

Foreword	5
The Boat in Canadian History	4
Ceremonies and Traditions	2
Time Aboard Ship	11
The Sea Scout Troop	13
The Sea Scout Patrol	12
Sea Scout Program	10
Summer Afloat	18
Meeting Place	19
Program Outline	22
Games	23
Badge List	28
Boating Policy	30
Swimming Policy	37
Nautical Terms	38
Use of Flags	40
Watch Organization	43
Additional Program Resources	45
Sea Scout Uniform	42
Leader Uniform	44
Index	46

SEA SCOUT LEADERS' HANDBOOK



Published by
National Council
Boy Scouts of Canada

C O N T E N T S

Foreword	2
The Boat in Canadian History	4
Ceremonies and Traditions	5
Time Aboard Ship	11
The Sea Scout Troop	13
The Sea Scout Patrol	15
Sea Scout Program	16
Summer Afloat	18
Meeting Place	19
Program Outline	22
Games	23
Badge List	28
Boating Policy	36
Swimming Policy	37
Nautical Terms	38
Use of Flags	40
Watch Organization	42
Additional Program Resources	42
Sea Scout Uniform	43
Leader Uniform	44
Index	45



FOREWORD

Sea Scouts are part of the Scout section which is one of the five programs of the Boy Scouts of Canada.

The aim of Sea Scouting is exactly the same as that of regular Scouting. The program is the same with something "tacked on". Sea Scouting has been a part of Scouting since the Movement started. The Founder, Lord Baden-Powell wrote: - "When a youngster, I began my Scouting as a Sea Scout", and so we find many references in "Scouting for Boys" to Sea Scouting and to B.-P.'s adventures with his brother Warrington, who, he relates was "both a sailor and a boy at heart."

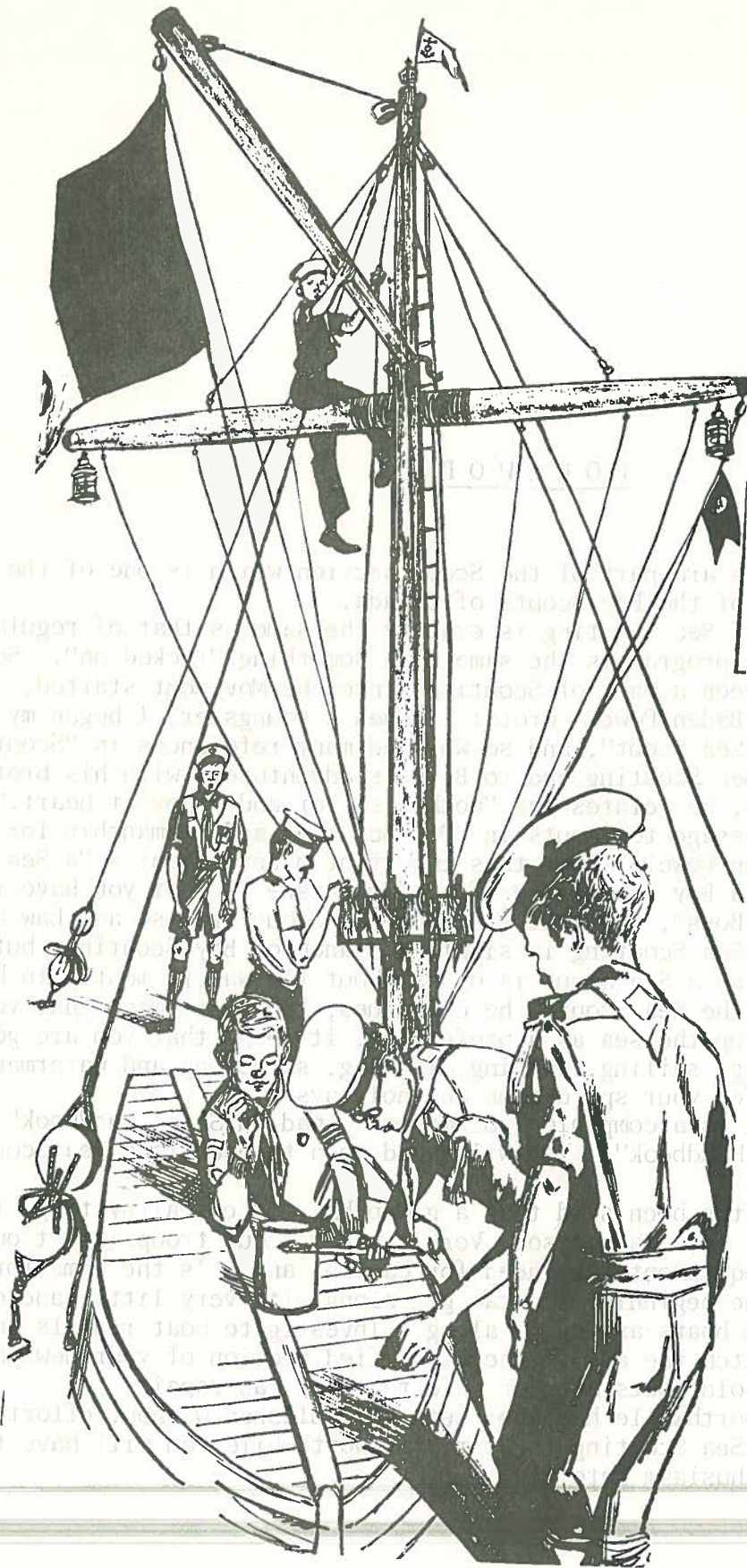
In his message to Scouts in "Sea Scouting and Seamanship for Boys", Warrington Baden-Powell makes this important observation: - "A Sea Scout must be a Boy Scout; therefore I may take it that you have read "Scouting for Boys", and that you know the Scout Promise and Law and regulations. Sea Scouting is simply a branch of Boy Scouting, 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, sailing and watermanship your pastime for your spare time and holidays".

This book is a companion volume to "Canadian Scout Handbook", and "Scout Leader Handbook". You will need both to operate a Sea Scout Troop.

It has often been said that a group has to be wealthy to go in for Sea Scouting. This is not so. Very few Boy 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 along with very little and even build your own boats as you go along. Investigate boat rentals in your districts. Watch the ads in the classified section of your newspaper to see if any old boats are for sale that you can repair.

Nothing worthwhile has ever been accomplished without effort. If you want your Sea Scouting to be really worthwhile you will have to put effort and enthusiasm into it.



THE BOAT IN CANADIAN HISTORY

Seamanship is an old and honorable skill. Long before Noah built his ark, men were sailing the waters of the world in vessels both crude and primitive - the coracle of England, the felucca of North Africa, the junk of China and the dug-out of South America and Africa.

Before even the explorers and colonists landed on these shores the Indians for centuries traversed the rivers and lakes in their birch bark canoes as did the Inuit in their skin-covered kayaks.

More than 1,000 years ago the Norsemen roved the seas, settled in Iceland and Greenland, and eventually sailed along the shores of the North American continent.

Then for four hundred years this continent slept while the explorer sailed elsewhere, and it was not until 1492 when Columbus "discovered" America that the era of exploration was reborn. Five years later John Cabot came to Newfoundland, and less than a century later Jacques Cartier

was to make his famous cruise up the St. Lawrence and around what are now the Maritime Provinces and Newfoundland.

From then on, in a steady stream, men came in ships - Champlain, Sieur de Maisonneuve, the Jesuit missionaries, Franklin, the Selkirk Settlers who came through Hudson's Bay, the explorers who opened up the vast northland as they plied their way "down north" along the Mackenzie, and by boat penetrated deeper and deeper into the great wilderness that was Canada. On their heels came the emigrant ships.

...and so today, many Canadian boys can trace their ancestry to those pioneers who sailed across the oceans and seas to start life anew in this land of promise and opportunity.

The moment you shove off from land - on ocean, gulf, bay, lake, river or pond you're in a different world. It is this that appeals and gives the great sense of adventure and romance to Sea Scouting.

CEREMONIES AND TRADITIONS

Sea lore brings to Sea Scouts many customs and ceremonies. These are not only colourful but they also carry the message of respect for the great achievements of the seamen of the past.

The purpose of these ceremonies and traditions is to point out the values of respect for others' rights, for others' duties, for teamwork. Respect also covers the connection between authority and responsibility - the Sea Scout's responsibility - the Sea Scout's respect for authority, and the leader's respect for his responsibility to the troop.

Saluting the Quarterdeck

At troop meetings and on formal occasions, whenever either a Sea Scout or a leader comes aboard a Sea Scout Land Ship, he salutes the Quarterdeck, thereby carrying out a custom of the sea that began centuries ago. At the very beginning of man's adventure, he realized the many dangers which confronted him. Before venturing out he offered up prayers to his God asking for protection on his perilous voyage.

In the early days of Christianity, it was the custom to place upon the mainmast of large vessels a statue of the Virgin Mary or the patron saint of the ship, or perhaps a Crucifix. Every seaman upon coming aboard a ship either took off his hat or made the sign of the cross as a form of salute.

It was not until many centuries later that the large ships carried the flag of their countries. In the fourteenth and fifteenth centuries, national flags were flown on the ships of the maritime nations. With this custom a universal rule became effective requiring every man coming

aboard to salute the flag. However, no rule was established which forbade these seamen from doffing their hats and making their customary sign or form of salute to the statue of a saint (usually the seaman's patron saint-Saint Nicholas) before they turned to salute the flag.

Sea history tells us that before the Renaissance many of the great ships, particularly those from Spain and England, erected small chapels on the after part of the ship and men, passing by the chapel saluted.

Today all naval officers and men are required to face aft and salute in the direction of the Quarterdeck upon coming aboard the vessel. In some cases where the vessel is large enough and there is a definite Quarterdeck outlined, a second salute is given upon coming onto the Quarterdeck. The Officer of the Deck and all officers on the Quarterdeck return all salutes.

Side Boys

"Side Boys" is the term applied to a detail of Sea Scouts, which falls in at the gangway as a guard of honour to receive distinguished visitors.

The tradition of having side boys in the ceremonial originated in the custom of posting a guard or side-party to keep unwelcome visitors from coming on board a ship. In the Navy today, a side-party is told off to keep the sides of the ship clean; to prevent boats being tied up alongside, and for ceremonial purposes to form a guard of honour for important visitors.

Piping the Side

This is the survival of an old custom of European navies. Centuries ago, when ships were under the command of

court favorites rather than practical seamen, these worthies considered themselves too good to walk on board the ship. Accordingly they were hoisted aboard in a chair. The motions of the chair were controlled by the bos'n's pipe with the calls "Hoist away", "Lower away" and

"Secure". In the side boys of today and the Bos'n and his pipe we see what is left of the custom.

The call is piped twice. The first pipe is given as the visitor arrives, and the second as he "comes aboard."

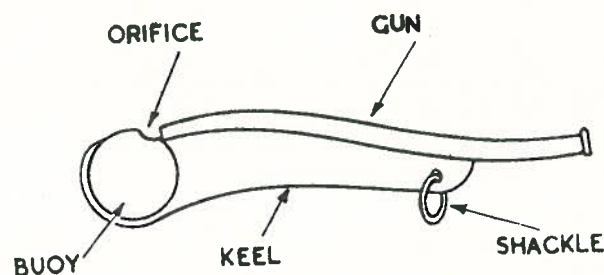
The Use of the Boatswain's Call

As far as English ships are concerned, the Bos'n's Call can be traced back to the days of the Crusades 1248 A.D. Probably owing to the fact that it has always been used as a method of passing orders, it was in former days also an honoured badge of rank. In English ships and fleets as far back as 1485 A.D. it is known that it was the badge of rank of the Lord High Admiral of England, who was at that date John De Vere, Earl of Oxford. It also can be traced as having been worn in action and used by Sir Edward Howard, son of the Earl of Surrey, who as Lord High Admiral was killed in action with the Chevalier Pregent de Biodoux off Brest in 1513.

It was in memory of this event that a Whistle of Honour was presented by the Queen Mother of France to the

officer who commanded the French galleys on this occasion. There are also other instances to be found of the whistle having been used as a badge of rank up to the year 1562, when it was still worn by the Lord High Admiral of England. From this time onward it reverted to its original use, and was employed as a method of passing orders. About 1671 we find it referred to as a "Call", and it is by this name that it has become known.

The expression "To Pipe" really refers to the act of singing out the order required, in conjunction with the use of the "Call", but nowadays the entire procedure is generally known as "Piping". The Parts of the "Call" are named as shown in the sketch.



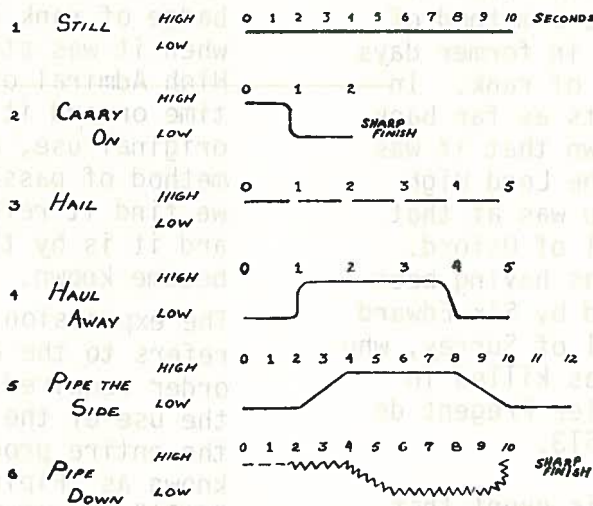
Parts of the Boatswain Call
(pronounced bo's'n)

A "Call" can be tuned by scraping away and enlarging the wind edge of the orifice in the "Buoy" until the "Call" will sound if the mouth of the "Gun" is held directly to a moderate wind.

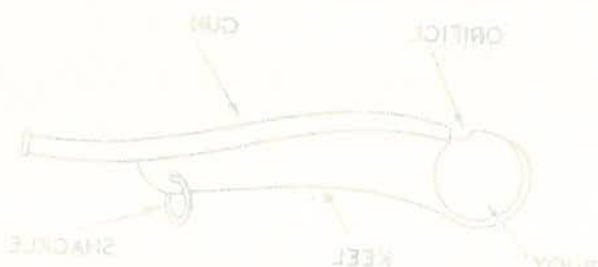
Now let's have a look at the diagram of the "Call". The thumb should be on or near the shackle. The side of the buoy rests against the palm of the hand, and the fingers close over the gun and buoy to control the air coming out of the buoy. There are two main notes, the "high" and "low" and there are two tones which we are

going to concern ourselves with. These are marked on the chart as a straight line for the plain and wavy line for the trill.

The plain low note is obtained by blowing steadily into the mouth of the gun with the hole of the buoy unobstructed by the fingers. The plain high note is made by closing the fingers around the buoy, but take care not to touch the edge of the hole or the end of the gun. The trill (wavy line on chart) is produced by vibrating the tongue while blowing the call, as in rolling the letter 'R'.



PIPING CHART



OPENING CEREMONY

Sea Scouts, following nautical custom,
"Make Colours"

The Ship's Company is mustered in the Divisions Formation (by Patrols, in two straight lines facing each other) by the Duty Boatswain. The division signal or Fall-in is given by the Duty Boatswain either by recognized hand signal, by the Morse Code letter "D" on the Boatswain's Call, or by the regulation "Fall-in" piped on the Boatswain's Call - depending on troop practice. The Duty Boatswain then brings the troop to the 'Alert' and turns the troop over to the Duty Assistant Sea Scoutmaster.

Duty A.S.S.M.: "Duty Patrol Leader,
post Signalman to the
flag."

Duty P.L.: "Aye, Aye Sir, --
Signalman--Post"

The signalman takes one pace back,
secures his chin stay and doubles

to his position on the Quarterdeck.
Here he clears the gaff halyards and
makes the flag ready.

Duty A.S.S.M.: "Ships Company facing
aft, right and left-
turn. Carry on,
Signalman."

The Signalman: "Halyards all clear,
Sir".

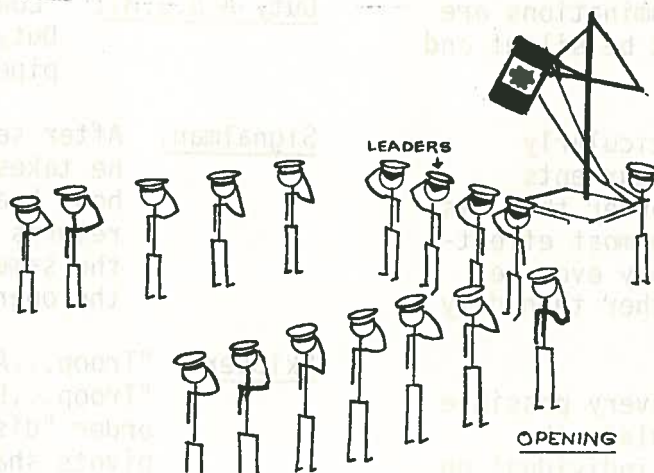
Duty A.S.S.M.: "Raise Away"

The Duty Boatswain pipes flag up.
While the flag is being "made",
everyone salutes flag on signal from
the Duty A.S.S.M.

Duty A.S.S.M.: "Secure Halyards".

Signalman: "Halyards secure, Sir".

The signalman then takes one step
back and salutes flag and returns on
the double to his position one pace
back behind his patrol, ships his
chin stay, then returns to patrol.



CLOSING CEREMONY: Purpose

The closing ceremony makes a definite finish to a meeting. It draws the boys together in a quiet peaceful atmosphere in which they are more receptive to serious thought and sends them home relaxed, with their last corporate acts being one of respect to the Queen (flag down) and duty to God (devotions). Closing ceremonies, properly conducted can have a great unifying effect on the troop and help create in each boy a better understanding of the spirit of Scouting.

Preparations

The leader has a special job here -- he has to make announcements and unless these are carefully prepared and proper use made of the bulletin board and the Patrol System, they can take up a disproportionate amount of time and thereby completely ruin the atmosphere of the Closing Ceremony. The person to lead devotions must have prepared well beforehand and be ready to add any special item which comes to light during the meeting. If mixed faiths or denominations are present, devotions must be silent and personal.

The leader must be particularly perceptive of behavior currents during the meeting in order that his "Five Minutes" shall be most effective. On occasion, it may even be better to cancel it rather than defy the mood of the boys.

Do not forget to make every possible opportunity to congratulate the troop, a patrol, or an individual on something which has occurred during the meeting.

The troop must if necessary be given time to get back into full uniform before the closing ceremony. The Service Patrol Leader will reduce halyards on cleat to one turn, so that there will be no delay when the flag is "struck".

Procedure

The troop is called into Horseshoe formation by the Service Patrol Leader or Duty Boatswain, called to 'alert' and handed over to the leader.

The troop then stands easy or squats (whichever is practiced) for the Scouter's "Five Minutes".

The troop is then called to the "alert" for the flag to be 'struck'.

The leader then calls the Duty Boatswain to post Signalmen.

Duty Boatswain: "Signalmen post."

The Signalmen then take one step back from their patrol, secure their chin straps and advance on the double at the rear of the formation to the flag staff and take up position.

Duty A.S.S.M.: "Clear your halyards"

Signalman: "Halyards all clear Sir."

Duty A.S.S.M.: "Lower Away," - the Duty Boatswain then pipes down the flag.

Signalman: After securing halyards he takes one step back, bows head to flag and returns to patrol with the same procedure as in the opening.

Skipper: "Troop...Alert".
"Troop...Dismiss". On the order "dismiss", the troop pivots sharply one quarter turn to the right and breaks off.

As soon as the troop is dismissed, the Service Patrol Leader removes the flag and with the help of someone from his patrol folds it ready for the next meeting.

Informal Occasions

On informal occasions, e.g. in camp, it is not necessary to parade for flag down. However, some signal should be made so that those present may face the flag and stand to alert. Strike the flag and gather it. Give "carry on" signal. Remove flag from halyards and put it away.

The person lowering should not look up to watch the flag coming down. An assistant will sound calls and help 'gather in' flag if necessary.

Do not forget that in Sea Scouts all flag procedures are done with the nautical terms and always piped to "make" flag and piped when the flag is "struck".

When Sea Scouts fall in for a parade on the deck of a "Ship" they do so in the following manner:

The Ship's Company is divided into Boat's Crews, numbered from one to four which consists of a Coxswain, a Leading Hand and four or five "ratings", that is, Sea Scouts without rank. The Boat's Crews form in

line on the port side of the deck, just forward of the Quarterdeck and facing inward. The line should be at a distance of at least two yards 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 yard between them. Each Coxswain takes his place in front of his Crew, one pace or more in advance according to the amount of space available on the deck. The Leading Hand stands on the right hand end of the Crew. The Yeoman is stationed in the rear of the Boat's Crews, facing inward. 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 of the deck facing inward, that is, towards the Boat's Crews. On parade the Officers fall in on the starboard side, facing inward, the Sea Scout Master nearest the Quarterdeck with the First Mate to his right. The second mate takes his position on the right of the First Mate.

P O R T S I D E

Bn.

Ym.

L R R R R R

L R R R R R

L R R R R R

L R R R R R

0

0

0

0

S T A R B O A R D S I D E

SRM Sea Scout Master

1-M First Mate

2-M Second Mate

Bn Boatswain

Ym Yeoman

C Coxswain

L Leading Hand

R Rating

A parade or a session of drill is discontinued by the following procedure.

The Ship's Company, or a Boat's Crew in certain circumstances, is first given the command "alert"; then in a suitable command so that the Sea Scouts face aft, such as "right turn", "compass eight", or "face aft", whichever may be appropriate. The final command to be given depends on whether the parade or drill is to

TIME ABOARD SHIP

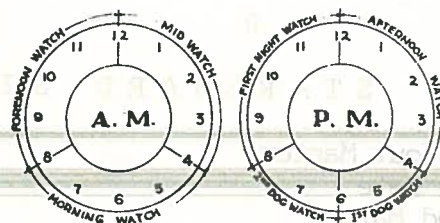
Long before the dawn of the Christian era, men had gone to sea in ships, and even previous to that, men had sailed on the inland waters of the great continents. The very earliest records of China tell stories of Chinese ships travelling up and down its great rivers.

Clocks, as we know them now, were not invented until the 14th century. However, there were various ways of approximating time in the old days, including the sundial, the water clock, and the hour glass. On board ship it was not possible to use the sundial, or the water clock because those called for a solid foundation and steadiness. So it was necessary to use the hour glass for denoting the passage of time on board ship. History indicates that in the early days, on large ships, the emptying of the sand from the upper to the lower half of a so-called hour glass was announced by the striking of a gong in the central part of the ship.

be discontinued temporarily or is to be concluded. The command is "break off" for the former and "dismiss" for the latter. In either case each Sea Scout springs smartly one pace to the right, bringing his heels together on the deck as he lands on his feet. He then salutes the Quarterdeck, completing the order by falling out of line. Some Ship's Companies salute on the command "dismiss" only, and not on the command "break off".

In those very early days, sand passed from one half of the glass to the other in approximately one-half an hour, and a normal turn at the oars consisted of two shifts of the glass, that is, one hour of time. The gong was struck once at the end of the half-hour and twice at the end of the hour.

When the use of auxiliary sails came into being, the spell at the oars was extended over a longer time - four turns of the glass. This period of time was indicated by the striking of the gong four times, with an interval between the second and third strikes. When the sails entirely superseded oars, the length of time that men on watch (on duty) was extended up to eight turns of the glass, which corresponds to the present length of a watch, namely, four hours. Today these watches are indicated by the striking of the ship's bell at half-hour intervals, thus making a total of eight bells for each watch. (It



is common practice in Sea Scout troops to strike ship's bells throughout the meetings.)

The passage of time on board ship is now indicated by bells almost universally. It is interesting to

note that official time on board English Naval vessels was recorded by hour glasses as late as the year 1859, in spite of the fact that all other nations had long since been using clocks.

TIME SYSTEMS

12-Hour Clock Time	Bell Time		24-Hour Clock Time	
AM and PM	AM	P.M	AM	P.M
12.30	1	1	0030	1230
1.00	2	2	0100	1300
1.30	3	3	0130	1330
2.00	4	4	0200	1400
2.30	5	5	0230	1430
3.00	6	6	0300	1500
3.30	7	7	0330	1530
4.00	8	8	0400	1600
4.30	1	1	0430	1630
5.00	2	2	0500	1700
5.30	3	3	0530	1730
6.00	4	4	0600	1800
6.30	5	1	1630	1830
7.00	6	2	0700	1900
7.30	7	3	0730	1930
8.00	8	8	0800	2000
8.30	1	1	1830	2030
9.00	2	2	0900	2100
9.30	3	3	0930	2130
10.00	4	4	1000	2200
10.30	5	5	1030	2230
11.00	6	6	1100	2300
11.30	7	7	1130	2330
12.00	8	8	1200	2400

Sea Scouts are quick to note the absence of the striking of 5 bells in the last Dog Watch. In 1797, 5 bells was to be the signal for the Navy mutiny at the Nore. The plot was discovered and the mutiny quelled.

The Admiralty decreed that 5 bells in the Last Dog Watch should never again be struck on British vessels and so at 1830, 1 bell is struck adding one to each $\frac{1}{2}$ hour until 2000 when 8 bells are struck.

THE SEA SCOUT TROOP

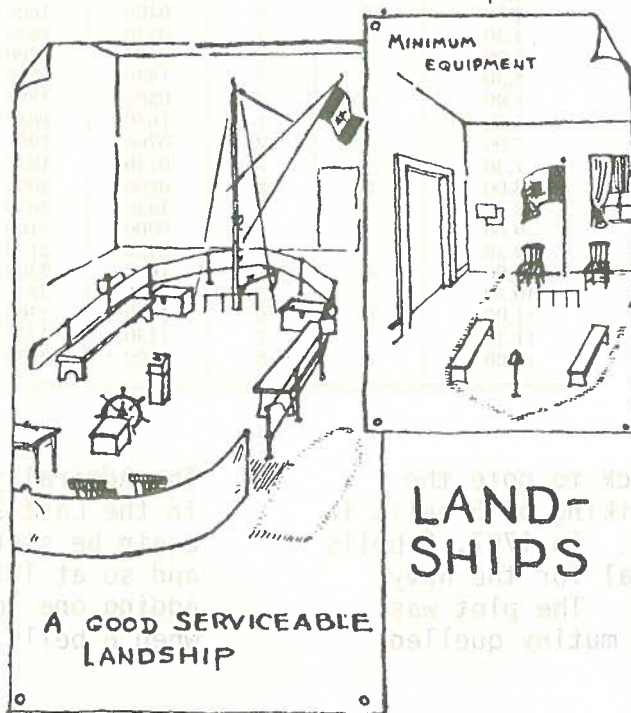
Troop Headquarters

The meeting place of a Sea Scout troop may be known as a Landship. Just how you will equip your landship will depend on the size of the room in which you meet, the storage space and the funds available.

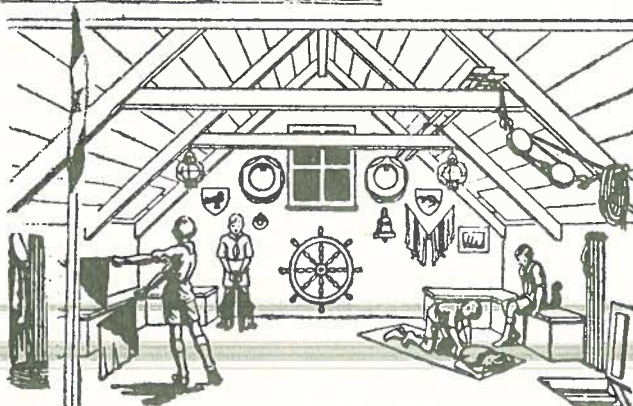
As nearly as possible it should be arranged to represent the deck of a vessel. What kind of a vessel will depend on what the Court of Honour decides. They may choose the replica of the deck of a steamship, naval vessel, sailing vessel, frigate or other ship.

It is not advisable to have too elaborate a set-up which would eat too deeply into troop funds for the initial installations and for maintenance, nor which would involve a great deal of time for the duty patrol to set up each meeting.

The sketches will give you some ideas for laying out your "deck". The plainest of landships is simply an outline of a ship's deck marked on the floor with chalk. Within the confines or boundaries of this deck the troop activities take place.



LAND-SHIPS



Equipment

To carry out the Sea Scout program adequately your landship will need to be equipped with the following minimum equipment:

- A ship's deck outline.
- A mast with yard arm and gaff.
- A Canadian Flag.
- A Ship's bell, Port and Starboard gangways.
- Seating arrangements for Patrols and Scouters.
- Ship's Log.
- A quarterdeck railing, a compass, rope.
- A copy of "Canadian Scout Handbook" for each Scout.

The mast, gangways, seating and railing can be of the simplest design.

In older established troops to the items listed above may be added:

- Stanchions and rails or ropes.
- Bow of Jackstaff.
- One or more masts.
- Ship's Riding Lights.
- Flag Locker.
- Ship's Wheel.
- Ship's Compass.

Deck Fittings.

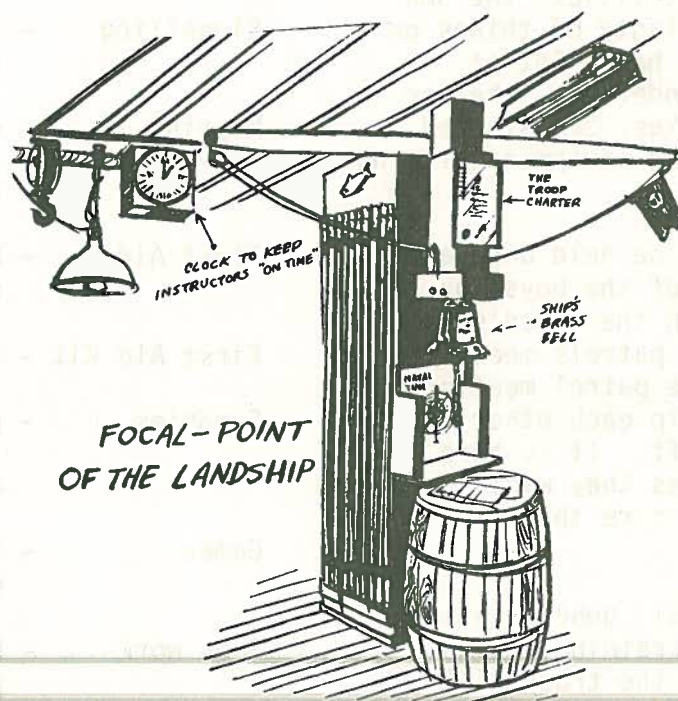
The Bridge.

Small boat forms.

Sea chests, stocked with rope, tools, canvas, etc.

The value of this gear is in the creation of "seagoing" atmosphere. They also assist in acclimatizing Scouts for shipboard customs, directions, etc., and lend colour to Sea Scout ceremonies and displays. However, a good Sea Scout troop can be operated with a minimum of gear and its absence should prove no deterrent to an imaginative and keen group of Sea Scouts.

We stress this latter - the use of the imagination as being of much greater importance than a lot of fancy fittings. B.-P's adventures as a boy were not glamourized play evenings in halls or headquarters but practical activities and fun wherever he happened to be and with whatever was available.



THE SEA SCOUT PATROL

The patrol is the unit that makes Scouting go.

A patrol is a team, with all fellows playing the game of Scouting, all of them working toward the same goal - "All for one, one for all".

Each Sea Scout patrol has a name of its own. If you join an old patrol that name will have a lot of history behind it.

The patrol does not stand alone. It is part of a troop. And just as certainly as the patrol belongs to the fellows in it, the troop belongs to the three or four patrols that make it up.

The way in which patrols and Scouts help their troop - and themselves at the same time is by getting behind the troop Scouters and backing them up in their work to make the troop a real Sea Scout troop.

Outside of troop activities, the Sea Scout patrol does plenty of things on its own. It always has a lot of interesting plans under way, whether patrol meetings, hikes, camps, good turns, stunts, making equipment, fixing up a patrol den.

Patrol meetings may be held once a week, in the homes of the boys, or in the patrol den in the troop's meeting room. Some patrols meet more often. It is at the patrol meetings that the fellows help each other to advance in Scoutcraft. It is here that all the projects they want to do are planned. It is here that friendships grow.

Patrol activities fall generally into six categories: 1) training for activities on which the troop will be working; 2) training for personal advancement; 3) group interest activities, e.g., woodwork, gadgets, making personal or patrol equipment;

(4) straight-fun quizzes, Kim's games, non-athletic games; (5) athletic games - hockey, swimming, baseball, football, etc; (6) good turns.

Within reason, it matters not so much what a patrol does so long as they do it together and some balance is maintained between the six categories.

The patrol plans ahead. They know definitely what they are going to do for the next two or three months, and have a general idea of what they expect to accomplish after that. Members should not spend all the time planning and dreaming about the patrol's "great future". Decide on the things that are immediately ahead - swing into action.

Every patrol should have a patrol box or sea chest. The sea chest has to stand up to pretty rough handling. At the same time it should be possible for two Scouts to carry it. Let's take a look at some of the things which may go into the chest.

Signalling - flags, buzzer sets, cards, etc.

Mapping - charts, protractors, rulers, dividers, compasses.

First Aid - bandages, splints, etc., for practice.

First Aid Kit - (for real use only).

Sundries - paper, pencils, thumb tacks, elastic bands, glue, chalk, crayons.

Games - tennis or softball, etc.

Rope work - knotting ropes (one per Scout), each at least six feet long, lashings, twine, laid rope for splices, etc.

Cleaning - clothes brush, shoe brush and polish, mirror, container including needles, thread, buttons, pins, etc.

Books - record books, "Canadian Scout Handbook."

The sea chest should be painted in patrol colours and might bear the patrol emblems.

SEA SCOUT PROGRAM

A sound Sea Scout program, depends on three basic principles.

(1) Sea Scouts are boys from 11 to 14 years of age. Any group of boys who love boats and water and also have the advantage of living close to a body of water or by a river or canal, can be organized as a Sea Scout troop.

(2) It is not a seamanship training program; it is Scouting afloat. Scouters are not professional instructors. In Scouting, do not strive for discipline through drill, but to inculcate each boy with the Scout spirit.

(3) Boat work can only occupy approximately 4 to 5 months of the year's program. For this reason Sea Scouting must follow the general Scout program.

Realizing and acknowledging these facts, then what is the first thing in developing a sound Sea Scout program?

Leadership

Any man who has the love of the boy at heart and who is willing to give up some of his leisure hours to a group of boys, can if he so desires, become a Sea Scouter. He should also have some knowledge of, or be willing to learn about, boats and water.

A wise Scouter will develop and implement his program through consultation and cooperation with his assistants and P.L.'s, and through the use of the Court of Honour.

The life-blood of any Scout troop is its program. The right program develops activity, alertness, knowledge, keenness and spiritual and physical well-being, without which the troop is just wandering aimlessly like a ship without a rudder.

Planning

In planning a program the Sea Scouter must look wide, for while he knows it is the lure of boats and water which has drawn the boy to Sea Scouting, he also knows this is but a small part of the full development of the boy's advancement along the trail of Scouting to good citizenship.

There are two indistinct phases in planning a Sea Scout program; ashore and afloat. In many parts of Canada this means a winter program and a summer program.

The program should be planned through the Court of Honour. Here the Scouter learns the type of meeting the boys want. Here, he is also able to put over a little extra training, such as a short talk on navigation or sea lore, or an extra

knot or splice. In this way the P.L. is kept ahead of his patrol.

After approval of the Court of Honour, and the Leaders, the Scouter should then submit the plans to his group committee. The group committee should be kept informed at all times concerning the immediate and future plans. Funds have to be raised, headquarters have to be secured, equipment has to be purchased etc., all of which are the duties of the group committee. The Scouter's job is to train the boys.

Boys like the sea atmosphere in troop meetings. Some scouters are quite capable of bringing a lot of sea atmosphere into their meetings without losing the Scouting touch; others find this difficult. If the Scouter wishes he may dress up his meeting place like the deck of a ship. Outline the deck of a ship on the floor and put up a steering wheel, a binnacle, quarterdeck and a ship's bell which is used during the meeting.

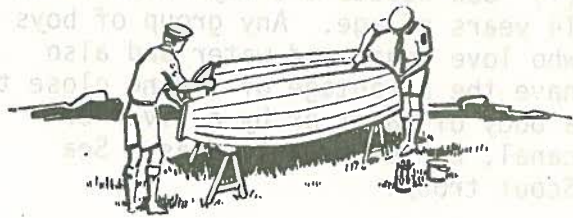
The campfire period is a good time to learn and sing songs of the sea. This is also an opportune time for the Scouter to give talks on the lives of great seamen and explorers.

P.L.'s should be encouraged to hold patrol meetings between troop

meetings. The boys will soon discover what they want to do at these meetings. These patrol meetings can be held at the home of the P.L. or at the home of any of the boys in the patrol. They are a part of the well-balanced program.

CARE OF CRAFT AND EQUIPMENT

The time for repairing, re-conditioning and the building of craft and equipment is during the winter. Definite times should be allotted for this work. Everything should be in readiness for the summer season.



The P.L.'s and the older boys in the troop should be taught how to handle the boats, and how to care for them. The better they are able to maintain their craft the greater will be their pride in it and its equipment. They will know better how to handle and use them. The boys will gain a knowledge of tools and how to use them, a skill which should be a part of every boy's education.

SUMMER AFLOAT

The summer program needs careful planning. "Scouting afloat with a purpose", should be a key note. Definite progress should be made by each boy in boat work, swimming and rescue work as the season advances.

It should be the aim of all Sea Scout troops to have a boat house and boats of their own. All summer work should be done at the summer headquarters.

Practically the whole program will depend on the type of craft that is used and this in turn will be governed by the water available in the locality. It is not necessary to have a large, expensive craft even on a large body of water. It is how good the Scouts can become in handling their boats that counts most when evaluating their progress.

Meetings held at the water should start on time and finish on time so that parents of Scouts know when to expect them home. There is a great deal of responsibility placed on the leader and a proper schedule of hours is imperative.

The peak of the year's program for a Sea Scout troop is the summer's activities. Getting afloat in a kayak, canoe, pulling boat or sailing boat is the dream of every Sea Scout.

A planned program may take any or all of the following forms:

- (1) Boating - paddling, rowing, sailing.
- (2) Swimming.
- (3) Life-saving and rescue work.
- (4) Cruising - hiking by water.
- (5) Games on the water - combine water and land games.
- (6) Displays - combination of boats, swimming, rescue work.
- (7) Practical instruction in charting, lead line and many other Sea Scout subjects.

Boating

Paddling or rowing a small boat, a kayak or a canoe in sheltered water, is the best way to introduce the new boy to Sea Scouting. In these crafts he learns confidence. He gets the feeling of being at home on the water. As he develops he should go on to pulling boats. One to a patrol is the best form of Sea Scouting. In this way the patrol can work as a unit under the Patrol Leader. Hikes, games and competitions galore await the troop that can get patrol boats.

Sailing skills are best learned in a small sailing craft and are a natural progression from rowboat or canoe.

If this type of boating is followed, definite progress will be made. The Scouts will be enthusiastic because they will be keen to pass from one stage to the next.

Swimming

Each member taking part in boating must be able to swim 50 yards in shirt, shorts, and socks. This is not just a rule to be passed and suffice. It is a starting point from which all Sea Scouts will go forward to at least the Swimming badge. Swimming should be a part of all summer programs with regular instruction classes in rescue work.

Life Saving and Rescue Work

A Sea Scout should be trained to be very proficient in life saving and rescue work. He should have a good knowledge of how to rescue and resuscitate a drowning person.

Cruising and Hiking By Water

Hiking or cruising during the day or overnight can be most interesting if properly planned. All overnight jaunts should have the permission of both parents and group or local

committee. A log should be kept at all times. When boats are taken out either for cruising or journeys, a record book should be kept at the boathouse, listing the members of the crew, the person in charge, the direction taken, the destination intended and the expected time of return.

Games

It must be remembered that Scouting is a game and that Sea Scouting is no exception. Sea Scouting provides great opportunity for the imagination of any leader in planning games. The scope is practically unlimited. Pirates, man overboard, whale hunts, signalling games, compass games, boat racing, swimming races, diving etc., what a host of fun is here for the planning!

Displays

The summer's endeavours can well be culminated by a "wateree" display. Here again is something, which, through planning with leaders and

SETTING THE SCENE OF THE MEETING PLACE ON THE DECK OF A SHIP

"Land training in the theoretical features of Sea Scouting, and in the practical features preparatory to water training, is given in any club room or meeting place which is available for use during the winter months."

Let us consider the meeting place in its relation to the creation and maintenance of "sea atmosphere".

In the light of experience there can be no doubt that the setting of the scene of the meeting place on the deck of a ship is of the greatest

Court of Honour, can be a grand affair, and to which parents and interested folk may be invited.

Practical Instruction

Not all the time spent afloat should be spent in cruising or games. Every troop can, and should, chart its home waters. This requires much study and work, such as how to heave and read a line, learning the rules of the road at sea, how to tie the right knot when it is needed under actual sailing or boating conditions, and navigation. These and many others may be planned and executed in the summer program.

The summer program provides the opportunity to pass outdoor tests and earn such badges as the Swimming, Anchor, Sailing, Life Saving, Canoeing, Campcraft, Exploring, Adventuring, Boating, and Scoutcraft.

Finally, the Sea Scouter must remember that the planning, building and development of the program rests not only on his vision and ability but also on the way in which he presents it to his Scouts.

value in creating, stimulating and maintaining "sea atmosphere". Further, it is really essential for the effective performance of a meeting routine based on the customs and life on board a ship.

When the meeting place is obtained it is suggested that it be fitted up in the following way, where possible, and as far as funds will permit.

The room is supposed to represent the deck of a ship, one end the forward part or fore-deck, the opposite end the after part or poop, and the two longer walls the port and starboard sides. When facing forward port is on the left hand side and

starboard on the right hand side. The quarterdeck is that part of the ship which is abaft the mainmast. "Abaft means behind; abaft the mainmast -- between the mainmast and the stern. It is not usual for a Sea Scout Ship to have a mainmast on her deck because it would interfere with some of the activities. The quarterdeck is that part of the room which represents the stern of the ship. All of the drills and ceremonies take place on the space forward of the quarterdeck. No one but the Ship's officers, visitors or Sea Scouts on duty may go on the Quarterdeck.

The room, of course, will have an entrance. In arranging the layout of the ship's deck this entrance should be in the wall, or on the side, which is to be the starboard side. The reason for this choice is based on the fact that the starboard gangway is the gangway of ceremony. Officers and visitors coming on board do so by this gangway. On a naval ship officers below Wardroom rank and other members of the crew come alongside to port. It is therefore quite important that Sea Scouts should have at least one gangway on the starboard side. It is not so important that there be one on the port side, and do not refuse to use a room if it does not conform with the custom of having an entrance on the starboard side, because some means can be found of approaching the quarterdeck in the traditional manner. The reasons behind this stressing of proper approach to the deck of the ship become apparent when we discuss ship routine and customs.

The diagram shows an arrangement of the Meeting Place. While not going so far as to say that this is standard arrangement it can be claimed that it has been used by a number of Ship's Companies with great success and is recommended on that account. There are variations in detail and some items can be omitted without any loss

to the general scheme of things. The most important features are the starboard gangway, shown at "D", the quarterdeck in the stern, indicated by "Q-D", and the ensign, hoisted on a staff or by halliard rove through a block at the ceiling, located amidships in the aftermost part of the quarterdeck, as at "En". It is usual to mark the forward limit of the quarterdeck in some way or other. One or two benches may be placed across the deck, allowing plenty of room to pass around the ends. A very neat way is to use rope mounted in wood or pipe stanchions. These can be set in heavy portable bases if the rail has to be put away at the close of each meeting. The piece of equipment next in importance is the ship's bell, marked "B" on the diagram. A real ship's bell is expensive, but a substitute can often be put together in a home workshop. An old school bell or a brass shellcase will make quite a good ship's bell. A lanyard is made fast to the tongue or clapper of the bell and is used when striking the time. A ship's bell should be set before the bridge, if one is provided on the deck, otherwise it may be located as shown at "B" or any other convenient place. A light halliard is rigged against the wall of the starboard side at "H". A small galvanized single sheave block should be made fast to the ceiling and the halliard rove through it. This halliard is used to fly the flags of visiting officers. The forward benches shown at the "xxxxxx" can serve to indicate the break of the deck at the forecastle, or better still a portable bridge might be set here. The bridge is a low platform from six to twelve inches above the floor, its length varying with circumstances, such as the width of the room or the space being used for the ship's deck. The width of the platform can vary from two and one-half feet up to four or five feet, also depending on circumstance. There should be a rail along three

sides of the platform the other side being left open. The rail can be constructed with pipe and fittings which can be obtained from a plumber. The sides would be closed in with canvas screens. Another type of bridge rail is built solidly with studdings and thin tongue and groove boards. An advantage of using the latter type of rail is that if built up to three feet above the platform it can be used to mount a steering wheel on the bridge.

The ship's bell can also be solidly mounted on the forward side of the bulkhead. On the ends of the bridge, that is, the port and starboard sides of the ship, can be mounted the red and green ship's side, or running, lights with wood screens painted in the proper colours. The wood screens without real lights look very interesting, but of course if it is possible to fit them up with electric lights and coloured glass they will look even better. The location of the lights are indicated at "P" and "S" on the diagram, if the room is not large enough for a bridge, or even a bench to mark the break in the deck, the side lights can be set just forward of the quarterdeck. It is helpful to have a table or desk for the use of the officers and Yeomen and

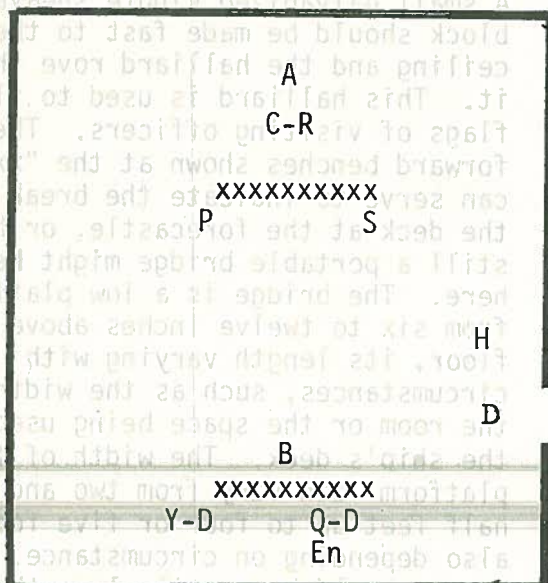
it can be set on the quarterdeck as at "Y-D". The Ship's Company records, also papers and small materials needed for instruction purposes, are conveniently kept on the desk. It is here that the Yeoman makes the entries in the Ship's Log. The Yeoman acts as clerk or secretary of the Ship's Company and also carries on the duties which are performed by the quartermaster of a troop of Scouts.

If the Ship's Company has a large anchor and a length of heavy rope as part of the equipment they will look well on the fore-deck, the rope being neatly coiled down.

From the foregoing description of the deck of the Ship it may be understood that very simple and inexpensive equipment can give quite a realistic setting for the meetings of the Ship's Company. With the expenditure of money and time additional details may be arranged that will improve the appearance of the ship; but do not overdo this sort of thing. Let simplicity be the keynote. Remember, too, that the Ship's Company requires considerable clear space for the various activities which are carried on aboard the ship.

Symbols

A	Anchor
C-R	Coil of Rope
xxx	A bench or a rope mounted on stanchions to mark a break in the deck
P	Port side-light
S	Starboard side-light
H	Signal halyard
D	Door which serves a gangway to enter the ship
Y-D	Table for use of Yeomen and Officers
En	Ensign
Q-D	Quarter-deck
B	Ship's Bell



Ship Routine and Custom as Applied to Sea Scouts

In a Ship's Company to develop an "atmosphere" which is a semblance of life in a ship requires considerable study and preparation. During the course of time the Sea Scouts have gradually built up a traditional atmosphere of their own which is unlike that of the "land" Scouts. The latter is influenced by pioneering, the woods and the camp. Sea Scouting is based upon the routine of life in a ship; the duties being similar to those ordinarily pursued by sailors, and the discipline while not rigorous, is not unlike that of the days of sail. A studied effort has been made as far as possible to

PROGRAM OUTLINE

- 7:15 - Get the Ship's deck ready for the meeting.
- 7:25 - Bos'n falls in the Ship's Company
Make Bunting
Bos'n's inspection of the Crew
Bos'n pipes "the Side"
Side boy - to station at the Gangway.
- 7:30 - A member of the Crew, told off for the duty by the Bos'n, strikes "three bells" on the Ship's Bell.
Bos'n pipes "side boys"
Leaders come aboard
Muster Crew for inspection.
Yeoman calls the roll.
Leader inspects the Ship's Company
- 7:40 - Game
- 7:45 - Instruction period.
Illustrated talk and demonstration by instructors.
- 7:55 - Recreation Period. A game of some sort.

envelop the scene with the customs of the sea.

Meeting Place on the Deck of a Ship

In order to give an air of reality to the scene, which is set on the deck of a ship, one should name the parts of the meeting place after the corresponding parts of a ship.

Use of Sea-Faring Language

Officers and Cox'ns should use sea-faring terms and language on any and every occasion possible. Of course, in the case of beginners, some care is necessary in choosing the time for and aptness of the expression which is being used.

- 8:00 - Dog Watch. Intermission for relaxation, informal chatting patrol meetings.
- 8:15 - Instruction period. Handwork supervised by instructors.
- 8:30 - Member of Crew strikes "one bell"
- 8:35 - Instruction period. Cox'ns instruct their Crews, supervised by Skipper and Mate.
- 8:50 - Leader's Talk
Notices and announcements.
Appointment of next watch for duty.
Presentation of awards, badges.
- 9:00 - Member of Crew strikes "two bells".
Bos'n fall in the Ship's Company.
Bos'n pipes "the side", then "side boys".
Skipper and Mate go ashore.
Strike colours.
Dismiss the Crew.

The Deck is cleared up and the meeting comes to an end.

GAMES FOR SEA SCOUTS

The Value of Games

Every year games are becoming a more and more important factor in all types of training, both in the schools and organizations. Games, or as they are more technically called Calisthenics should form an integral part of every Ship's Company meeting. At one time it was thought that senior boys did not desire to play indoor games but this myth is entirely exploded and there is no doubt that games are enjoyed whether the ages be 8 or 80.

In Sea Scouting, therefore, skippers must realize that they must be forever searching for games which are not only new, but have as their background training in playing the game for the sake of the game.

The Place of Games in Programs

While much of Sea Scouting training is of necessity taught through instruction and practice, periods of inactivity should be broken up every twenty minutes or half an hour with a good active game. Sometimes these games may be purely of a recreational nature with no bearing upon Scouting and at other times they may be to demonstrate and practice some instruction which has been given.

Classification of Kinds of Games

Physical Games and Athletic Feats

This type of game is purely for the purpose of "letting off steam" and should be played at the end of any instruction which entails inactivity on the part of the boys. The type would include those which are given in a later section under the heading of "Breeches Buoy", "The Berserk Sailor", "Placing the Shackles",

"Alphabet Racing", etc. Ordinary straight relay races, tugs-of-war, rope climbing, etc., might be included in this section.

Duel Contests

Under this heading would come such games as "Wrist Wrestling", Cock Fighting, Boxing, Wrestling, Blind-fold Boxing, etc.

Games Producing Laughter

These games are frequently used at Parents' Nights and upon other similar occasions. Such games as "Siamese Twins", Knot Untying Races, Crocodile Race, Boat Steering, "Oo are A'Shoving", Chalk Stone Age, Football with feet tied, Mutiny, etc., would come under this heading.

Observation and Memory Games

This type of game should have a prominent place in meetings, as observation is perhaps of more value to a Sea Scout than to land Scouts. In the early stages such observation as describing clothing of a man who has recently been in and left the meeting, naming thirty or forty articles which have been placed on the floor for a few moments and then removed, and other such types may be used. More advanced observation would be to describe minutely all that was seen on a recent cruise, naming the ships passed together with their type, approximate crew, etc. This observation should also include a description of the land passed with particular reference to special landmarks. A great variety of this type of game can be prepared by a skipper possessing any amount of ingenuity.

Nautical Charades

Everyone has a secret desire, if not an expressed one, to act and Sea Scouts are certainly included. Therefore the acting of dumb or talking charades, preferably with a nautical background, should be included in the programs from time to time. The name or purpose of the charade can either be suggested by the skipper or invented by those acting. Skippers are particularly urged not to forget this phase of training.

Quiz Games

Much important training may be given through the medium of question games which, of course, require a certain amount of preparation on the part of the Skipper. These may be run in the form of a "True and False" competition, "Knockout" quiz, etc. Of course the more nautical questions asked the better, but questions upon practically any subject may be included.

Seamanship Games

Under this heading comes all such games as Knotting Relay, Compass games, Signalling games, "Rules of the Road" games, and in fact games upon any subject which are being taught at the time. Any period of instruction upon knotting for instance, should be followed by either a Knotting Relay or a Knotting Competition of some sort. The same applies to Compass, First Aid, Signalling and all the tests taught in Sea Scouting.

Books on Games

There are available vast numbers of books on games, although unfortunately very few written specifically for Sea Scout training. Slight ingenuity however on the part of the Skipper

can easily transfer these games to give them a nautical flavour and make them scarcely recognizable from their original intent. It would be difficult to recommend any particular book as usually a book containing two or three hundred games will include perhaps fifteen or twenty suitable for our purpose. "Games Galore" is one of the best available at present.

Selected Games

Indoor Recreational Games For Use At Ship's Company Meetings

Remarks:

Whilst it is clearly understood that most of the training in Sea Scouting is through instruction and practice it must not be forgotten that recreational games are necessary in all training, whether the ages be eight or eighty.

The purpose of this Publication therefore, is to suggest to Skippers various games suitable for use at Ship's Company's meetings, with complete instructions on how to play them.

No claim is made that these games are new or original. The main object in offering them is purely to remind Skippers that there is a well known Scouting book, but to collect a library of these would be a somewhat expensive proposition.

An endeavour has been made to list only those games which requires a minimum of material. Games requiring complicated and expensive gear have been omitted purposely.

It is suggested that the judging of the finish of games be left to the Coxswains instead of the Skipper acting as judge.

Relay Games

Breeches Buoy. The smallest boy in each boat's crew is the person to be rescued. He jumps on the back of number one who runs to the end of the room and back and transfers the patient to number two without letting him touch the ground. Number two does the same as number one and so on. The patient must be transferred to the back of each boy in turn and must not touch the ground.

Hanging Johnnie. A rope ring just large enough for a boy to get through is placed at the far end of the room. Each boy in turn must run up the room, get through the ring either from the head down or feet up and return to start number two.

Stepping Stones. Each boat's crew receives two pieces of cardboard about one foot square. Number one of each boat's crew places the cardboards on the ground for number two to step on, lifting the back one and placing it ahead of him each time he steps. At the far end of the room number two places the cards whilst number one steps along them. If the "stepper" steps in the water he goes back and starts again.

The Berserk Sailor. Each berserk sailor kicks a three foot length of rope up the room and returns.

Siamese Twins. Two boys at a time with arms linked, back to back. Number one goes forward supporting number two, to one end of the room and on the return number two goes forward supporting number one.

Placing the Shackles. Four chairs spaced out along room in front of each boat's crew. Three matches placed on the end chair. First boy runs to chair, gets one match and places it on chair number one. Returns, gets another match, places it on chair number two and gets third match and places it on chair number

three. Second boy replaces each match on end chair in turn, until all three are again at the end. Third boy does same as first and fourth same as second, etc. If desired chalk circles, hats or cardboard plates may be used instead of chairs.

Alphabet Race. Place a piece of paper and a pencil at far end of room in front of each ship's Company. First boy runs up, writes capital "A", returns hands pencil to number two who writes "B", etc. The first boat's crew to complete the alphabet wins. This is a good game as it gives each boy several turns.

Knot Untying Race. Cox'ns go to far end of room with a stout piece of cord each and stand opposite any boat's crew except their own. On the word "go" they tie a reef knot in the rope and pull it as tight as possible whilst the first boy runs up, takes the rope and unties the knot. Having untied it the boy returns and starts number two whilst the cox'n is tying another reef knot. In the event of a short room the boys should run up and down twice in order to give the opposing cox'n time to tie the knot and pull it tight.

Fireman's Drag. Number one lies on his back on floor whilst number two ties the wrists of number one together with a triangular bandage using a reef knot. Number two places his head between arms of number one and drags him over a short course with the fireman's drag. At the end of room number one unties the bandage and lies down. Number two ties number one's wrists together and returns with the Fireman's drag to start numbers three and four.

Inter-Boat Crew Races

NOTE: These races are run in relay formation but all boys do the action together instead of in relays.

Boat Race. All get down at "Knees bend" position and hold belt of boy in front. Cox'n in front folds his arms. Boat's crew goes over a given course by bobbing up and down.

Crocodile Race. Each boy holds up the leg of the boy in front of him by grabbing his left ankle. On the word "go" the boat's crew hops to the end of room and back in this formation.

Boat Steering. All boys except the Cox'n straddle a spar which they hold with both hands, back towards the end to which they are racing. Cox'n holds the end of spar facing the direction they are to race. On the word "go" the boat's crew run backwards over a given course, the Cox'n steering them.

Circle Games

NOTE: The Circle formation is used for this game.

Straff. All boat's crew except one, form a large circle. The remaining boat's crew goes in centre of circle. A half inflated football is thrown to one of the boys forming the circle who throws it at anyone inside the circle. As soon as the boy is hit he must leave the centre. If the ball falls in the centre it must be kicked outside. Boys forming the circle may not go inside to retrieve it. Game continues until all boys in centre have been knocked out. The game is run on a time basis, the period the last boy of each Boat's crew occupies the centre being taken note of. Those in the longest win. The boys in the centre may run around as much as they like to keep as far away from the ball as possible, but are not allowed outside the circle.

Miscellaneous Games

Guiding to Harbour. Boat's crews line up at one end of room in relay

formation. Boys are blindfolded and then hold the belt of the boy in front, Cox'ns (who are not blindfolded) go to far end of room and may not move. A number of chairs and other obstacles are placed haphazard all over the room. The Cox'ns endeavour to guide the boat's crews to a given harbour by shouting nautical commands. If any member of the boat's crew touches one of the obstacles the Cox'n must come to them and lead them back to the start. He then returns to his position and starts again. The first boat's crew to reach the harbour without touching an obstacle wins. Usually the boat's crew who possesses a Cox'n with the loudest voice gets to harbour first.

Small-Ball Rugby. A good "warm-up" game. Skipper throws a tennis ball into the centre of the room. A member of the boat's crew "A" catches it, calls the name of his crew, thus "Drakes one" and endeavours to throw it to another member of his crew. If successful the catcher calls "Drakes two" and throws it to a third member who calls "Drakes three". Three successive catches by any one crew constitutes a goal. The ball being intercepted by some other crew, the catcher would call "Shackletons one", etc.

'Oo Are You A'Shovin? Another excellent "warm-up" game guaranteed to cure corns. A small chalk circle about two feet in diameter is drawn on floor in centre of room. On the word "go" all boys endeavour to get their feet into the circle. Any amount of shoving and pushing is allowed. Every thirty seconds the whistle is blown and everybody stays as they are. Each foot or part of a foot in circle scores a point.

Bumping Race. This race is taken from the famous bumping races at Oxford. Three, four or five chairs, according to the number of boat's

crews in the ship's company are placed at even distances, about 12 feet apart. One representative from each boat's crew stands at each chair. On the word "go" they race round and each tries to touch the boy in front. Do not allow the race to go too long and blow the whistle as soon as the boys look exhausted. Award one point for each boy who is still left in the running. As soon as a boy is touched he must fall out immediately.

Body Checking Race. The Cox'n's should line up in the middle of the room opposite any boat's crew except their own. Rest of boat's crew in relay formation at end of room. On the word "go" numbers one in each boat's crew endeavour to hop to the end of the room, whilst the Cox'n opposing them, also hopping, endeavours to charge him over. As soon as the boys racing have passed the given point they are safe and may then run to the end of the room and return. They cannot be molested on the way back. Number one tags number two who hops up as before.

Chalk Stone Age. Ship's companies form two teams "A" and "B". Three small pieces of chalk are thrown into centre of room. Object is to get a piece of chalk and put on the wall at the opposite end. Any amount of tackling, etc., is allowed. Whistle is blown at end of each minute, when those holding the chalk must return the pieces to the Skipper who throws them in centre again and the game re-starts. A referee at each end of the room is required, in addition to the Skipper. As soon as a boy scores a goal by making a chalk mark he must immediately hand the chalk to the referee at the end of the room, who throws it into the centre again. Keep the first aid kit handy.

Race Tug-of-War. For two boat's crews, to be used as a "Knock-out" competition. A stout rope about ten feet long is placed in the centre of

room with a handkerchief tied in the centre of the rope. One boat's crew is placed at one end of the room and another at the other end. On the word "go" the two crews race to their end of the rope, grab it and pull. If both crews arrive at the same time a good tug-of-war results, provided that they sort themselves out quickly enough. If one crew reaches the rope before the other, it is possible for them to whip it away before their opponents have time to grab it.

Triangular Tug-of-War. A good length of strong rope is tied to form a large loop. Three boat's crews hold the rope, thus forming a triangular pull. A handkerchief is placed about three yards beyond the reach of each crew. On the word "go" the three crews pull and endeavour to grab their handkerchief. This is a very strenuous game and should not be played for long practice.

Football With Feet Tied. Ship's company divided into two teams with goals at each end of room. The game is played as in Soccer football except that everyone has his feet tied together with a handkerchief or length of cord. This game is good to harden the seats ready for pulling races in the summer.

Mutiny. Everyone tries to tie a Clove hitch around the leg of anyone else except a member of his own boat's crew. As soon as one has a clove hitch on his leg he is automatically dead and drops out of the game. Last boy in wins the game and a free month in hospital.

Mounted Wrestling. The smaller members of each team mount on the larger ones. The game can then be played all against all or by a series of contests. The riders try to pull the opposing riders off their horses, the horses barging or pulling to help. If a rider's foot touches the ground he and his horse fall out.

BADGE LIST

Achievement Badge Requirements

ANCHOR BADGE



Bronze Stage:

1. Know the "rules of the road" appropriate to the waters where you do your boating.
 2. Do three of the following:
 - a) Demonstrate use of reaching pole and lifeline.
 - b) Demonstrate the mouth-to mouth method of artificial respiration.
 - c) Demonstrate knowledge of different types of lifejackets and show how to wear one.
 - d) In water beyond your depth and wearing socks, pants and shirt, demonstrate your ability to remain afloat for five minutes.
 - e) Demonstrate what to do in case of loss of power while on the water, such as lost paddles, motor failure or broken mast.
 - f) Explain the importance of staying with an overturned boat.
 3.
 - a) Tie five of the following knots and explain their use: reef, sheet-bend, bowline, clove hitch, figure eight, round turn and two half-hitches.
 - b) Explain ten common terms related to parts of a boat
- and boat handling appropriate to the craft available to you.
4. With members of your patrol, visit a power squadron, harbour police or other local authority to find out about two of the following:
 - a) The system of buoyage, navigation and riding lights in your area.
 - b) The main channels and chief landmarks in your area, including rocks and shoals and other hazards.
 - c) The rise and fall of tides, how to ascertain the times of high and low water and the current and set all stages of the tide in local water.
 - d) Charts, including standard markings.
 - e) Types of craft, system of mooring and anchors.
 5. With another Scout demonstrate two of the following: getting into and out of small craft; loading small craft; how to handle a small boat; minor repairs; overhaul and maintenance; mounting an outboard motor; portaging a canoe.
 6. With your patrol, plan and undertake an eight-hour cruise.

Silver Stage:

1. Know the "rules of the road" appropriate to the waters where you do your boating, and "rules for small craft", including the equipment required by regulation for craft under 18 feet. Explain what to do where you observe a water accident.

2. Do four of the following:

- a) Demonstrate use of reaching pole and lifeline.
- b) Demonstrate the mouth-to-mouth and revised Sylvester methods of artificial respiration.
- c) Select a Ministry of Transport approved lifejacket and demonstrate how to wear it in water beyond your depth.
- d) In water beyond your depth and wearing socks, pants and shirt, demonstrate your ability to remain afloat for ten minutes.
- e) Explain the proper precautions for persons operating boats towing water skiers.
- f) Demonstrate what to do in case of loss of power while on the water, such as lost paddles, motor failure or broken mast. Explain the importance of staying with an overturned boat.

3. a) Demonstrate seven of the following and explain their uses: knots -- reef, sheet-bend, bowline, clove hitch, figure eight, round turn and two half-hitches; treat the end of a rope, short-splice, back splice.

4. With members of your patrol put on a demonstration or display on two of the following:

- a) The system of buoyage, navigation and riding lights in your area.
- b) The main channels and chief landmarks in your area, including rocks and shoals and other hazards.

- c) The rise and fall of tides, how to ascertain the times of high and low water and the current and set at all stages of the tide in local water.
- d) Charts, including standard markings.
- e) Types of craft, system of mooring and anchors.
- f) The operation of an outboard motor, including simple repairs.

5. With another Scout demonstrate four of the following: getting into and out of small craft; loading small craft; how to handle a small boat; minor repairs; overhaul and maintenance, mounting and fueling an outboard motor; portaging a canoe.

6. With your patrol, plan and undertake a twenty-four hour cruise.

Gold Stage:

1. Know the "rules of the road" appropriate to the waters where you do you boating; "rules for small craft"; and water safety rules as approved by the Provincial Water Safety Committee. Explain what to do where you observe a water accident. Know what emergency services are available, such as life-saving stations, coast guards, rocket apparatus, doctors and police.

2. Do five of the following:

- a) Make one of and demonstrate use of reaching pole and lifeline.
- b) Demonstrate the mouth-to-mouth, revised Sylvester and Holger-Neilson methods of artificial respiration.

- c) Select a Ministry of Transport approved lifejacket and give the reasons for your choice. Demonstrate how to wear it in water beyond your depth.
 - d) In water beyond your depth and wearing socks, pants and shirt, demonstrate your ability to remain afloat for fifteen minutes.
 - e) Explain the proper precautions for persons operating boats towing water skiers and for those being towed.
 - f) Demonstrate what to do in case of loss of power while on the water, such as lost paddles, motor failure or broken mast and explain the importance of staying with an overturned boat.
 - g) Know the precautions to be taken against fire on board and how to combat fires, particularly gasoline fires.
3. a) Demonstrate ten of the following and explain their use: knots -- reef, sheet-bend, bowline, clove hitch, figure eight, round turn and two half-hitches, fisherman's; treat the end of a rope, long splice, back splice, eye splice.
 - b) Explain twenty common terms related to parts of a boat and boat handling appropriate to the craft available to you.
4. With members of your patrol, prepare a training session designed to teach two of the following:
 - a) The system of buoyage navigation and riding lights in your area.
 - b) The main channels and chief landmarks in your area, including rocks and shoals and other hazards.
 - c) The rise and fall of tides, how to ascertain the times of high and low water and the current and set at all stages of the tide in local waters.
 - d) Charts, including standard markings.
 - e) Types of craft, system of mooring and anchors.
 - f) The operation of an outboard motor, including simple repairs.
 5. With another Scout demonstrate six of the following: getting into and out of small craft; loading small craft; how to handle a small boat; minor repairs; overhaul and maintenance; mounting and fuelling an outboard motor; portaging a canoe.
 6. With your patrol, plan and undertake a forty-eight hour cruise or, plan and operate a one-day regatta for your troop.

SWIMMING BADGE



Bronze Stage:

The bronze stage of the Swimming Badge is based on the Canadian Red Cross Society's Water Safety Handbook.

Scouts who have earned, or earn, the Canadian Red Cross Society's Junior Level are eligible to wear the bronze stage Swimming Badge.

Scouts may earn and wear the bronze stage Swimming Badge on completion of an examination by Scout examiners.

In this case, they are not eligible for the Canadian Red Cross Society's Junior Level.

Purpose:

To familiarize the candidate with safety in the water and improve basic swimming performance.

Evaluation Items:

1. Water Safety Knowledge: Answer questions about personal safety in, on, and around the water with a basic "why" understanding of individual safety.
2. Reaching Assists: Perform a variety of simple reaching assists. Show the ability to select an appropriate aid and react quickly.
3. Rescue Breathing: Demonstrate Rescue Breathing on land and in shallow water.
4. Front Dive into Deep Waters: Perform a head-first entry from a crouch or standing position. The order of entry must be hands, head and feet.
5. Continuous Swim 100 Metres: Swim 50 metres on the front or side using one of side stroke, breast stroke, front crawl or trudgeon; followed by 50 metres of the elementary back stroke. Recognizable mechanics must be demonstrated throughout.
6. Tread Water 1 Minute, Drownproof 3 Minutes: Tread water for 1 minute in deep water while keeping the head above water. Following this, demonstrate Drownproofing for a period of 3 minutes. Item "6" is not to be done continuously with item "5" during the evaluation.

Silver Stage:

Purpose:

To further improve swimming ability and to increase the safety knowledge and performance skills of the individual.

Evaluation Items:

1. Water Safety Knowledge: Answer questions regarding personal safety as well as the safety of others, in, on, and around water. Know the "why" and "how" of water safety knowledge.
2. Reaching Assists: Analyze basic emergency situations in which the use of a variety of reaching assists (including throwing assists) must be demonstrated.
3. Rescue Breathing: Demonstrate rescue breathing on land, in shallow water, and from land, dock or boat to water.
4. Shallow Dive: Perform a standing shallow dive (maximum depth: 1 m), followed by a short glide into a head-up approach using front crawl, breast stroke or trudgeon.
5. 200 Metres Continuous Swim: Swim each of the following strokes in the order listed, for a distance of 50 metres:

Front Crawl or Side Stroke	
Trudgeon	
Breast Stroke	Elementary Back Stroke or Back Crawl
6. 500 Metres Continuous Swim on the Back: Swim on the back 25 m using a sculling or finning action with the arms; followed by 25 m using a lifesaving kick.

7. Drownproofing in Deep Water 5 Minutes: Items "5, 6 and 7" are not continuous. Item "7" may be performed after item "5" at the evaluator's discretion.

Gold Stage:

Purpose:

To achieve a high level of proficiency in survival, safety, and swimming skills and provide an introduction to lifesaving skills.

Evaluation Items:

1. Water Safety Knowledge: Be knowledgeable in all phases of water safety.
2. Reaching Assists: Analyze emergency situations. Perform various non-body contact rescues (reaching, throwing, and towing assists). (The towing assist is to be performed only as a follow-up to an unsuccessful reaching or throwing assist.)
3. Rescue Breathing: Know and perform the mechanics of Rescue Breathing in any or all of the following situations: on land, in shallow water, rescuer out of water with victim in the water (e.g. rescuer in a boat, on a dock, pool deck).
4. Shallow Dive with Follow-up: Perform a shallow dive (maximum depth 1 m) and glide into head-up approach using front crawl, breast stroke, or trudgeon.
5. 400 Metres Continuous Swim and Drownproofing: Swim each of the following strokes in order, for a distance of 75 m:

Back Crawl	Front Crawl or Trudgeon
Breast Stroke	Sidestroke or Elementary Back Stroke

Lifesaving Kick (on back)

followed by Drownproofing for a 5 minute period during which 25 m of Travel Stroke must be performed.

6. Stride Entry: Perform a feet first stride entry keeping head above water at all times. Follow through with the head up using front crawl, breast stroke or trudgeon. The entry should not be performed from a height greater than one metre.
7. Surface Dive: From any head-up approach, do a head-first surface dive (using either a pike or tuck action), to a depth of 2 m, and level off. Then surface and dive again in the same spot to a depth of 2 m using a feet-first surface dive (no underwater swim is necessary).

LIFE SAVING BADGE



Bronze Stage:

AIM: The aim of this badge is to emphasize the basic rules involving minimum risk to the rescuer. It is recommended that Scouts

hold the Life Saving I Award or have taken similar training.

PREREQUISITE: None.

The bronze stage of the Life Saving Badge is based on the Canadian Life Saving Manual of the Royal Life Saving Society Canada.

Scouts who have earned, or earn, the Royal Life Saving Society Canada Life Saving II Award are eligible to wear the bronze stage Life Saving Badge. Scouts may earn and wear the bronze stage Life Saving Badge on completion of an examination by Scout examiners

recognized by the Royal Life Saving Society Canada. In this case, they are not eligible for the Life Saving II Award. Whether the examination is conducted by the Royal Life Saving Society Canada or Scout personnel, the following tests must be completed:

1. Demonstrate Rescue Breathing in 2 situations:
 - victim and rescuer on land
 - victim in the water, rescuer on land
2. Demonstrate the proper care of a bleeding victim as outlined by the evaluator.
3. Simulate in the water the appearance of a victim who is a poor or weak swimmer and one who is a non-swimmer.
4. Demonstrate defense methods from front and side assuming ready position and reassuring the victim after each defense.
5. Demonstrate a stride entry and a front roll entry.
6. Demonstrate a head first surface dive to a depth of 2-3 m or yards followed by an underwater swim of 3 m or yards.
7. Demonstrate the ability to perform reaching, throwing and wading assists while maintaining contact with edge or bottom.
8. Perform a rescue: appropriate entry with a buoyant aid; approach 20 m or yards to the victim; encourage victim back to shore while maintaining a safe distance and calling for assistance.
9. Swim continuously 300 m or yards in the following order:
 - 100 m or yd. legs only

- 100 m or yd. front crawl or back crawl
- 100 m or yd. breast stroke or side stroke.

Silver Stage:

AIM: This badge is designed to give Scouts experience in dealing with the rescue of various types of victims. It is recommended that Scouts hold the Life Saving II Award or have taken similar training.

PREREQUISITE: None.

The silver stage of the Life Saving Badge is based on the Canadian Life Saving Manual.

Scouts who have earned, or earn, the Royal Life Saving Society Canada Life Saving III Award are eligible to wear the Silver Stage Life Saving Badge. Scouts may earn and wear the Silver Stage Life Saving Badge on completion of an examination by Scout examiners recognized by the Royal Life Saving Society Canada. In this case, they are not eligible for the Life Saving III Award. Whether the examination is conducted by the Royal Life Saving Society Canada or Scout personnel, the following tests must be completed:

- 1) Demonstrate on land the appropriate care of a victim suffering from shock.
- 2) Simulate in the water the appearance of an unconscious victim and a victim with an injury or cramp.
- 3) Demonstrate each of the following:
 - H.E.L.P. position (Heat Escape Lessening Posture) while wearing a personal flotation device or while holding onto a buoyant object -- 3 minutes.
 - front survival for 3 minutes.
- 4) Demonstrate the eggbeater kick to

show the basic coordination of the leg action. (Arms may be used for support.)

- 5) Demonstrate a stride entry and a shallow dive entry with suitable towing aids.
- 6) Demonstrate defense methods from front and rear assuming ready position and reassuring the victim after each defense.
- 7) Demonstrate with assistance an appropriate method for removing an unconscious victim from shallow water.
- 8) Perform a rescue of a non-breathing victim in shallow water; return with the victim to dock or pool side while performing Rescue Breathing; rescuer to perform the appropriate follow-up.
- 9) Perform a rescue; appropriate entry with a buoyant aid; approach 20 m or yd. to victim; encourage victim back to shore while maintaining a safe distance and calling for assistance; rescuer to perform appropriate follow-up.
- 10) Perform a rescue of a poor or weak swimmer; approach 20 m or yd. with a towing aid and tow victim to safety showing ability to avoid contact; rescuer to perform appropriate follow-up.
- 11) Swim continuously 400 m or yd. in the following order:
 - 100 m or yd. legs only
 - 150 m or yd. front crawl
 - 150 m or yd. breast stroke or back crawl.

Gold Stage:

AIM: This badge is based on standards of life saving achievement used throughout the world. It requires the

Scout to possess the necessary physical strength, stamina and judgment to effect a body contact rescue. In addition, certain other items provide preliminary training for the more advanced personal skills and knowledge which are required in the higher awards and the National Lifeguard Service. It is recommended that the Scout hold Life Saving III and Senior Resuscitation Awards.

PREREQUISITE: Minimum age--14 years.

1. Oral or written examination (or both) based upon:
 - aims of the RLSSC
 - an understanding of the RLSSC slogan: REACH, THROW, ROW, GO, TOW
 - the increasing degree of risk to the rescuer as one experiences more complex rescue situations.
 - the recognition of various types of victims in difficulty in the water
 - first aid care for victims of: asphyxia, bleeding, shock
 - principles of respiration and circulation essential to the understanding of Rescue Breathing and how Rescue Breathing is modified for infants, injuries and specific problems created by environmental conditions (cold, uneven surfaces, etc.)
 - an understanding of the purposes of the practical items included in this award.
2. Demonstrate Rescue Breathing with a subject of the candidate's choice or with a suitable device (mannequins or equivalent); also demonstrate variations when dealing with: infants, external hemorrhage, blockage, regurgitation, etc.
3. Demonstrate in the water, the appearance of each of the

following victims:

- unconscious
- non-swimmer
- weak or poor swimmer
- injured swimmer

4. Demonstrate:

- a) defense methods from front, side and rear, and
- b) ability to effect releases from firmly applied grasps from in front, side and rear, treading water throughout.

Break contact and assume a ready position at the conclusion of each defense and each release.

5. Demonstrate a foot first and head first surface dive to a depth of 2-3 m or yd. Show ability to carry out a logical search of a specified underwater area at that depth.

6. Perform a minimum of four rescue situations in which each of the following types of victims are presented: (a) non-breathing, (b) weak or poor swimmer, (c) non-swimmer, (d) injured swimmer. The rescuer must demonstrate the ability to deal with contact and non-contact rescues and to perform the appropriate follow-up in each rescue.

At least two of the rescue situations must pertain to an open water situation requiring a minimum of 20 m or yd. approach and 20 m or yd. tow or carry.

7. Swim continuously 450 m or 500 yd. within 18 minutes in the following order:

- 75 m or 100 yds. legs only
- 175 m or 200 yds. front crawl
- 200 m or 200 yds. breast stroke or back crawl.

CANOEING

Part A



Know and explain or identify:

- a) Parts and selection of a paddle.
- b) Parts of a canoe.
- c) Ministry of Transport regulations.
- d) Canoe Safety.

Demonstrate:

- a) Proper entry and exit from dock.
- b) Approaching and leaving dock.
- c) Donning personal floatation device (life jacket).

Demonstrate the following strokes:

- a) Bow pushaway.
- b) Draw.
- c) Back water.
- d) Check.
- e) 'J' stroke.
- f) Canadian.
- g) Sweep.
- h) Reverse sweep.

Demonstrate the following safety techniques:

- a) Enter canoe from water.
- b) Canoe over canoe rescue.
- c) Canoe emptying.

Demonstrate artificial respiration using rescue breathing:

- a) On land.
- b) From canoe with victim in water.
- c) In water with victim using canoe as floatation device.

NOTE: Part A of the canoe challenge badge is based on the Canadian Red Cross Small Craft Safety Program. A Scout who has earned the Canadian Red Cross Canoe I and Canoe II Awards should receive credit for Part A of the Canoe Challenge Badge. However, examination by Scout examiners for Part A does not qualify a Scout for the Red Cross Canoe I and Canoe II Awards.

Part B

Demonstrate the following:

- An ability to follow a prescribed route.
- Ability to portage using a two man carry.
- Ability to effect temporary repairs.
- Ability to right and empty a capsized canoe or kayak.

Paddle a minimum of 65 kilometres.
At least half of this must be done as part of a forty-eight hour trip.

(Where extended canoe tripping is limited by geographic conditions, the forty-eight hour trip may be replaced by a suitable alternative based on proficiency and skill in white-water canoeing, canoe racing, etc.)

SAILING



Show that you are able to handle a sailboat well by taking part in a number of cruises, including one lasting twenty-four hours; or

by taking part in three races, acting as skipper in one.

Demonstrate your knowledge of, and ability to do five of the following

- Unrig a capsized boat and prepare it for rescue.
- Explain the buoyage system appropriate to your area.
- Plot and follow a course.
- Be able to rig, unrig and satisfactorily put away a boat.
- Make a satisfactory landing at both a buoy and a dock.
- Explain basic race instructions such as starting signals, buoys, to port or starboard, etc.
- Judge and handle a boat in such a manner as to be able to cross a starting line within fifteen seconds of a starting signal

OR

Hold the Canadian Yachting Association White Sail, Level I Certificate.

BOATING POLICY

Watercraft regularly used for Scouting purposes must be inspected a minimum of every three years. A boat licence* shall be issued for each watercraft found to be satisfactory. Licences must be displayed in the boathouse or meeting place of the group.

Lifejackets must be inspected annually and be of a type approved by Ministry of Transport.

*previously called a boat certificate.

Inspector(s) will normally be members of the Ministry of Transport. Where this is not possible a person(s), judged to be competent by reason of knowledge and skill, shall be appointed by the local council.

Watercraft used for Scouting purposes must meet the Ministry of Transport regulations and, in addition:

- (a) Each watercraft must be equipped with a painter and bailer.
- (b) Each watercraft equipped with drain holes must have a spare plug.
- (c) Each watercraft travelling after dark and not required by law to carry navigation light(s) must be equipped with a flashlight or lantern to be used, if necessary, to make its presence known.
- (d) Each watercraft must carry a minimum of one government approved lifejacket for each person in the boat. Life-jackets must be worn when:
 - i) travelling at night;
 - ii) encountering rough weather or broken or white water;

- iii) sailing.
- (e) Each watercraft when full of water, must be capable of remaining afloat and supporting its occupants. (This may necessitate the addition of special buoyancy material.)

Every member taking part in boating must be able to swim at least fifty yards wearing shirt, shorts and socks.

When it is necessary for those who cannot meet this regulation to take part in watercraft activities they may participate at the discretion of the person in charge providing the they wear life-jackets at all times while on the water.

A life-jacket with a collar must be worn in situations where loss of consciousness is an added hazard, (e.g. white water canoeing and sailing).

Each provincial council shall be responsible for appointing the necessary person(s) to work with the Ministry of Transport (Steamship inspection) and regional, district and section water safety committees.

SWIMMING POLICY

The following agencies are formally recognized by Boy Scouts of Canada as the authority in the respective fields:

- (a) Canadian Red Cross Society (swimming)
- (b) Royal Life Saving Society Canada (lifesaving)
- (c) St. John's Ambulance Association (first aid).

Note: *Agreements between Boy Scouts of Canada and these agencies were signed at Government House on January 7, 1965. Renewed July, 1978.*

The physical condition and swimming ability of each member should be determined.

No member shall be permitted to swim unless under responsible supervision.

Every swim period must be under the direct supervision of a Scouter or his appointee.

When numbers restrict close supervision, swim groups must be organized on the "buddy system."

Prior to commencing swimming, the safety of the swim area shall be established.

During the swim period, the following minimum safety precautions must be observed:

- (a) A ratio of one lifeguard to not more than ten swimmers.
- (b) The minimum qualification for lifeguards is the Silver Achievement Life Saving Badge or equivalent.
- (c) Suitable attire should be worn by lifeguards on duty.
- (d) Lifeguards should be positioned within easy reach of swimmers, either on shore or in a boat as circumstances dictate.
- (e) Suitable, recognized rescue aids must be readily available at all times.



WATCH YOUR LANGUAGE

(Nautical Terms)

As with any sport, boating has its own language. You don't have to know all these terms to enjoy boating. However it adds to atmosphere if you use and know the lingo.

Here are a few of the nautical terms you will hear and use. As you develop your boating skills and work with others, your knowledge and use of these terms will come naturally.

The Parts of a Ship

Amidship: Where the fore and the after part meets.

Fore Part: The front half of the ship.

Hull: The main body of the ship.

Port Side: The left hand side of the ship when facing towards the stem.

Starboard Side: The right hand side of the ship when facing towards the stem.

Stem: The extreme end of the fore part.

Stern: The extreme end of the after 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 ships.
Draught: The height of the water line above the lowest part of the keel.

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 the 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 measure athwartship at the widest point of the hull.

Bulkheads: Walls in a ship.

Deck: Underfoot (floors).

Deck Head: Overhead (ceiling).

Ports: Ship's windows.

Positions of Outside Objects

Abeam: Directly at right angles to the fore-and-aft line.

Abreast: Level with, in line with.

Ahead: Directly in advance.

Alongside: Side by side, and touching.

Astern: Directly in rear.

Movements of Objects on Board

A seaman speaks of going 'forward', 'below', 'on deck', and 'aloft', i.e., anywhere in the rigging of a mast. He uses the same expressions for shifting an object, always reckoning in terms of the ship: thus, he may shift an object 'aft', or 'further forward', or 'inboard', or 'nearer the ship's side'.

To fend: To prevent a boat, etc., striking against anything that might endanger her.

To Lift and Launch: To lift the weight clear before each heave

To Ship: To place an object in position.

To Unship: To remove it.

Movement of the Ship

Ahead: When she is moving bow first.

Adrift: Broken from moorings.

Astern: When she is making sternway.

Awash: Level with the surface of the water.

Aweigh: When the anchor is broken out of the ground.

Ballast: Is any additional weight at a particular point which is required to trim her.

Broadside: When she is moving sideways.

Course: The direction, by compass, in which she is travelling.

Gather Way: When she begins to move through the water.

Heel: The angle between her 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 the ship.

Trim: Describes the condition the ship floats in water. Normal trim depends on buoyancy, and she may be trimmed by adjusting the position of weights in the hull until she floats level.

Wake: Part of the track immediately astern of her.

Water-logged: Full of water but still floating.

Weather-side: The side of the ship facing the wind.

Miscellaneous Terms

Avast: To stop. "Avast heaving."

Belay: To make a rope fast; but not to hitch or tie it.

Bilge Water: Water collected in the bilge.

Broach: To swing a vessel running before the wind broadside to the wind or at right angles to the course. A most dangerous thing if the sea is heavy.

Davy Jones' Locker: The sea bottom.

Hawser: A rope.

THE USE OF FLAGS ON THE SHIP

A flag is a piece of bunting, similar material or nylon, one of several recognized shapes or colours, which is flown from a staff or cord for use as a standard, ensign, or signal.

Sea Scouts are principally concerned with the use of flags as ensigns or signals. A knowledge of the correct usage in respect to flags is an essential of good seamanship since flags are used more extensively at sea than on land.

The average boy coming into a Sea Scout troop knows little about flags other than the Canadian Flag. The troop is a good place for him to commence learning something about signals and the correct use of them.

The Canadian Flag is the only flag which may properly be flown from a masthead or flagstaff ashore. However, since some Sea Scout troops use their headquarters as the deck of a ship in harbour, we may make use of the nautical etiquette of flags and wear a Canadian flag as the proper national colours.

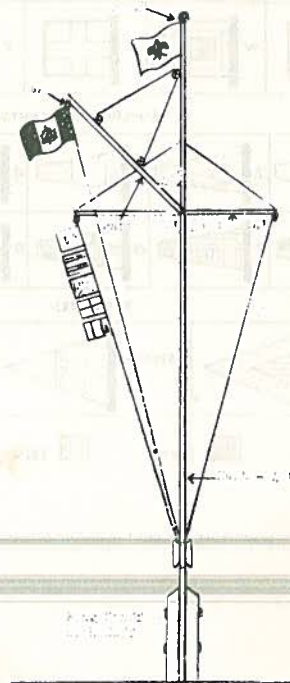
Colours are the Canadian Flag, the Burgee, the private signal. The Canadian Flag is the proper national colour for all Canadian merchant ships, yachts and Sea Scout troops (excepting certain yacht clubs). The Burgee, triangular or swallow-tailed in shape is the distinguishing flag of a yacht club, and is worn by members of it. The private signal, usually swallow-tail, but sometimes rectangular or triangular, is the distinguishing flag of the owner of a yacht, or, in the case of Sea Scouts, of the troop concerned.

Flags are made of wool bunting or nylon. It is correct to call all flags 'bunting'. In conversation and when giving orders remember the following: a flag is 'worn' not 'flown'.

A flag is 'made' not 'hoisted'. A flag is "struck" not "hailed down". Bunting is made flying free and not broken out as in the case of the Canadian Flag ashore. When making colours they are to go up smartly, when striking they come down slowly. In Sea Scouting, colours are made at the first parade of the day and usually struck at sunset. Of course, in the troop the meetings usually take place in the evening and in theory colours should not be made. As a compromise between theory and necessity, we make our colours at the commencement of the meeting and strike them at the close.

When at anchor the Canadian Flag is worn at the ensign staff at the stern, or taffrail; the Burgee at the main masthead; the private signal, at the main starboard spreader.

NOTE: Do not wear any two flags used as colours on the same halyard. Code signals are hoisted at any time when there is enough light for them to be recognized and at any point where they can be best seen. Signal halyards are usually rove through blocks attached to the yardarms or spreaders.



"Dressing ship" is an ornamental display of flags flown in addition to the regular colours, when the Ship is at anchor. Signal code flags are the only flags which should be used for this purpose.

A well-proportioned and trim-looking signal mast is a definite asset to any landship or camp waterfront. It can be used to learn flag etiquette and International Signal Code Flag signalling, and to control activities on the water and on land by flag signals.

The illustration shows such a signal mast and has on it some basic measurement for your guidance in constructing one as a project in pioneering and rigging.

The truck halyard is used for the "Scout" flag or Sea Scout burgee. The peak halyard is the place of honour and is used for the Canadian Flag.

The yard halyards are used for various distinguishing (personal) flags and of course, for code flag signalling.

INTERNATIONAL CODE OF SIGNALS									
CODE AND ANSWERING PENNANT					COLOUR THE FLAGS USING THE GUIDE BELOW.				
A	B	C	D	E	F	G	H	I	J
K	L	M	N	O	P	Q	R	S	T
U	V	W	X	Y	Z	NUMERAL PENNANTS			
1	2	3	4	5	6	7	8	9	0
Repeaters									
FIRST	SECOND	THIRD							
■ Black	■ Red	■ Blue	■ Yellow						



WATCH ORGANIZATION

Each division is divided into either two or three watches. Two watches are known as Starboard and Port; three are known as Red, White and blue.

The watch organization is the working organization of the ship. At any given time there will be a certain proportion of men on duty from each part of the ship. In war time, at sea, a large number of men are always required on duty to man a portion of the armament. In peace time sufficient men are required to provide lookouts, steer the ship, man the seaboats, etc.; thus war and peace organizations may differ. At sea one watch or part of the 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 part of the watch is used for any work that may be necessary. This turn on duty lasts for twenty-four hours, from noon to noon.

When hands are required for any purpose, they are piped to fall in. The exact formation of the various bodies of men obeying a pipe varies slightly with the standing orders of different ships.

The purpose of the two dog watches is to make an odd number of watches in 24 hours, thus giving the men different watches each day.

ADDITIONAL PROGRAM RESOURCE MATERIAL

Canadian Scout Handbook.

The Scout Leader Handbook.

Scouts on the Water.

Scouting for Boys.

Games Galore.

Fun with Knots.

Water Activities Handbook.

Preparing Patrol/Troop Programs

WATCH ORGANIZATION

Each division is divided into either two or three watches. Two watches are known as Starboard and Port; three are known as Red, White and Blue.

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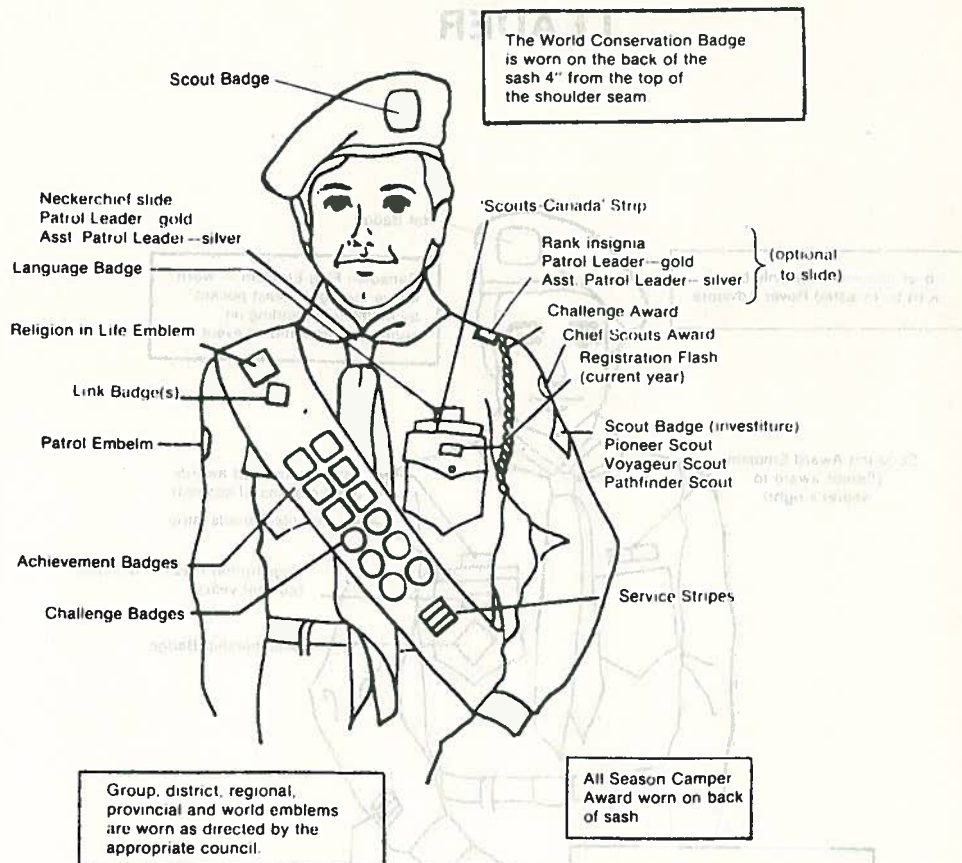
When hands are required for any purpose, they are asked to fall in. The exact formation of the various bodies of men obeying a pipe varies slightly with the standing orders of different ships.

The purpose of the two dog watches is to make an odd number of watches in 24 hours, thus giving the men different watches each day.

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- Canadian Scout Handbook.
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- Scouting for Boys.
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- Fun with Knots.
- Water Activities Handbook.
- Preparing Patrol/Troop Programs.

SCOUT



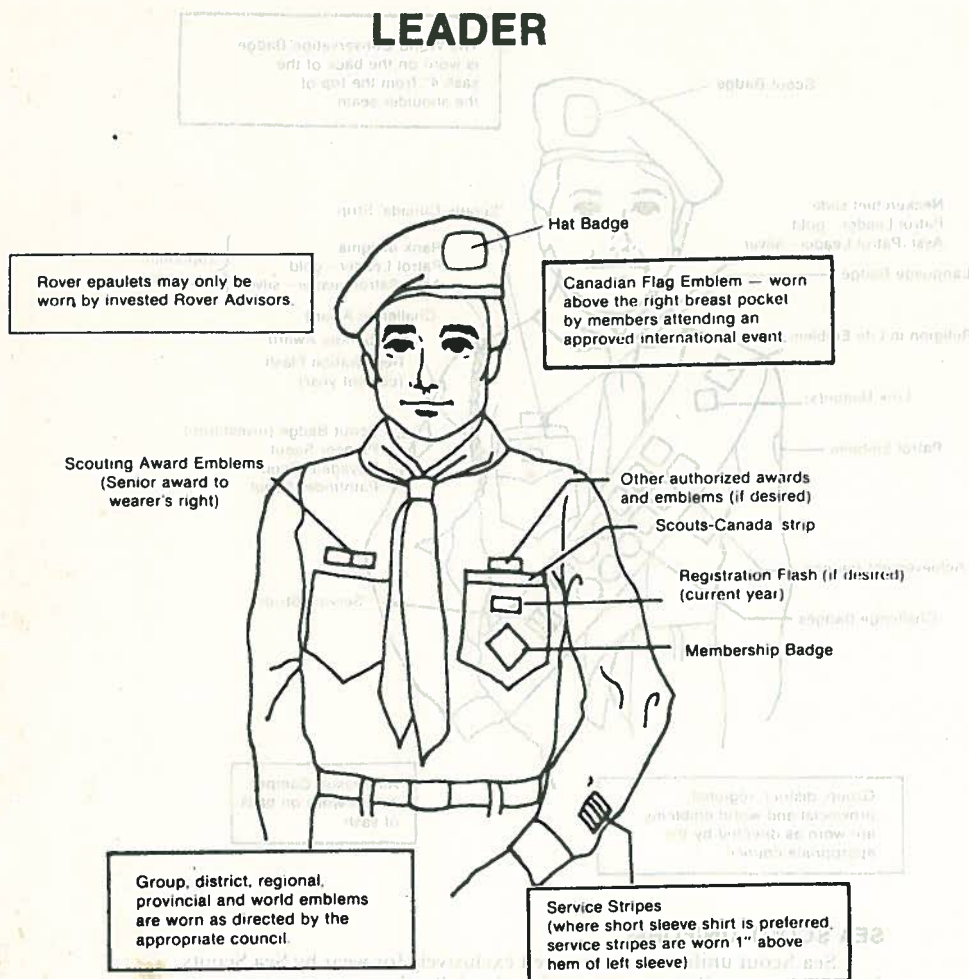
SEA SCOUT UNIFORM

Sea Scout uniforms are reserved exclusively for wear by Sea Scouts.
Uniform as for Scouts, except for the following:

Cap - naval rating pattern.

Shirt - navy blue. At the discretion of the Court-of-Honour, a Scout T-shirt may be worn when appropriate.

LEADER



Hat Sea Scouter's cap of naval officer's pattern.

Neckerchief — (as above).

Shirt green, navy blue for Sea Scouters.

Trousers or Shorts navy blue.

Stockings — navy blue, knee length, green top for wear with shorts.

Garter tabs green for wear with navy blue stockings.

Shoes — black or brown.

INDEX

A

Anchor Badge 28
Atmosphere 19

B

Badges 28-38
 Achievement 28-30
 Anchor 28
 Canoeing 38
 Life Saving 32
 Sailing 38
 Wearing of, 43-44
Bells, Ship's 11
Boat in History 4
Boating 18
 Policy 36
Books on Games 24
Bosn's Call 6

C

Care of Craft & Equipment 17
Canoeing Badge 38
Ceremonies 8
 Closing 9
 Informal 10
 Opening 8
 Traditions 5
Challenge Badges 38
Closing Ceremony 9
Court of Honour 17
Craft, Care of 17
Cruising 18

D

Displays 19

E

Equipment 14
 Care of, 17

F

Flags 40

G

Games 19, 23-27

H

Headquarters, Troop 13
Hiking 18

I

Informal Occasions 10
Instruction 19
Intermediate Code of Signals 41
Index 45

L

Landships 13
Language, Use of 22
Leaders Uniform 44
Leadership 16
Life Saving Badge 32
Life Saving & Rescue 18

M

Meetings, Patrol 15
Meeting Place 19

N

Nautical Terms 38

O

Opening Ceremony 8
Organization, Watch 42

P

Patrol Meeting 15
Patrol, Sea Scout 15
Policy, Boating 36
Policy, Swimming 37
Program, Leadership 16
 Outline 22
 Planning 16
 Resource 42
 Sea Scout 16
 Summer 18

Q

Quarterdeck, Saluting 5

R

Rescue, Life Saving and H 18
Resources 42

S

Sailing Badge 38
Saluting the Quarterdeck 5
Sea Chest 15
Sea Scout Patrol 15
 Program 16
 Troop 13
 Uniform 43
Ship's Bell 11
Ship's Custom 22
 Flags 40
 Routine 22
 Time Aboard 11
Side Boys 5
Signal Code 41
Summer Afloat 18
 Program 18
Swimming 18
 Badge 30
 Policy 37

I

Time, Aboard Ship 11
Systems 12
Traditions and Ceremonies 5
Troop Headquarters 13
Sea Scout 13

U

Use of Flags 40
Uniforms, Leaders 44
Sea Scout 43
Use of Sea Faring Language 22

W

Watch Organization 42
Wearing of Badges 43-44