The National
SEA SCOUT LOG

JAN., 1943
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MEETING PROGRAMS—
The Life of the Ship

THE Sea Scout Skipper's most pressing problem is how to make sure that his Ship's meeting programs are interesting, attractive, informative, and create a desire on the part of all the members of the Ship to be on hand and ready to take part in whatever may be going on.

It is difficult to lay out any set plan and recommend following it in every detail since the situations under which Ships meet differ in different localities, and Ships' meeting places vary a great deal. However, certain fundamental plans should be observed in all regular meetings in order that definite progress is made.

Meeting Periods

Most Sea Scout meeting programs fall into a very few special divisions, namely:

The Opening Period, which is chiefly devoted to ceremonies, and is formal.

Crew Meeting, the period of instruction, work projects and discussions.

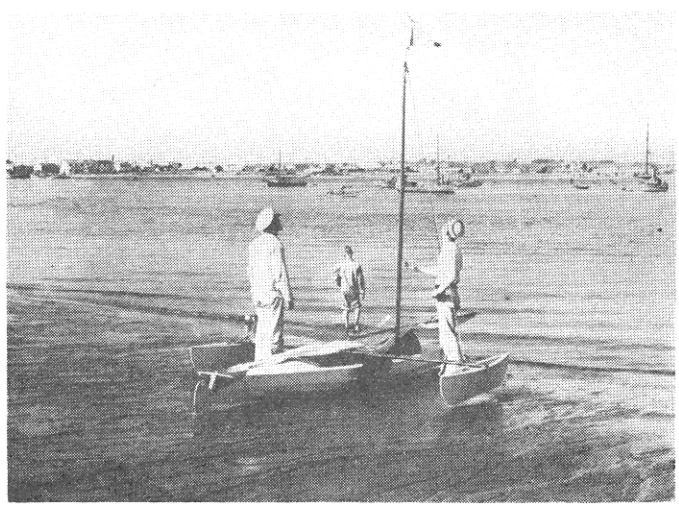
Games and activities.

Ship's business meeting and general discussion.

The Skipper's Minute.

Closing Ceremony and dismantling of the Ship.

Ceremonies — Opening and Closing Ceremonies are of great value in building Ship morale and establishing respect for traditions. Then too, the snappy and precise execution of ceremonies contributes a great deal to good discipline of a Ship. In these days respect for others, attention to directions, prompt and obedient execution of those directions, and a high regard for the gallant accomplishments of the past are desirable attributes of every American citizen. These qualities are emphasized through the Opening Ceremony. It is recommended that all Ships follow the text as outlined on pages 262 ff in the *Handbook for Skippers*. A great deal of time and thought has been given to working out smart and effective ceremonies and little value is to be gained by changing them. The same ceremonies are found in the latest copy of the *Sea Scout Manual* beginning on page 83. It is a significant point that these ceremonies may be carried on in a large or small space and with a large or small number of Ship's members and yet be effective.



Product of Sea Scout Project—The Finished Wotabug ready to sail.

Crew Meetings for Instruction or Work Projects

—This should usually follow the Ceremony period since everyone is anxious to work at this time. These projects may be under the direction of the Ship's Officers or they may have been planned by a Program Committee which will work through the Crew Leaders. Every meeting should see a number of fresh projects in operation. These may be simple or elaborate, depending upon the age of the Ship and the experience of the members. Such projects as learning the relative bearings, Rules of the Road, Bell Time and Watches, terminology used to designate parts of a boat, or tackle of all sorts, compass project, problems in simple navigation, pilotage, chart reading, need comparatively little preparation.

Such projects as making equipment will take the greater portion of time for many meetings but Crews may also desire to work out projects in building special equipment such as Ship's binnacle or wheel or sailing model on their own time and outside of Ship meetings.

This period is the heart of the meeting and provides the seamanship in-

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Balanced Program

IN Sea Scouting, as in other young men's programs, there are four fundamental elements, and to each should be devoted sufficient time to make sure that the needs and desires of the members are met. These elements consist of:

1. A vigorous, adventurous outdoor program.
2. Interesting and informative indoor meetings.
3. Opportunity for service.
4. Social program.

Sea Scouting provides the adventurous and vigorous *outdoor program* in great abundance and, of course, proximity to navigable waters and availability of floating equipment are tremendous assets to the Ship's program, provided they are used properly, but the Ship that makes this program its entire and all-engrossing activity loses much of the inherent values of Sea Scouting and soon becomes a "would-be" group of yachtsmen, fishermen or Coast Guard Auxiliary.

The interesting, attractive and informative *indoor meetings* provided regularly in Sea Scouting round out the training of the Sea Scout and make him able to carry on with his cruises and outdoor work effectively, while at the same time they provide an opportunity to inculcate the values of work and application to learning which contribute to character building and personal development. The Ship's Officers, through the indoor meetings, projects and instruction, come to know the members of the Ship and have the best opportunity to contribute to their growth and development. Here constructive character building and man to man relationship have ample opportunity to work. The Skipper who fails to promote effective indoor meetings forgets that Navy men and, in fact, all mariners receive their first training ashore.

For many years, Scouters have found that one of the best ways of developing participating citizenship and bringing home to boys and men the responsibility for cooperation and the joys of helpful service, have been realized through *service projects*. Throughout the entire Movement individuals and units have consistently sought such opportunities.

This service may take the form of helpfulness to individuals, or projects for the Institution, particularly the sponsor, or community work. Within the last year all Scout units have had an extraordinary opportunity to render service to the nation in time of war.

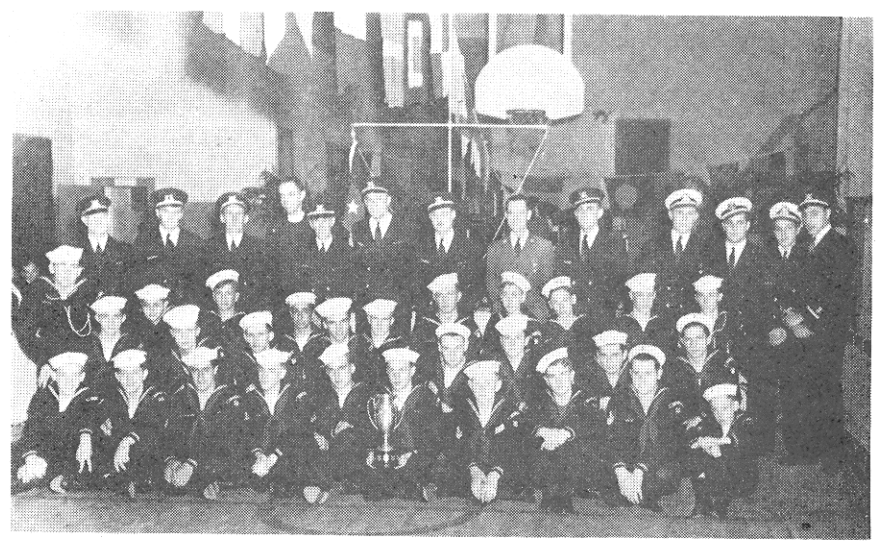
Projects may cover a considerable length of time or they may be quickly finished, depending upon the nature of the work undertaken, but whatever the job, the Sea Scout Ship should take pride in doing it exceptionally well.

Every young man is interested in *social affairs* and we need only ride or walk with him to know in whom he is interested. The Skipper who overlooks the social side of his program courts disaster for the Ship. It is not expected that the Quarterdeck should assume responsibility for operating social affairs by any means, but rather that a Committee of the Sea Scouts should be appointed to this job. Members of the Quarterdeck may be appointed to the Committees but usually in an advisory capacity. Indeed, many Skippers have found it wise to invite the help of lady friends or Committeemen's wives to assist in planning social affairs, since the ladies have a great deal more natural ability in this line than the average man.

In order that the balanced program, with all the elements referred to above, may become a reality in the Ship, it is recommended that four Committees, composed of the membership of the unit be appointed. If the unit is small it may be that one man will be asked to serve on more than one Committee; but generally membership of Committees should be distinct and each composed of several members. The reports of these Committees may well form topics of discussion for Ship meetings and certainly the Chairmen should be invited to participate in all Ship program planning.

Deep Sea Scouts

WORD comes to us from Al Molter, ardent Deep Sea Scouter, that real progress is being made by men in the service connected with these Units. Three Deep Sea Scouts, including Mr. Molter, have recently been advanced to the rank of Warrant Officer. All have had years of Scout training and all have brought credit to the Movement. A number of Deep Sea Scouts have already given their lives for their country and more are among the missing and wounded. All Sea Scouts and Officers are proud of these men who are giving all in the service of their country.



Sea Scout Ship "St. Mary" of the Mid-Fairfield County Council, Norwalk, Conn.

Meeting Programs

(*Continued from page* 1)

struction that every boy desires when he joins Sea Scouting. If we fail to see that such instruction is given we let him down.

Games and Activities—Sea Scout games and activities are of many kinds and are valuable both for teaching seamanship and for providing recreation. Of course, there are some "rough house" games which would be played just for fun and to get rid of excess energy, but games and contests dealing with such subjects as compass, chart reading, Rules of the Road, sailing techniques, knots and splices, and relative bearings, contribute directly to the improvement of the Sea Scout's techniques in seamanship. A wide-awake Quarterdeck will see to it that games are invented to fill the needs of the Ship. Pamphlets are also available on this subject and can be purchased through the Supply Service.

Business Meeting and Discussion—Usually it is necessary to have a Ship business meeting sometime during the evening. There are Ship matters to be discussed and there may be even a scheduled discussion of a currently important topic. If the matters under discussion are of general interest and everyone wants to participate, it may be that the general meeting will be best.

Marlinspike Seamanship—Always an interesting and Instructive Project.

Skipper's Minute — The Skipper's Minute provides an opportunity for the Skipper to carry his direct message to the members of the Ship. In general he is a rather difficult person to reach and seems surrounded with a great deal of pomp and ceremony. Here he has an opportunity to shed much of this cloak of dignity and discuss the affairs of the Ship man to man with its members. This period offers him the best opportunity to do constructive character building so far as the entire group is concerned, but the period should not be taken up with a long and uninteresting harangue about what not to do, nor should it be filled with boastings of what is to be done by the Ship. The young man of Sea Scout age has most respect for the man who acts rather than talks.

Closing Ceremony—This should be short and quickly finished. It should consist of change of the watch and the regular procedure, piping the Skipper ashore, lowering the Flag, etc. This closing ceremony is followed by whatever dismantling of equipment is necessary in the particular meeting room used by the Ship. This is done by the Duty Crew which is also responsible for setting this equipment up again for the next meeting.

Outdoor Project—Breeches Buoy—All Equipment may be made by Sea Scouts.

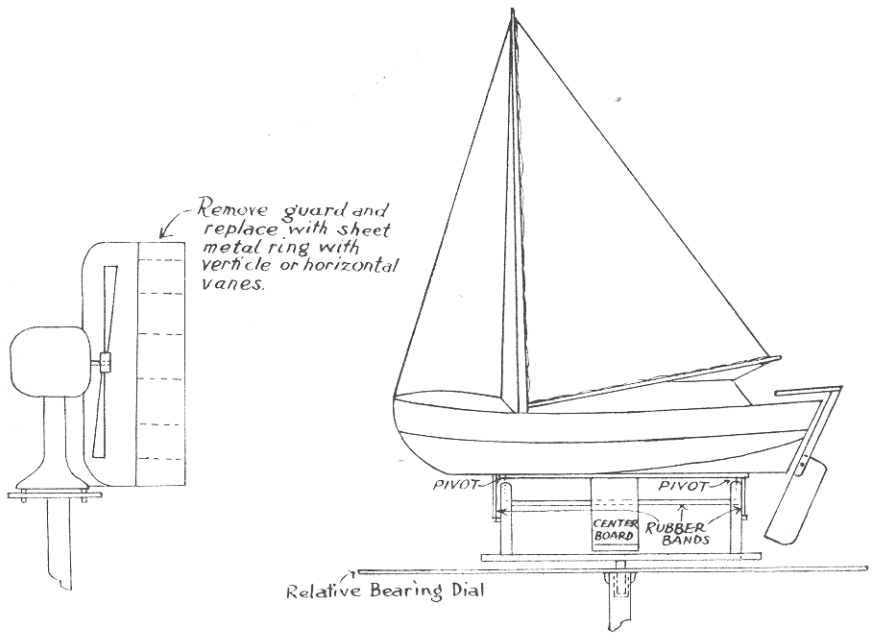
Rules of the Road

An old salt says:

Whin upon yer port soide's seen
A Steamer's starboard light o' green,
There's nary a thing for ye to do,
For green to port keeps clear o' you.

If to starboard red appear,
'Tis yer duty to keep clear;
Steer as judgment says is proper;
Port! Starboard! Back her! Stop her!

Whin both loights ye see ahead,
Port your helm and show your red;
Green to green, red to red,
Purfick safety, go ahead.



Demonstrating the Principles of Small Boat Sailing

THE mechanics of sailing may be interestingly demonstrated by means of a small model and a variation of the wind tunnel method of testing airplanes. One of the forces which make possible sailing into the wind (on a tack) is similar to that which lifts an airplane; therefore, the land lubberish idea of teaching sail boat handling on land does not seem so far out of the proper element.

The equipment necessary is very simple, consisting of an electric fan, 10 inches or larger, and any type of sailing model. Model and fan are mounted on separate stands and located in respect to each other, so that the air stream will strike the model's sails with suitable velocity. Air from the fan will cause some unnatural sail fluttering unless a number of fixed parallel vanes are placed in front of the fan to eliminate the whirling motion imparted by the fan blades.

The model is mounted on two pivots so that it is free to "Heel," and also be turned to take the wind from any desired direction. Obviously any forward, backward or drifting movements of the model must be imagined.

When mounted above a fixed relative bearing dial, sail handling and the propelling forces of the wind may be explained for all relative bearing points. The model is held down on the pivot and trimmed by two rubber bands stretched between the model and pivot pedestals. Damping of heeling simulating water is obtained by making the centerboard pass between the strands of a rubber-band stretched between pivot pedestals. Adjustments are made by sliding this band up and down. Counter balancing by a deep and weighted centerboard is also necessary.

The equipment provides an effective method of illustrating the number of points away from wind direction that a model's sails will fill; the correct way to make an intentional gybe and the hazards of the accidental gybe. Deep Keel and centerboard resistance also sail balance can be clearly explained.

"Sea Power"

SEA SCOUTS will be especially interested in the magazine "Sea Power," the official magazine of the Navy League, published by Navy Publications, with offices at 76 Ninth Avenue, New York, N. Y. They will be particularly interested to know that the Navy League is headed by our own Commodore Sheldon Clark. The articles in this magazine are particularly timely and deal with the war being carried on throughout the world today. It would make a fine addition to the Ship's Library or reading room.

The Boatman's Manual

A brand new book just off the press is *The Boatman's Manual* by Carl D. Lane. It is highly condensed and includes a great wealth of material in which sailors and power boat men will be interested. The book is published by W. W. Norton & Co., New York, N. Y., and contains nearly 600 pages.

Example of Material for Skipper's Minute

IT WAS Tuesday evening, the last night of the Regatta. Most of the yachtsmen were ashore, celebrating their victories—or minimizing their defeats.

At midnight, a strong wind blew up, and the boats in the harbor began rocking on the swelling waves. Some boats whose moorings were too loose started to ship water. Other craft began dragging their anchors, drifting together, and colliding. Many vessels having insufficient fenders over-side were banging and scraping their sides against the docks. One small sailboat was bumping its bottom against a submerged rock as it tossed on the waves.

These boats, in the absence of their owners, were thus in considerable danger—but the Sea Scout Service Crew assigned to the Regatta was on the job! Swiftly, without waiting to be asked, the Sea Scouts patrolled the entire harbor area.

Where anchors were dragging, Sea Scouts—working under water—freed the anchors, tightened the anchor-lines, and secured the anchors firmly into the rocky bottom. Where mooring lines were loose, Sea Scouts took up the slack and, when necessary, rigged additional lines. Where boats were knocking against the docks, Sea Scouts went aboard and located—or improvised—additional fenders, which they lashed into place.

A number of small sailboats, moored side by side in a slip, had light anchors that were dragging. This caused their sterns to veer together and collide. The Sea Scouts rigged a heavy line from one pier to another and fastened the stern of each boat to this line, thus making the boats ride parallel to each other in the storm.

This work went unheralded, for the yachtsmen probably never discovered to whom they owed thanks for guarding their boats in the gale. But the Sea Scouts neither needed nor wanted such recognition. They knew they had done a job!

This was Sea Scouting in action. This incident proved to me that the Sea Scouts have got what it takes. It convinced me that each Sea Scout, in any emergency, can be counted on to fulfill any responsibility entrusted to him. I know that as long as the spirit of Sea Scouting lives in the young men of America, our Country need not be afraid.