout logo to identify the wearer as a member of the Sea Scouts.
- “Unit option” means that all the members of a unit wear the optional item; or none of the members wear the optional item; no mixing. This is based upon a unit decision.
- Remove all manufacturers labels and marks that show on the outside of the garment.
- Matching shorts, or cargo shorts, may be worn; similar to Dickies No. 40214RDN.
- The metal belt tab abuts the buckle. Adjust the length of the belt from the “cut” end.
- An official leather belt with buckle may be worn.
- Custom dark navy blue ship ball caps may be worn (unit option). Custom event caps may be worn during the event.
- Caps are worn with plain bills; no oak leaf clusters or “scrambled eggs.” Legacy collar pins, also called “collar devices” or “collar brass,” are not worn with The Official Sea Scout Uniform. This helps distinguish the Sea Scout uniform from a military uniform.

Badges, awards, and insignia are generally worn similarly to other BSA uniforms, but here are a few specifics for the Sea Scout uniform:

- A custom ship patch may be worn in place of the Universal Sea Scout emblem on the right sleeve. The recommended style for a custom ship patch is 2½ inches round to match the Universal Sea Scout emblem it replaces. The custom ship patch must be less than 3 inches in any dimension, and must be in keeping with BSA standards.
- As an alternative to the Sea Scouts BSA strip, the words “SEA SCOUTS BSA,” in block style letters 3/8 of an inch high, may be embroidered in white directly on the garment. The bottom of the lettering is positioned 1/2 of an inch above the right pocket.
- A nametag may be worn immediately above the Sea Scouts BSA strip (individual option). The nametag must be black with white lettering.
- Up to six knots, in two rows of three, may be worn.
- Wear only the light blue circular badges of office on The Official Sea Scout Uniform; not the legacy rectangular black badges.
- Sea Scout uniforms are generally worn with limited insignia to help maintain a sharp appearance. However, any official BSA insignia may be worn with the Sea Scout uniform, in accordance with the *Guide to Awards and Insignia*, No. 33066.

Personal grooming says a lot about the pride you take in your appearance in uniform. For example, when in uniform, you may want to keep your hair off your collar and keep facial hair neatly trimmed.

Legacy uniforms may be worn until they are no longer serviceable. However, all members are encouraged to promptly adopt the uniform standards in this manual.

Insignia Placement Details

Wear only national authorized awards and insignia in accordance with the *Guide to Awards and Insignia*, No. 33066.

Required insignia: U.S. flag; Universal Sea Scout emblem (or custom ship patch); Sea Scouts BSA strip; council strip; ship number; and World Crest.

Right sleeve—The U.S. flag is centered at the shoulder seam. The Universal Sea Scout emblem or custom ship patch is centered 1 inch below the U.S. flag. The Journey to Excellence patch is centered 1 inch below the Universal Sea Scout emblem or custom ship patch. (The National Flagship Award, or the National Flagship Fleet Award, takes the place of the Journey to Excellence patch.)

(On a very short sleeve, the badge spacing may be reduced to fit the badges.)

Left sleeve—The council emblem is centered at the shoulder seam. The ship number is positioned immediately below the council emblem. The badge of office is centered immediately below the ship number; with the Trained Strip immediately below it; and the Long Cruise badge 1/2 inch below that. Arcs represent subsequent awards and encircle the badge. The first red arc is positioned at the top of the badge; second at the right; third left; fourth bottom; then start over with a white arc representing five subsequent awards at the top; and so on. If there is insufficient room for the Long Cruise Badge, it may be worn on the right pocket. (On a very short sleeve, the badge spacing may be reduced to fit the badges.)

Right pocket—The Sea Scouts BSA strip is placed immediately above the pocket. The optional nametag is worn above the Sea Scouts BSA strip. The Seabadge insignia is worn centered $\frac{3}{8}$ of an inch above the Sea Scouts BSA strip or nametag.

Left pocket—The World Crest is centered over the pocket halfway between the top of the pocket and the top of the shoulder. Up to six knots may be worn immediately over the pocket in two rows of three. The Sea Scout Experience Advanced Leadership (SEAL) insignia is worn $\frac{3}{8}$ of an inch above the left pocket. If suspended medals or knots are worn, the SEAL insignia is worn $\frac{3}{8}$ of an inch above the suspended medals or knots. Suspended medals are worn no more than five at a time, pinned in a single row immediately above the pocket. Medals are worn for bridges of honor and formal occasions. Youth wear the badge of rank centered on the left pocket. Youth wear bar awards (Small-Boat Handler and Qualified Seaman) centered $\frac{3}{8}$ of an inch below the pocket.

The order in which medals and knots are worn is at the discretion of the wearer. Members may choose to wear the recognition they deem most important to the wearer's right.

Military ribbons or other awards not awarded by the BSA are not worn on the Sea Scout uniform; except for the Finley Award, which is awarded by the United States Power Squadrons.

Uniform Sources

The Official Sea Scout Uniform can be purchased at stores or websites specializing in work clothing, such as seascouts.sgtradingpost.online or dickies.com.

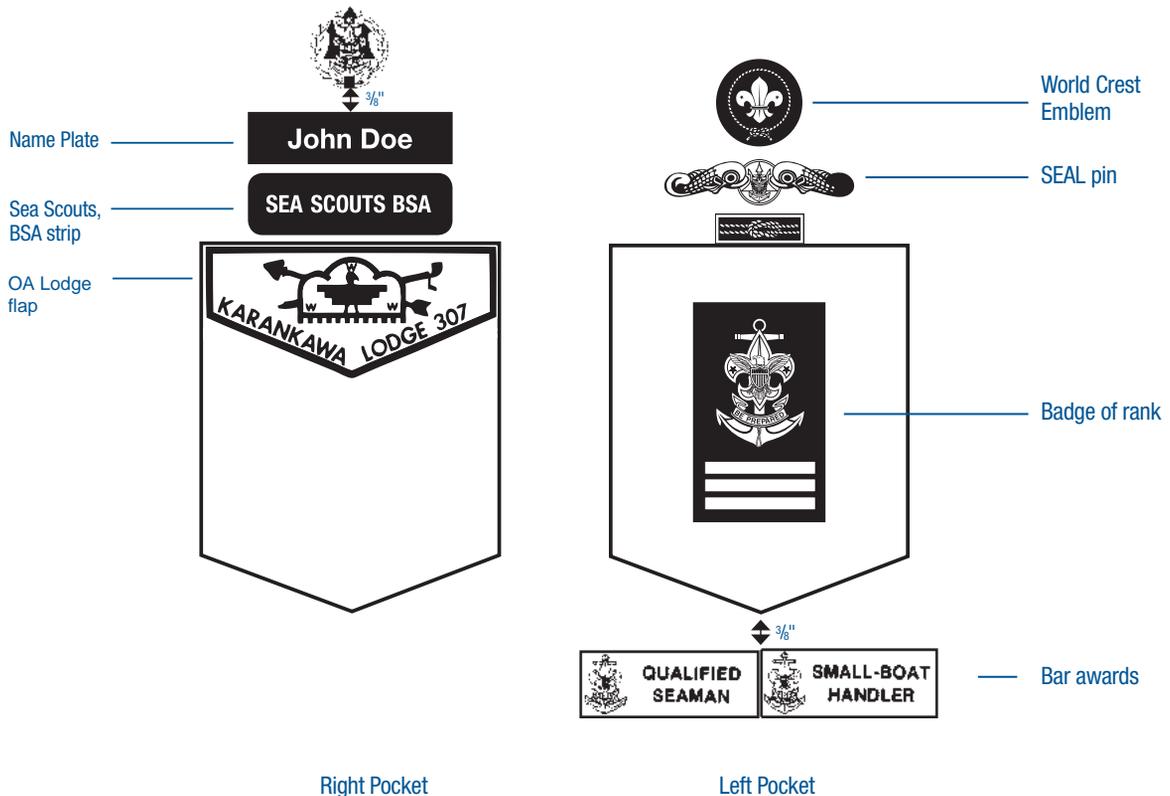
Information on alternative sources for official uniform garments can be found at <https://seascout.org/uniforming/ships-stores/>

Badges and insignia are available from ScoutStuff.org or your local Scout shop; or from www.ships-store.org.

SEA SCOUT INSIGNIA



Seabadge Pin



The Right Vessel

Each Sea Scout ship is different and must select the correct vessel for its program. If the home waters are the Mississippi River, choosing a 54-foot sailboat is not appropriate. A powerboat would be better. If you are sailing on the Gulf of Mexico, something larger than a Sunfish will be necessary. The ship should also assess the sailing, boating, engine maintenance, and vessel maintenance skills available within the unit before choosing craft for the ship.

No matter which type boat the ship chooses, it must be seaworthy. While painting, cleaning, and routine maintenance are well within the capabilities of most ships, major structural repairs or engine rebuilds are not. A good rule of thumb is to never accept a boat that has been offered to you just because it is free. Select the type of boat you want for the ship and then find that boat.

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ADVANCEMENT AND RECOGNITION

Advancement can be a source of personal pride and a measure of your success in Scouting. Advancement in rank is a measure of your nautical knowledge and your performance as a leader. This unit of measure is called rank. This system is also used by the United States military to award an individual with special privileges.

If you apply to a U.S. military academy, you will be given special consideration if you are a Sea Scout Quartermaster or Eagle Scout.

Advancement

There are many opportunities for advancement in Sea Scouts. Included are the trails to Eagle and Quartermaster. Each of these trails is a highlight experience, but each requires the Sea Scout to set his or her own goals and follow through to achievement.

The requirements for advancement were designed by Sea Scout youth to establish standards of performance for all Sea Scouts. It's up to you to measure up.

Reviewing Procedure

Sea Scouts must use the *Quartermaster Leadership Service Project Workbook*, No. 420-011, and get the required approvals before beginning their Quartermaster project. Give your Quartermaster Application, No. 420-015, to your Skipper. Your Skipper will hold a Skipper's conference with you during which he or she will assess whether you are ready to advance in rank. If you and your Skipper agree that you are ready to advance, your application will be forwarded to your ship's bridge of review. This group includes members from both the ship's quarterdeck and the ship committee. If the bridge approves, the ship's advancement chair notifies the local council service center and secures the necessary badge.

Eagle Scout or Quartermaster Award applications must also be approved by the ship committee and the district or council advancement committee. Following this, an Eagle or Quartermaster application is forwarded to the National Council.

If your application is not approved, the Skipper will return it to you and explain what is lacking. He or she will help you make corrections so you can resubmit your application later.

Bridge of Honor

As soon as possible after an application has been reviewed and approved, it should be forwarded through the proper channels. The badge is secured and then presented at an impressive ceremony soon after it has been earned.

A bridge of honor is the ideal occasion for presenting awards. Traditionally, a bridge of honor is held in connection with a social affair. Although this is a good idea, it does not always have to be done this way.

It is important that each Sea Scout get his or her award as soon as possible. Sometimes there is an unavoidable delay between the date of approval and the bridge of honor. If this is the case, the award may be presented informally at a ship meeting and then presented again formally at your next bridge of honor.

The Eagle Scout Award



Eagle Scout is a recognition for youth in Scout troops; however, if you have attained the First Class rank in a Scout troop, a Sea Scout may continue to work toward the Eagle Scout Award through age 17 by meeting the requirements described in the *Scout Handbook*. Leadership requirements may be met in the ship as boatswain, boatswain's mate, yeoman, purser, storekeeper, crew leader, media specialist, specialist, den chief, or chaplain aide.

“The Quartermaster Award, which stands for excellence, goes to the young adult who attains the highest rank in Sea Scouts. The award is a reminder that as a ship needs a rudder, a compass, and a moving force to reach its destination, so an individual must be physically strong, mentally awake, and morally straight to achieve worthwhile goals in life.”

—Commander
Thomas J. Keane

The Quartermaster Award



Quartermaster rank is the highest award in Sea Scouts and is as important as the Eagle Scout Award. It results from a young adult's determination to reach a goal he or she has set and achieved in spite of difficulties along the way.

The award is rich in symbolism. The carrick bend represents an ability to hold fast to our ideals. The blue ribbon stands for loyalty to country. The compass suggests the importance of a carefully chosen direction in life. The wheel reminds us that we are the guides of our own future and that we must persevere with self-discipline. The Scout badge—the emblem of a purposeful brotherhood—has challenged and strengthened the lives of more than 40 million people. It represents Sea Scouts as an important part of the Scouting tradition. The anchor reminds us that a truly worthy life must be anchored in duty to God.

This badge of color, beauty, and symbolism, but most of all, of challenge, awaits every Sea Scout who has the determination to achieve excellence.

After Achieving Quartermaster

To a Sea Scout who has earned the Quartermaster Award, it may appear that there are no further achievements to be attained. True, there is no higher rank, but this does not mean the quartermaster has no future challenges, no work to be done. Thomas J. Keane, former national Sea Scout director, stated that the quartermaster “is on the threshold of a great adventure. The ship on which he is about to embark is God's greatest gift—life. Fortified by the Scouting experience, the quartermaster plots course, sets sails, stands by the wheel, and whether the winds be fair or foul, looks forward to a happy and successful voyage.”

Sea Scout Advancement

Reference materials such as U.S. Coast Guard navigation rules, International Sailing Federation Rules, OSHA requirements, International Code of Signals, and others change frequently. They should be available in your ship's library. They are not reprinted in this manual.

Apprentice

1. Ideals

- a. Qualify as a member of your Sea Scout ship by taking part in the ship's admission ceremony.
- b. Repeat from memory and discuss with an adult leader, an Able Scout, or a Quartermaster Scout the Scout Oath and Law and the Sea Promise, and agree to carry out the provisions of your ship's code and bylaws.
- c. Demonstrate acceptable courtesies used aboard a Sea Scout vessel.
- d. Demonstrate the proper procedure for boarding a Sea Scout vessel and landship.

2. Active Membership

- a. Provide evidence that you are fulfilling your financial obligations to your ship, including helping with fundraisers.
- b. Obtain a Sea Scout uniform. Describe the Sea Scout uniform. Tell how and when to wear the uniform.
- c. Meet your ship's bylaws requirement for active participation in your ship's meetings and activities for three months.

3. Leadership

- a. Describe your ship's organization, including the youth and adult leadership positions.
- b. Demonstrate your ability to identify insignia of youth and adult leadership positions. Explain the chain of command in your ship.

4. Swimming

- a. Jump feetfirst into water over the head in depth. Level off and swim 75 yards in a strong manner using one or more of the following strokes: sidestroke, breaststroke, trudgen, or crawl; then swim 25 yards using an easy resting backstroke. The 100 yards must be completed in one swim without stops and must include at least one sharp turn. After completing the swim, rest by floating. (Refer to the BSA's Swimming merit badge instruction if you need to improve your swimming strokes.)
- b. Discuss the BSA Safe Swim Defense plan and explain how it is used to protect Sea Scouts and other groups during swimming activities.

5. Safety

- a. Explain the uses, advantages, and disadvantages of the various types of Coast Guard-approved life jackets. Demonstrate the proper use and care of life jackets used by your ship. Discuss your state's boating laws as they relate to life jacket wear.
- b. Identify visual day and night marine distress signals, and know their location and the proper use for your ship's vessel(s).
- c. Use the Distress Communications Form to demonstrate the procedure to send the following VHF emergency messages: Mayday, Pan Pan, and Security.



plan for provisions; supervise all menu preparation; prepare the boats to get underway with a proper checklist approved by the adult leaders; and file a float plan. If on open water, prepare a navigation chart including at least three legs and/or course corrections. If on inland rivers, identify river access points and coordinate transportation at both ends of the trip. With an adult leader, inspect all vessels and evaluate whether they are adequately secured for transportation. During this cruise no substantial errors may be committed.

or

Successfully complete SEAL (Sea Scout Advanced Leadership) training.

- d. Organize and help conduct the BSA's Introduction to Leadership Skills for Ships (ILSS) for your ship, or serve as staff on an NYLT course.

4. Swimming

Complete the requirements for lifeguard through the BSA, the American Red Cross, or other approved organization's lifeguard course.

5. Safety

- a. Know the heavy-weather precautions taken aboard power, sailing, and paddle vessels when dangerous weather approaches, and demonstrate these precautions aboard the vessel used by your ship.
- b. Know the special precautions that should be taken when limited visibility is encountered.
- c. Teach Apprentice 5a and Ordinary 5a, 5b, and 5c requirements to a crew.

6. Marlinspike Seamanship

- a. Teach the Apprentice, Ordinary, and Able marlinspike seamanship requirements to a crew.
- b. Make an eye splice in double-braided line.

7. Boat Handling

- a. Take charge of the craft used by your ship and give all commands to the crew for picking up a mooring buoy and properly mooring the vessel in several wind and current situations.
- b. Demonstrate and teach the principles of springing into and out from a dock, from both bow and stern, using an engine depending on the type of vessel used by your ship.
- c. Teach Ordinary and Able boat handling requirements to a crew.

8. Ground Tackle

- a. Teach the Ordinary and Able anchoring requirements to a crew.
- b. Know the methods of bringing a vessel to anchor and a mooring with special emphasis on wind and current.
- c. Take charge of a vessel used by your ship and give all commands to the crew for setting and weighing anchor in several wind and current situations.

9. Navigation Rules

Teach the Ordinary navigation rules requirements and Able 9b and 9c to a crew.

10. Piloting and Navigation

- a. Teach the Ordinary and Able piloting requirements to a crew.
- b. Know the methods of fixing a boat's position in limited visibility.
- c. Create a route in an electronic navigation device that includes at least five waypoints. Use the electronic navigation device to navigate your route.

11. Weather

- a. Teach the Ordinary and Able weather requirements to a crew.
- b. Demonstrate your knowledge of the weather signs for your local area, including

Vessel Maintenance

2. Demonstrate your proficiency and knowledge of fiberglass repair and gel coating while working on your ship's vessel or other similar vessel.
2. Demonstrate your knowledge of small paddlecraft construction by building your own or assisting in building a canoe or kayak from wood, fiberglass, or other suitable materials. Kits may be used.
3. Take charge of reconditioning or overhauling at least one of your ship's vessels, or take charge of hauling out the principal vessel used by your ship. In either case, lay out a plan of the work to be done in advance, including an estimate of the materials, tools, cost, and time involved.
3. Take charge of building a paddlecraft. Lay out the plan of work to be done; identify suitable building plans; and estimate materials, tools, cost, and time involved. Launch the craft.
3. **Electricity:**
 - i) Know and demonstrate the correct method of rescuing a person in contact with a live wire.
 - ii) Understand the construction of simple battery cells. Demonstrate the proper care of storage batteries.
 - iii) Explain the difference between direct current and alternating current and the best uses for each.
 - iv) Demonstrate that you know how to replace fuses, reset circuit breakers, and properly splice shipboard electric cable.
 - v) Submit a diagram of the electrical system aboard the vessel used by your ship.
 - vi) Explain wire tables, the current-carrying capacity of circuits, and the hazards and prevention of electrical overloading.
 - vii) Explain electrolysis as applied to the deterioration of a boat's underwater fittings by galvanic action and its prevention.
3. **Rigging:** Demonstrate your ability to splice and handle wire rope, attach wire rope fittings, and complete a safety and tuning inspection of a vessel.

Specialty Proficiency

2. Complete the requirements for one of the following: Boardsailing BSA, Kayaking BSA, or Stand Up Paddleboarding BSA award, or Snorkeling BSA award or the Kayaking, Whitewater, or Canoeing merit badge. (**Note:** This must be a different activity from the one chosen under level 2 electives—Paddlecraft.)
3. Become a certified scuba diver or become proficient in boardsailing, surfing, kayaking, or whitewater rafting/canoeing.
3. Teach another Sea Scout the information needed to complete the Kayaking, Canoeing, or Whitewater merit badge, or the Kayaking BSA, Stand Up Paddleboarding BSA, or Boardsailing BSA award.

Ornamental Ropework

1. Make a three-strand Turk's head and a three-strand monkey's fist. Using either ornamental knot, make up a heaving line.
2. Demonstrate your ability to fashion the following items of ornamental ropework: four-strand Turk's head, coach whipping, cockscombing, round braid, flat sennit braid, wall knot, and crown knot. Make a useful item such as a boatswain's lanyard, rigging knife lanyard, bell rope, etc., or decorate a portion of your ship's equipment such as a stanchion, rail, lifeline, tiller, etc.

Maritime Tradition

1. **Boatswain Call:** Demonstrate your ability to use a boatswain's pipe by making the following calls—word to be passed, boat call, veer, all hands, pipe down, and piping the side.
1. **Drill:** Demonstrate your ability to execute commands in close-order drill.
2. **Maritime History:** Describe the highlights of maritime history from the earliest times to the present. Include the evolution of vessel construction and propulsion, important voyages of exploration and development, the origin of maritime traditions, and the achievements of notable maritime leaders in U.S. sea history.
2. **Drill:** Demonstrate your ability to give and execute commands in close-order drill.
3. **Celestial Navigation:**
 - i) Explain how the sextant works. Show how to use it and demonstrate measuring horizontal angles and altitudes.
 - ii) Find latitude by the altitude of Polaris or by the sun's altitude at local apparent noon. Demonstrate how longitude is determined.
 - iii) Demonstrate finding error in the boat's compass by the sun's azimuth.
3. **Drill:** Demonstrate your ability to handle the ship's company in close-order drill. Do all required maneuvers.
3. **Communication:** Draw the International Code flags and pennants from memory and give the single-letter meanings of the flags (for example, Alfa = Have diver down, keep clear). Show how to use the book *International Code of Signals*.

United States Coast Guard Auxiliary

1. Be inducted as a Basic Qualified member of a United States Coast Guard Auxiliary flotilla.
2. Successfully complete the Coast Guard Auxiliary Boating Skills and Seamanship course. All core sessions, as well as at least three elective sessions, must be completed to fulfill this requirement.
3. Successfully complete the Coast Guard Auxiliary Weekend Navigator course.
4. Join a local Coast Guard Auxiliary flotilla as a Basic Qualified member and qualify for any Operational Auxiliary Program (AUXOP) or any Trident Marine Safety specialty rating.

United States Power Squadrons

1. Be inducted as a member of your local USPS squadron.
2. As a member of the United States Power Squadrons, complete the Seamanship and Piloting courses.
3. As a member of the United States Power Squadrons, complete the Advanced Piloting course.

Awards

2. Complete any Nova Award.
3. Complete any Supernova Award.

Reference materials such as U.S. Coast Guard navigation rules, International Sailing Federation rules, OSHA requirements, *International Code of Signals*, and some others change frequently. They should be available in your ship's library. They are not reprinted in this manual.

Sea Scout _____
 of Ship No. _____ is in good standing and is recommended for the rank of APPRENTICE.

Signed _____ Crew leader

Signed _____ Skipper

Approved by ship's officers at a quarter-deck meeting for certificate and badge.

Signed _____ Boatswain

Date _____



**APPRENTICE
SEA SCOUT
SCOREBOARD**

Name _____
 Ship _____
 District _____
 Council _____

BOY SCOUTS OF AMERICA

Sea Scout _____
 of Ship No. _____ is in good standing and is recommended for the rank of ABLE.

Signed _____ Crew leader

Signed _____ Skipper

Approved by ship's officers at a quarter-deck meeting for certificate and badge.

Signed _____ Boatswain

Date _____



**ABLE
SEA SCOUT
SCOREBOARD**

Name _____
 Ship _____
 District _____
 Council _____

BOY SCOUTS OF AMERICA

Sea Scout _____
 of Ship No. _____ is in good standing and is recommended for the rank of ORDINARY.

Signed _____ Crew leader

Signed _____ Skipper

Approved by ship's officers at a quarter-deck meeting for certificate and badge.

Signed _____ Boatswain

Date _____



**ORDINARY
SEA SCOUT
SCOREBOARD**

Name _____
 Ship _____
 District _____
 Council _____

BOY SCOUTS OF AMERICA

Use Quartermaster Application Form 420-015 to formally record progress to the Quartermaster Rank



**QUARTERMASTER
SEA SCOUT
SCOREBOARD**

Name _____
 Ship _____
 District _____
 Council _____

BOY SCOUTS OF AMERICA

APPRENTICE SCOREBOARD

	Initial	Date
1. Ideals	_____	_____
2. Active Membership	_____	_____
3. Leadership	_____	_____
4. Swimming	_____	_____
5. Safety	_____	_____
6. Marlinspike Seamanship	_____	_____
7. Boat Handling	_____	_____
8. Service	_____	_____

ORDINARY SCOREBOARD

	Initial	Date
1. Ideals	_____	_____
2. Active Membership	_____	_____
3. Leadership	_____	_____
4. Swimming	_____	_____
5. Safety	_____	_____
6. Marlinspike Seamanship	_____	_____
7. Boat Handling	_____	_____
8. Ground Tackle	_____	_____
9. Navigation Rules	_____	_____
10. Piloting and Navigation	_____	_____
11. Practical Deck Seamanship	_____	_____
12. Environment	_____	_____
13. Weather	_____	_____
14. Cruising	_____	_____
15. Boating Safety Course	_____	_____
16. Service	_____	_____
17. Electives: Three are required. <i>(Put category, initials, and date.)</i>	_____	_____
	_____	_____
	_____	_____
	_____	_____

ABLE SCOREBOARD

	Initial	Date
1. Ideals	_____	_____
2. Active Membership	_____	_____
3. Leadership	_____	_____
4. Swimming	_____	_____
5. Safety	_____	_____
6. Marlinspike Seamanship	_____	_____
7. Boat Handling	_____	_____
8. Ground Tackle	_____	_____
9. Navigation Rules	_____	_____
10. Piloting and Navigation	_____	_____
11. Practical Deck Seamanship	_____	_____
12. Environment	_____	_____
13. Weather	_____	_____
14. Cruising	_____	_____
15. Electives: Four are required. <i>(Put category, initials, and date.)</i>	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____

QUARTERMASTER SCOREBOARD

	Initial	Date
1. Ideals	_____	_____
2. Active Membership	_____	_____
3. Leadership	_____	_____
4. Swimming	_____	_____
5. Safety	_____	_____
6. Marlinspike Seamanship	_____	_____
7. Boat Handling	_____	_____
8. Ground Tackle	_____	_____
9. Navigation Rules	_____	_____
10. Piloting and Navigation	_____	_____
11. Weather	_____	_____
12. Environment	_____	_____
13. Electives: Four are required. <i>(Put category, initials, and date.)</i>	_____	_____
	_____	_____
	_____	_____
	_____	_____
	_____	_____

Other Recognition

SEAL Training

Sea Scout Advanced Leadership training, as the name implies, is a training course designed to develop leadership skills in young adults. Seamanship is the foundation on which this course is taught. Nautical skills are the means, not the end. This course uses an at-sea experience where Sea Scouts are taught and immediately apply leadership skills. Few other media offer the opportunity to young people to actually put group dynamic leadership skills into practice. There is no playacting. All situations and tasks are real, and bad decisions or team failure can produce real problems.

It is not possible to teach this course if students do not arrive with some nautical skills; therefore, before taking the course, students must have attained the rank of Ordinary and must possess a thorough knowledge of the contents of the Safety and Seamanship section of the *Sea Scout Manual*. Upon successful completion of this course, participants are authorized to wear the double dolphin SEAL insignia.

Several SEAL training courses are held each year in a variety of venues across the United States. Applications must be mailed to: National Director of Sea Scouts, Boy Scouts of America, 1325 West Walnut Hill Lane, P.O. Box 152079, Irving, TX 75015-2079 no later than March 1 each year to be considered for summer training.



Sea Scout Safe Boating and Advanced Seamanship Training

The Small-Boat Handler Course and Qualified Seaman Course are designed for Sea Scout ships whose members are not interested in following the advancement plan leading to Quartermaster, or they can serve as a training outline for traditional ships. The entire membership of a ship can work as a group in the course led by the ship's adult leaders and/or qualified instructors.

Details supporting the course outlines are found in the technical sections of this manual along with references to other publications listed in the bibliography.

The Small-Boat Handler Course

Section One—Aids to Navigation and Rules of the Road

1. Introduction to aids to navigation
2. Buoyage system
3. Chart symbols and letter designations
4. Primary shapes for buoys
5. Obstruction, mid-channel, and special types of buoys
6. Beacons and daybeacons
7. Ranges, range markers
8. Intracoastal waterways, lakes, and rivers
9. Class project—Develop buoy recognition game using flash cards
10. Reasons for rules of the road
11. The danger zone
12. Windward and leeward clearances
13. Stand-on and give-way vessels
14. Sailboat right of way



3. Rowing

Do the following:

 - a. Alone or with a passenger, do the following:
 - 1) Board and complete a safety check.
 - 2) Launch from dockside or from a beach.
 - 3) Row in a straight line for 100 yards. Stop, pivot, and return to the starting point.
 - 4) Backwater in a straight line for 25 yards. Make a turn underway and return to the starting point.
 - 5) Land and moor or rack your craft.
 - b. Come alongside a pier and help a passenger into the boat. Pull away from the pier, change positions with your passenger, and demonstrate sculling over the stern or side. Resume your rowing position, return alongside the pier, and help your passenger out of the boat.
4. Paddlecraft

See page 66a.

Note: Most of the requirements for earning the Small-Boat Handler bar are met by each state's National Association of State Boating Law Administrators boating safety course. State agencies provide group instruction, as well as online instruction and testing. NASBLA-approved boating safety courses are also taught by the U.S. Power Squadrons and the U.S. Coast Guard Auxiliary.

The Qualified Seaman Course

Section One—Aids to Navigation

1. Aids to navigation
2. The buoyage system
3. Use of various buoys
4. Storm warnings—publications and charts
5. Other storm warnings
6. Daymarks on vessels
7. Dredges, moored vessels, and towing
8. Daymarks, beacons, minor lights, and ranges
9. Intracoastal waterway markings, buoys, and aids
10. Lightships and lighthouses
11. Government publications—tide tables, Notice to Mariners, etc.



Section Two—Rules of the Road

1. Purpose of rules of the road
2. Danger zone, right of way
3. Sound signals
4. Lights
5. Orders to the helmsman

Section Three—Seamanship

1. Lookout
2. Bearings, reporting
3. Taking soundings
4. Marlinspike seamanship
5. Types and use of anchors

(Continuation of "*The Small-Boat Handler Course*" on pages 65-66.) (Continuation of "Section Three--Boat Handling")

4. Paddlecraft

Using a canoe, kayak or stand up paddleboard (SUP):

- a. Carry your craft to the water and prepare your craft for departure, including a safety check.
- b. Complete a skills course set up by your instructor.
 - i. Board your craft and depart from shore or a pier. Paddle a straight course for 25 yards.
 - ii. Demonstrate a backstroke.
 - iii. Spin the craft 360 degrees clockwise and counterclockwise using sweep and stern draws.
 - iv. Paddle the craft sideways 10 feet both to the right and to the left using draw strokes.
 - v. Paddle a figure-of-eight course around buoys four boat lengths apart, or a set course approved by your examiner.
- c. While at least 25 yards from shore or pier, capsize and wet exit the craft. Without reentering, swim the craft to the shore or pier and empty it. Reenter the craft after emptying it.
- d. Depart from shore or pier and with an accompanying buddy boat and paddle 25 yards into water deeper than participant ability to touch bottom. Wet exit. With assistance from your buddy boat, empty and right your craft, and re-enter. After re-entering, paddlers in the buddy boat wet exit. Tow the buddy boat and your buddy paddler at least 25 yards to shore.

NOTE:

- Well-fitted life jackets appropriate for the craft must be worn at all times.
- For a tandem canoe or kayak, perform the skills course in requirement b. as both a bow and stern paddler.
- Buddy boats should be the same type of craft in which the Sea Scout is being tested.
- Any re-entry technique can be used including but not limited to sling techniques, heel-hooks, and over-the-stern re-entries.
- Paddlers must maintain proper lookout throughout all maneuvers to prevent conflict with other boats.

Section Four—Safety

1. Necessary equipment
2. Hazards
3. Hull inspection
4. Firefighting
5. Proper fueling
6. Life jackets
7. Charts
8. Weather
9. Man overboard drill—class project
10. Grounding
11. First aid

Section Five—Piloting

1. The compass—description and use
2. Operating by visual aids
3. Working a course

Section Six—Charts

1. Definition of charts
2. Orientation and dividers
3. Chart symbols
4. Speed, distance, and time

Section Seven—Safe Boating

1. Operation
2. Principles of sailing
3. Powerboat operation

Section Eight—Operating a Boat

1. Demonstrate proper operation of a sailboat or a powerboat.
 - a. Safety checklist
 - b. Emergency procedure
 - c. Handling lines
 - d. Correct anchoring
 - e. Use a chart—lay out a course
 - f. Operate the boat in a proper manner and make a correct landing.

Long Cruise Badge



The Long Cruise badge may be earned by both youth and adults registered in Sea Scouts. Once the individual has completed the requirements that follow, the Skipper submits an advancement report to the Boy Scout local council service center where the badges can be secured. It is recommended that all Sea Scouts and adult leaders qualifying for the Long Cruise Badge maintain a log of their cruising experiences. This log will be useful for Scout advancement, U.S. Coast Guard licensing,

US Sailing certification, and chartering.

A Sea Scout must be Ordinary rank before he or she can start recording cruising time for the Long Cruise badge. The Sea Scout must cruise for two weeks on any vessel or boat provided by the local council or the ship, or their own vessel when authorized by

an adult leader in that Sea Scout ship. Each additional long cruise earned is marked by a red arc above the badge, until five such cruises have been completed. Then a single white arc replaces them above the badge.

In the event that it is not possible to make a two-week cruise, a series of weekend or overnight cruises on any boat or ship may be made, provided that the total number equals 14 days. (**Note:** An overnight cruise lasts two days; a weekend cruise starting on Friday and ending on Sunday will be counted as three days.)

There are no requirements regarding distance and number of miles. The Long Cruise badge is an achievement, not a badge of rank; therefore, an adult leader may qualify for the badge without qualifying for Ordinary rank.

Sea Scout Marksmanship Award



A Sea Scout begins with Basic Shooter requirements for rifle, shotgun, or pistol, and can advance through intermediate and advanced levels to the ultimate level of expert.

Aquatics Awards

BSA Lifeguard



The BSA Lifeguard emblem is especially important in Sea Scouts. It improves your ability to help others in all types of aquatics activities. Completion of swimming skills, Safe Swim Defense, Safety Afloat, first aid, emergency action, lifesaving, rowing, and canoeing requirements are some of the qualifications for BSA Lifeguard. The Application for BSA Lifeguard, No. 430-033, can be downloaded from www.scouting.org/Awards_Central.

Boardsailing BSA



Boardsailing BSA was developed to introduce Boy Scout-, Sea Scout-, and Venturing-age youth to basic boardsailing skills, equipment, and safety precautions; to encourage the development of skills that promote fitness and safe aquatic recreation; and to lay a foundation of skill and knowledge for those who will participate later in more advanced and demanding activities on the water. A Boardsailing BSA Award

Application, No. 512-017, can be downloaded from www.scouting.org/Awards_Central. See also *Start Windsurfing Right*, a US Sailing publication.

Kayaking BSA



Kayaking BSA was developed to introduce Boy Scout-, Sea Scout- and Venturing-age youth to basic boardsailing skills, equipment, and safety precautions; to encourage the development of skills that promote fitness and safe aquatic recreation; and to lay a foundation of skill and knowledge for those who will participate later in more advanced and demanding activities on

- **Water temperature:** Comfortable water temperature for swimming is near 80 degrees. Activity in water at 70 degrees or less should be of limited duration and closely monitored for negative effects of chilling.
- **Water quality:** Bodies of stagnant, foul water; areas with significant algae or foam; or areas polluted by livestock or waterfowl should be avoided. Comply with any signs posted by local health authorities. Swimming is not allowed in swimming pools with green, murky, or cloudy water.
- **Moving water:** Participants should be able to easily regain and maintain their footing in currents or waves. Areas with large waves, swiftly flowing currents, or moderate currents that flow toward the open sea or into areas of danger should be avoided.
- **Weather:** Participants should be moved from the water to a position of safety whenever lightning or thunder threatens. Wait at least 30 minutes after the last lightning flash or thunder before leaving shelter. Take precautions to prevent sunburn, dehydration, and hypothermia.
- **Life jacket use:** Swimming in clear water over 12 feet deep, in turbid water over 8 feet deep, or in flowing water may be allowed if all participants wear properly fitted, Coast Guard–approved life jackets and the supervisor determines that swimming with life jackets is safe under the circumstances.

4. Response Personnel (Lifeguards)

Every swimming activity must be closely and continuously monitored by a trained rescue team on the alert for and ready to respond during emergencies. Professionally trained lifeguards satisfy this need when provided by a regulated facility or tour operator. When lifeguards are not provided by others, the adult supervisor must assign at least two rescue personnel, with additional numbers to maintain a ratio of one rescuer to every 10 participants. The supervisor must provide instruction and rescue equipment and assign areas of responsibility as outlined in *Aquatics Supervision*, No. 34346. The qualified supervisor, the designated response personnel, and the lookout work together as a safety team. An emergency action plan should be formulated and shared with participants as appropriate.

5. Lookout

The lookout continuously monitors the conduct of the swim, identifies any departures from Safe Swim Defense guidelines, alerts response personnel as needed, and monitors the weather and environment. The lookout should have a clear view of the entire area but be close enough for easy verbal communication. The lookout must have a sound understanding of Safe Swim Defense but is not required to perform rescues. The adult supervisor may serve simultaneously as the lookout but must assign the task to someone else if engaged in activities that preclude focused observation.

6. Ability Groups

All youth and adult participants are designated as swimmers, beginners, or nonswimmers based on standardized BSA swim classification tests. Each group is assigned a specific swimming area with depths consistent with those abilities. Each adult and youth must complete the BSA swim test to be certified as a swimmer each year or they are considered nonswimmers.

- **Swimmers must pass this test:** Jump feet first into water over the head in depth. Level off and swim 75 yards in a strong manner using one or more of the following strokes: sidestroke, breaststroke, trudgen, or crawl; then swim 25 yards using an easy resting backstroke. The 100 yards must be completed in one swim without stops and must include at least one sharp turn. After completing the swim, rest by floating.



Note: Any adult leader is allowed to conduct BSA swim tests for their youth according to the procedures outlined in *Aquatics Supervision*, No. 34346

Sample Small-Craft Station Bill			
Position	Man Overboard Duties	Fire Duties	Collision Duties
OOD	In command	In command	In command
Helmsman	Begin recovery maneuvers under the direction of the OOD.	Reduce speed, put fire on the lee side under the direction of the OOD.	Follow commands of the OOD.
Navigator	Mark position, prepare to make the appropriate emergency call.	Mark position, prepare to make the appropriate emergency call, have abandon-ship bag ready.	Mark position, prepare to make the appropriate emergency call, have abandon-ship bag ready.
Lookout	Point to person in water, do not lose sight of them.	Keep watch.	Keep watch.
Deckhands	Throw flotation into the water. Be quick to follow all instructions regarding sails, etc. Prepare to assist in recovery.	Pinpoint location, type, size of fire. Shut off fuel supply—engine, stove valves. Attack with the appropriate fire extinguisher. Continually update the OOD.	Check for injuries, report to the OOD. Get into life jackets. Check for damage, report to the OOD. If needed, rig collision mats.

Ordinary 5d.
Plan and practice the following drills:
man overboard, fire,
and abandon ship.

- ✦ Decrease the boat's draft by heeling her. Move the crew as far to leeward as possible.
- ✦ Put on shoes and a life jacket if the water is shallow. Make sure you can get back on the boat, then get off and give her a good push.
- ✦ If you try to back off and are successful, monitor your temperature gauges carefully until you are sure you have not fouled the engine intake.
- ✦ A good Samaritan may offer a tow. Be very careful. Serious injuries can result if fittings or lines fail.
- ✦ Call for a professional tow.

Abandon Ship

Abandon ship is the final escape for a ship's crew.

1. When the alarm is raised, the word is passed, and everyone gets on deck in a life jacket.
2. The navigator makes a final Mayday call including the ship's location and intentions.
3. Lifeboats or rafts need to be launched, temporarily tethered to the vessel, and loaded with survival equipment, passengers, and crew.
4. If there is no lifeboat, the crew needs to get off the vessel with available survival equipment. They need to link up so they do not lose contact.
5. Remember, stay with your craft unless it is sinking or there is an uncontrollable fire or danger of an explosion.

Abandon Ship Bag

In the middle of an emergency, you may only have moments to assess the situation and abandon the boat. Mere moments do not give you the time to think about or assemble what you will need. Abandon ship or "ditch bags" should be prepared in advance with the appropriate tools and materials necessary to survive and signal for rescue.

At a minimum, the waterproof bag should contain a portable VHF radio, compass, flares, waterproof charts, signal mirror, knife, fishing equipment, first-aid kit, sunscreen, and a waterproof flashlight. The bag should be stored in an easily accessible location

Man Overboard

A man overboard situation requires quick, efficient, and coordinated action by everyone onboard.

Duties and Procedures

Anyone:

- Shout “Man Overboard; port/starboard side.”
- Continuously keep the person in the water (PIW) in sight; point to the PIW; call out the relative bearing to PIW.
- Throw flotation and marker devices.

Crew on watch:

- Turn toward the side the PIW went overboard.
- Sound the alarm.
- Mark the position by the best navigational method available.
- Communicate the situation to rescue authorities and nearby vessels. Display the international code flag "Oscar."
- Don lifejackets.
- Conduct a pickup maneuver suitable for your vessel and the conditions.
- For a vessel under sail, a “Figure 8 Turn” is often the best. Start engine.
- For a vessel under power, an “Anderson Turn” or “Destroyer Turn” (basically a circle) is often the quickest.
- A Williamson turn (which returns the vessel to its original track-line on a reciprocal course) may be best when the time the PIW went overboard isn’t known or the PIW is already lost from sight.

All other crew:

- Carry out Station Bill assignments.
- Keep the PIW in sight and point to the PIW.
- Don lifejackets.

Once the PIW is alongside:

- Stop the vessel alongside and upwind of the PIW with the PIW well forward of the screws. Stop screws.
- Bring capable PIW aboard via boarding ladder, cargo net, or boarding platform.
- Bring incapacitated PIW aboard with an improvised sling; or, only if absolutely necessary, by having others enter the water. (Define life jacket, harness, and tending line requirements for your unit.)

General points

Adapt the method to the conditions.

- Adjustments may be dictated by: winds, seas, weather, darkness, and survivability (water temperature, PIW injury, etc.).
- Consider also: traffic, obstructions, maneuverability, and shoal waters.
- If available, and it can make for a quicker pickup, launch a small boat.

Conduct man-overboard drills frequently, realistically, and thoroughly; to “Be Prepared.”

- Learn various maneuvers from expert references.
- Figure out, in advance, which pickup maneuver is best for your vessel in varying conditions.
- Remember, you’re not going to bring a real PIW aboard with a boat hook.

If you are the person who goes overboard:

- Don’t panic.
- Swim away from the boat to keep clear of the propeller.
- In rough conditions, turn your back to the wave to keep your mouth and nose clear of spray.
- Whatever your situation, conserve your body heat. The greatest threat to your survival is from the cold. Assume the HELP (heat escape lessening posture) and float. Restrict your movements to keep from flushing cold water under your clothing by holding your arms and knees close to your chest.

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Ordinary 5e.

Describe three types of equipment used in marine communications.

Communication

Radiotelephone Aboard Ship

Three types of radiotelephone equipment are common for marine use. The first is single sideband and covers long-range communication requirements from 150 to 10,000 miles. This equipment usually is found on oceangoing ships, is relatively expensive, and not normally used aboard Sea Scout vessels. SSB use requires both a station and operator's license.

A more practical type of radiotelephone for Sea Scout use is very high frequency-frequency modulated (VHF-FM). The VHF radiotelephone has a line-of-sight range and is practical to 20 miles—farther with a tall antenna. Neither a station license nor operator's permit is required for VHF-FM radios while in U.S. inland waters.

Due to limited signal coverage offshore or on large bodies of water, cell phones are not a reliable communication system for vessels at sea. However, in emergency situations, all possible methods of communication should be used.

Radiotelephone Procedures

The VHF is the tool most boaters use to communicate with other boaters, the Coast Guard, barges, drawbridge tenders, etc. There are also marine weather channels, and at least one covers your area.

Careful discipline is to be maintained when using SSB or VHF marine equipment. "Handles," "10 codes," CB jargon, and idle chitchat have no place in marine radiotelephone communication. The Federal Communications Commission monitors transmissions and will issue citations for repeated violations of the rules. A marine radiotelephone is not a plaything. It can—and has—saved many lives.

Prowords

Marine radiotelephone conversations are terse, efficient, and to the point. A number of procedure words, or "prowords," have become common usage:

Over. It is your turn to talk.

Out. I have finished talking and no reply is expected.

Roger. I understand.

Wilco. I will comply.

Say again. Please repeat your last transmission.

I spell. I am spelling in phonetic words.

There are other prowords, but these are the most common.

The Alphabet

Letters of the alphabet often sound alike. B, C, D, E, G, P, T, V, and Z can easily be confused. There is no doubt, however, when one hears Bravo, Charlie, Delta, Echo, Golf, Papa, Tango, Victor, and Zulu. So all letters of the alphabet are transmitted by voice using the following words:

A—Alfa

B—Bravo

C—Charlie

D—Delta

E—Echo

F—Foxtrot

G—Golf

H—Hotel

I—India

J—Juliet

K—Kilo

L—Lima

M—Mike

N—November

O—Oscar

P—Papa

Q—Quebec

R—Romeo

S—Sierra

T—Tango

U—Uniform

V—Victor

W—Whiskey

X—X-Ray

Y—Yankee

Z—Zulu

Emergency Messages

The principal purpose of the marine radiotelephone is to handle emergencies. Three types of emergency messages are used and all are transmitted on channel 16 or 2182 kHz:

Mayday: Distress—Risk of loss of life or danger to the vessel is possible.

Pan Pan (pronounced pahn): Urgent—Safety of the vessel or person is in jeopardy. Loss of life or property is not likely, but help is needed.

Security (pronounced say-curitay): Safety message—Used to report hazard to navigation, buoy off station, extreme weather, etc.

As soon as a Mayday, Pan Pan, or Security message is heard, all other traffic on channel 16 must stop. If someone tries to transmit on any other subject, the command “Seelonce” (silence) may be given. Normally the entire Mayday or Pan Pan situation is handled on channel 16. If another channel is to be used, this will be ordered by the search and rescue authority, usually the Coast Guard.

Since Security messages do not involve a threat to life or property, all traffic beyond the initial call shifts to a working channel. If a situation is spotted, boaters are usually advised to report it to the Coast Guard and let them evaluate the situation and issue the Security message. Their taller antenna will give better coverage.

If your vessel is in distress, place a Mayday or Pan Pan call. Remember, these messages must be used only in the event of a real emergency.

The U.S. Coast Guard is currently modernizing its outdated national distress communications system. The new system, **Rescue 21**, will be the primary maritime emergency system for the United States. Rescue 21 will improve the U.S. Coast Guard’s ability to detect Mayday calls, pinpoint the location of the call, and coordinate rescue operations.

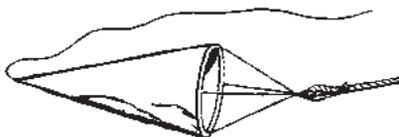
Communications Signaling

Signaling is carried out at sea in several ways. Some of the methods are radio, Global Marine Distress Signaling System, International Code flags, signal flags, and blinker lights.



Sea Anchor

A sea anchor is used to stabilize a boat in heavy weather by providing drag and slowing the vessel. Since it does not attach to the sea bottom, the sea anchor acts as a brake by pulling large amounts of water along as the boat moves forward to counter the effects of high winds. Sea anchors can be improvised from spare parts on board if a commercial sea anchor or drogue is unavailable. Commercial sea anchors are typically shaped like a parachute or cone. They float just below the surface of the water with the larger end pointing in the direction of the boat's movement.



Sea Anchor or Drogue

Anchor Selection

Choosing the proper anchor or anchors for any given boat depends on several factors: the load that the boat may place on an anchor, the types of bottom in which a particular anchor may be used, and the type of anchor rode and anchoring materials. All of these are interrelated.

The load that a particular boat may place on its ground tackle depends upon its weight and several external conditions such as the force created by the wind above the waterline, the currents below the waterline, and the wave action at any particular time.

A good rule of thumb for cruising sailboats calls for a working anchor weighing about 1 pound per foot of the boat's overall length, plus a "storm" anchor of about twice that weight for bad weather. A "lunch hook" of about half a pound per foot may be satisfactory for temporary anchoring. Motorboats and centerboard sailboats may use smaller anchors.

All of these weights may be reduced for the more efficient lightweight anchors, but increased for the navy-type ones. Check with the anchor manufacturer's recommendations before trusting the holding power of any anchor.

The holding power of an anchor varies greatly with the type of bottom. An anchor that might develop 1,500 pounds of holding power in hard sand may only be able to hold a 500-pound load in a soft bottom. You cannot always tell in advance where you might anchor your ship, so you must have ground tackle available for the most difficult anchoring conditions you might face.

The horizontal pull generated by a particular boat will determine the type of anchor rode. To be effective, the rode must be long and strong enough. The length of the rode—or scope—must be such that the pull on the anchor shank is almost horizontal. A scope of at least 7 to 1, seven times as long as the vertical distance at high tide from the bow chock to the bottom, is considered safe. In storm conditions, you may need a scope of 10 to 1 to ensure a horizontal pull on your anchor.

For example: If you are anchoring in 12 feet of water and the distance from your bow chock to the water is 3 feet, you should pay out seven times the total of 15 feet or 105 feet of anchor rode. Any scope less than 5 to 1 would be considered unsafe in anything but very calm weather.

Able 8c.

Calculate the amount of anchor rode necessary for your ship's primary vessel in the following depths: 10, 20, 30 feet in normal and storm conditions.

OFFICIAL SEA SCOUT UNIFORM INSIGNIA

Required Insignia for Sea Scout Youth and Adult Uniforms

U.S. Flag Emblem



Cloth, No. 103
(worn at shoulder
of right sleeve)

BSA Program Strip



Black cloth, No. 641602
(worn above the
right pocket)

Council Patch



Available in local council
Scout shops.
(worn at shoulder of left sleeve)

World Crest



Cloth, No. 143
(worn centered hori-
zontally over left pocket
and vertically between left
shoulder seam and top of
pocket)

Unit Number



White on black:
Nos. 641604-641612
(worn on left sleeve
beneath council patch)

Universal Sea Scout Emblem or Custom Ship Patch



Universal Sea Scout Emblem
Black cloth, No. 641601
(worn on right sleeve
below the U.S. flag)



Custom Ship Patch
A custom ship patch may
be worn in place of the
universal patch.
(worn on right sleeve
below the U.S. flag)

Sea Scout Youth Insignia and Awards

(Rank badges are worn on the left pocket)

Apprentice Rank



Black cloth, No. 4142

Ordinary Rank



Black cloth, No. 4141

Able Rank



Black cloth, No. 4140

Quartermaster Rank



Quartermaster Emblem
No. 616989, restricted

Bar Awards



No. 4052

(worn below left pocket)



No. 4053

(worn below left pocket)

Marksmanship Awards



Wear one medal with a bar
for the highest level
achieved for each firearm.

Quartermaster Medal and Knot



Medal, No. 14119

(worn above left pocket)
Restricted



Knot Black, No. 633337
Restricted

Sea Scout Youth Badges of Office

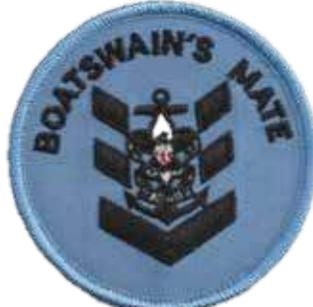
(Worn on the left sleeve below the council patch and unit number)

Boatswain



No. 621904

Boatswain's Mate



No. 621903

Purser



No. 621912

Crew Leader



No. 621908

Assistant Crew Leader



No. 621902

Yeoman



No. 621901

Storekeeper



No. 621917

Media Specialist



No. 621910

Specialist



No. 621916

Chaplain Aide



No. 639092

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Sea Scout Youth and Adult Insignia

Long Cruise Badge



Cloth, No. 648391
(worn on left sleeve)

Long Cruise Arcs



(recognizes a subsequent award)
Red embroidered, No. 648393



(replaces five red arcs)
White embroidered, No. 648392
(worn encircling the Long Cruise badge)

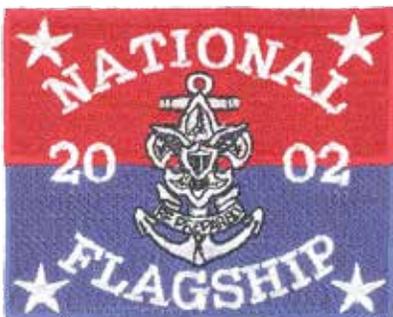
SEAL Insignia



The SEAL insignia is restricted by the national Sea Scout director and is only awarded to youth who meet the requirements for qualification during a SEAL course. The insignia is also awarded to SEAL course instructors.

(worn above the left pocket)

National Flagship Patch



Restricted; awarded annually to one ship selected from applicants for the National Flagship competition.

(worn on right sleeve below the Universal Sea Scout emblem or custom ship patch)

National Flagship Fleet Patch



Restricted; awarded annually to ships selected from applicants for the National Flagship competition.

(worn on right sleeve below the Universal Sea Scout emblem or custom ship patch)

Sea Scout Badges of Office

(Worn on the left sleeve below the council patch and unit number)

Skipper



No. 621915

Mate



No. 621909

Committee Chair



No. 621913

Committee Member



No. 621914

Commodore



Council, No. 621907

Area, No. 650479
Regional, No. 633345
National, No. 633338

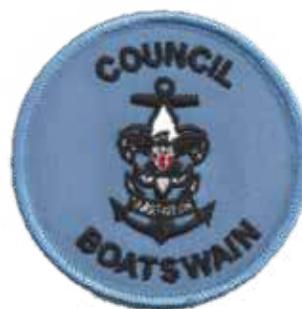
Committee



No. 621906

Area, No. 650484
Regional, No. 633348
National, No. 621911

Boatswain (Youth)



No. 621905

Area, No. 650483
Regional, No. 633347
National, No. 633340

Chartered Organization Representative



No. 639091

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Sea Scout Adult Awards and Insignia

Seabadge Pin



Restricted by the national Sea Scout director. Silver pin awarded to adults who complete the Seabadge requirements.

No. 4097

(worn centered above right pocket)

Sea Scout Leader Device



No. 931

(worn on the Scouter's Training Award, the Scouter's Training Award Knot, the Skipper's Key Knot, and the Venturing/Sea Scout Leadership Award Knot to identify the program for which the knot was awarded)

Scouter's Training Award



**Medal, No. 922
Knot, No. 5008**

(worn above left pocket)

Skipper's Key



Medal, No. 616990

Restricted by the National Sea Scout director.

Knot, No. 5008

(worn above left pocket)

Important notes:

- Locally developed recognitions are not authorized elements of the official Sea Scout uniform.
- Some vendors produce unofficial insignia to meet local demand. However, these insignia are not authorized elements of the official Sea Scout uniform.
- Although not included in the Sea Scout Manual, various award knots on black cloth are accepted as being in common use in the Sea Scouting program, and may be worn.

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Official Sea Scout Uniform



Full-length front view with optional "tar flap"



Front view with optional "tar flap"



Back view with optional "tar flap"



Front view with optional neckerchief



Back view with optional neckerchief



SEA SCOUT MARKSMANSHIP PROGRAM

To earn the Sea Scout Marksmanship awards, Sea Scouts must begin with the Basic Shooter requirements after choosing the discipline or disciplines (rifle, shotgun, or pistol). A Scout may choose to learn how to shoot more than one firearm. A Sea Scout Shooting Sports Medal is earned after a Sea Scout completes the Basic Shooter level, no matter what discipline he or she shoots. From the main medal, small metal bars attach that show the Scout's discipline and level of accomplishment. Sea Scouts only wear the bar for the highest level they have achieved. If a Scout shoots all three disciplines, he or she will have the maximum number of bars suspended from the medal.

Basic Shooter

Complete one of the following discipline requirements. (Note that the requirements can be completed in more than one discipline if a Sea Scout wants to learn to shoot more than one type of firearm.)

Rifle—Complete the following requirements:

- ✦ Basic Shooter program for rifle shooting.
- ✦ Using a .22-caliber rimfire rifle, and shooting from the benchrest position at 50 feet, fire five groups (three shots per group) that can be covered by a quarter . Using these targets, explain how to adjust the sights to zero a rifle.

Shotgun—Complete the following requirements:

- ✦ Basic Shooter program program for shotgun shooting.
- ✦ Using a 20- or 12-gauge shotgun, hit 11 or more out of 25 targets in one 25-target group.

Pistol—Complete the following requirements:

- ✦ Basic Shooter program program for pistol shooting covering both revolvers and semi-automatic pistols.
- ✦ Using a .22-caliber revolver or semi-automatic, shooting from the benchrest position with two hands at 15 feet, and using 9-inch paper plates or paper disks, shoot 10 plates with five shots on each plate. All shots must be inside a half-inch margin from the edge of the plate. The 10 plates do not have to be fired in succession or on the same day. (Note that by achieving this score, the Sea Scout has also earned the Pro-Marksman level in the Winchester/NRA Marksmanship Qualification program for Pistol Qualification and would be eligible for their award.)