The National
SEA SCOUT LOG
MARCH, 1943
VOL. VIII, No. 2

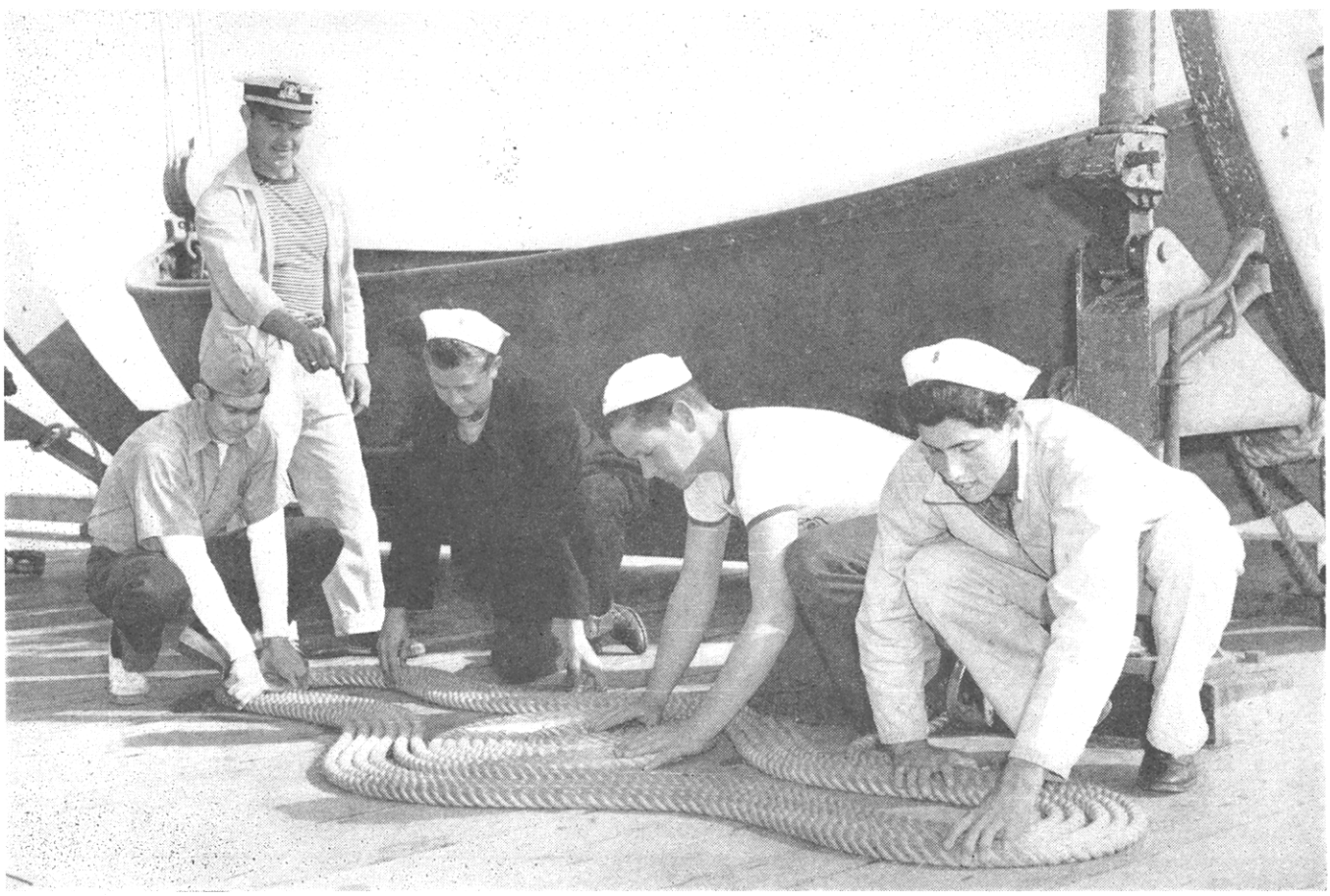
EQUIPMENT

SEA SCOUTING centers around water activities; therefore, all Sea Scout Units need equipment. It should include ropes, bells, sextants, chronometers, model boats, charts, maps, various articles of rigging and ship equipment, and most important, access to floating equipment itself.

Years of experience have clearly demonstrated the inadvisability of ownership of large and elaborate equipment, especially boats. The cost and care needed to maintain such equipment has been the nemesis of many Sea Scout Units and always in the end has militated against continued growth and progress.

Small boats of a size easily put into and taken from the water by the Sea Scouts themselves and the maintenance of which is easily within the means and skill of amateurs have proven their value and help in every instance. These boats may be built by the Units themselves or purchased by the Council or Unit for a nominal sum and the upkeep within the available means.

Ownership of boats and equipment may rest either with the Unit or the Council. In the latter case it is assigned to the Unit for definite periods, subject to regulations which will guarantee adequate care and maintenance. In case the equipment is secured from the Navy or Coast Guard the title must remain with the Council and subject to recall at any time. It cannot be disposed of even by the Council except according to agreement with the (*Continued on Page Two*)



THE NATIONAL SEA SCOUT LOG

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for Sea Scout Leaders

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donor. In case of equipment being built or purchased by the Unit, care and maintenance dissolution should revert to the Council for use of other Units either already in existence or subsequently organized. In no case should it become the property of the individuals formerly members of the Unit. In this way alone can Sea Scouting and its value to the community be realized.

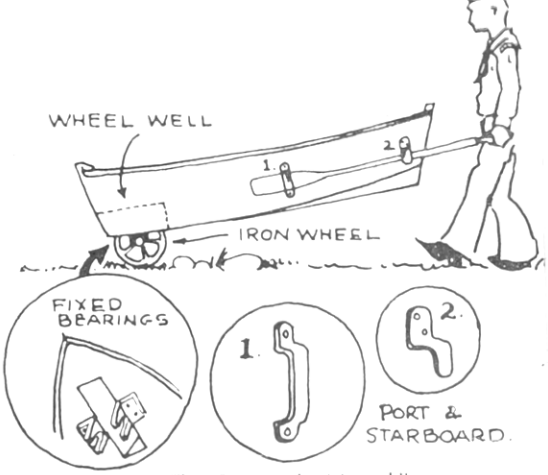
When boats are built or purchased by one or more members of a Sea Scout Unit by their own efforts and with their own funds, they are naturally the property of the individuals involved, but when used by Sea Scouts on Sea Scout activities they are under the regular restrictions and safety measures required of all Sea Scout craft. Only thus can morale and the good repute of Sea Scouting be maintained. Sea Scout Leaders are charged with enforcement of these regulations and should insist on strict adherence to details. There should be an Annual Inspection each spring before equipment is put in the water to make sure it is seaworthy and all safety precautions made.

Equipment Information

ADDITIONAL information on making equipment may be found in the following back issues of THE NATIONAL SEA SCOUT LOG which may be ordered in limited quantities without charge from the Senior Scouting Service, Boy Scouts of America:

1943—January—"Demonstrating the Principles of Small Boat Sailing"
1942—January—"A Model Sextant"
1941—March—"The Narragansett Sea Scout"
1940—March—"A Sea Scout Game"
1939—March—"A Wotabug"
May—"A Marlin Pin or Hollow Fid"
1938—March—"A Good Sail Boat"
November—"The Syracuse Moth"

Trundle Skiff



By courtesy of "The Boatman's Manual," published by W. W. Norton & Company, Author and Illustrator, Carl D. Lane.

THE above sketch shows an easily transportable small rowboat. This unusual means of transportation may be either incorporated at the time of the building of the boat, or the boat may be altered to use the plan.

Sea Scouts can secure an old wheel, or probably from a mail order house, can buy a stub-axle barrow wheel. A 16" wheel is advisable but not absolutely necessary. The size of the wheel will determine the ease with which the boat can be moved. It should have about an inch and a half tread. Any blacksmith can make the bearings and other fittings necessary and these should be bolted to the boat for greater security. By means of this arrangement a small Sea Scout can readily move a boat which would take two or three men to transport otherwise.

Boats

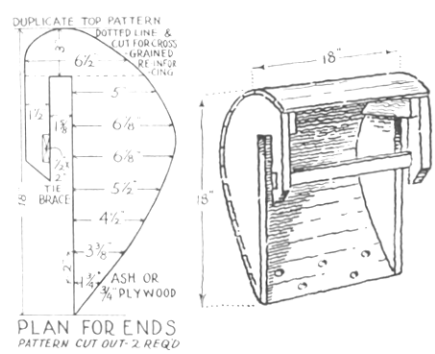
ALTHOUGH for many years Sea Scouting has been fortunate in receiving boats from the Navy and the Coast Guard for use in carrying on the program, many of these boats have proven expensive and often larger than the Sea Scout Unit was able to maintain.

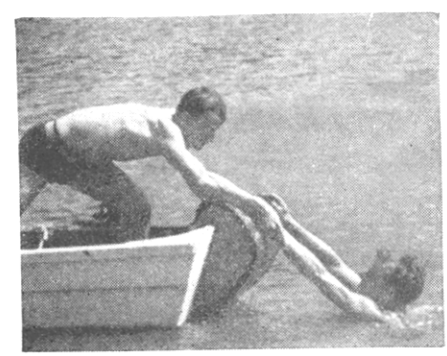
Those Sea Scout groups which have undertaken a small boat building program of their own have found it most valuable and of great interest to the members of the Ship. The building of all equipment provides as much satisfaction as the use of it.

Sea Scout Skippers should avail themselves of all the information on building equipment which is provided in the literature. In "Adventuring for Senior Scouts," Chapter Eleven is devoted entirely to making Sea Scout equipment, including a rowboat and several types of small sailboats, all of which have been proved successful and not too difficult to construct. In addition, there are chapters on making various articles of camping equipment which Sea Scouts will find just as useful as Explorers or other Scouts.

There is available from the Senior Scouting Service, a booklet, "Region One Under Full Sail" which has descriptions of several additional small sailboats including the Narragansett Sea Scout, the Yankee Clipper, the Monadnock Moth, and the Comet.

The *Handbook for Skippers* contains the best information available on building of landships, equipment chests and other useful gear.





The Sea Scout's Emergency Service training will certainly include water rescue. One simple device, easily constructed, and found to be quite useful in water rescue, is the "Rescaid" or Skid box. Complete instructions for building this simple device may be obtained without charge from the Health and Safety Service, Boy Scouts of America.

A Sea Scout Investiture

PART I

SCOUT USHER: (Saluting). The candidates are aboard, Sir.

Boys, you are candidates for inclusion in a very important, reserved section of Scouting—that of Sea Scouting. This ceremony is held to help to indelibly impress upon you the importance of the step you are taking, and so that you will constantly keep before you the responsibilities of being Scouts of the sea.

When you board the ship your first act is to salute the Mainmast. From the beginning, seafaring men were God-fearing and would whisper a prayer to God before a crucifix attached to the Mainmast. We carry on this tradition today with our salute to symbolize the 12th Scout Law.

A Scout is Reverent: "He is reverent toward God. He is faithful in his religious duties, and respects the convictions of others in the matters of custom and religion."

Before you leave this post, do you subscribe to the Declaration of Religious principle of the Boy Scouts of America?

CANDIDATE: I do.

OFFICER: Guide, please conduct the candidates to the Stern. (Salute.)

PART II

SCOUT USHER: (Saluting). The candidates are ready, Sir.

OFFICER: Next in importance to Duty to God is Duty to Country. For your benefit, I repeat the following:

"My Flag! Whether floating proudly in the sunshine above the Capitol in Washington, or fluttering from a stern battleship—ready to protect our liberties,—or borne in loyal peace in school, church or on civic occasions—My Flag! The Flag of My America, home of liberty, soil of opportunity, tower of power rightly used—My America!

"The BLUE of my Flag represents JUSTICE, like the eternal blue of the star-filled heavens. Its WHITE is for purity, cleanness of purpose, word or deed. Its RED is the red lifeblood of brave men and women, ready to die or to worthily live for their country.

"My Flag!"

You will please stand at attention and repeat with us the Pledge of Allegiance: "I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands, one nation, indivisible, with liberty and justice for all." Guide, conduct the candidates to the Bow post.

PART III

SCOUT USHER: (Saluting). The candidates are here, Sir.

OFFICER: The Bow constitutes Duty to Others and to self. It cuts its way through heavy seas and calm—just as we do in real life. By coming in contact with others and knowing how to live with them, do we mold happy and successful lives.

At the Bow we look ahead—to the future over the horizon. We are constantly on the alert for good signs and also for bad. The good we assimilate and the bad we avoid like rocky shores. All this assures us a good future.

Guide, conduct the candidates to the final post.

SCOUT USHER: (Saluting). The candidates are ready for their final instructions, Sir.

SKIPPER: The success of your Ship and yourself will be shown by how well you live up to this part of your induction ceremony. You no doubt realize that the parts of the Ship—the Mainmast, the Stern and the Bow—represent the three parts of the Scout Oath—Duty to God, Duty to Country and Duty to Self. Repeat with me the Scout Oath: "On my honor, I will do my best: To do my duty to God and my country and to obey the Scout Law; To help other people at all times; To keep myself physically strong, mentally awake and morally straight."

Before you are 12 candles. As I repeat each of the 12 parts of the Scout Law, a candle will be lighted. Each candle by itself doesn't make much light—together they make a brilliant showing. So, if we live only part of the Law, we aren't such good men. Living the whole Scout Law makes Scouts the type of men they are.

Now, there are certain traditions and rules to which you are asked to subscribe: 1. A good Sea Scout subscribes to the Sea Promise, the Scout Oath and Law; 2. A good Sea Scout obeys his Skipper and other officers; 3. A good Sea Scout upholds his Ship where sportsmanship, fellowship and other activities are concerned. Do you promise to live up to the important ideals set forth in this ceremony?

CANDIDATE: Yes, Sir.

SKIPPER: Then I hereby declare you members of the Sea Scout Ship "_____."

The Sea Scout Ship "Northland," sponsored by the Second Flotilla of the United States Coast Guard Auxiliary, Fond du Lac, Wisc., has adopted Air Scouting as a part of their Ship Program and is registering as a Sea Scout Ship and an Air Scout Squadron. 15 Officers and men of the Ship were presented with their Apprentice Air Scout Badges by Colonel G. A. Sanford of the U. S. Navy, at the Annual Meeting of the Badger Council, Fond du Lac, Wisc., on November 17, 1942.

HOW TO MAKE A SPAR BUOY

(For corners of Swimming Area)

By M. D. SMITH
Sea Scout Commodore
Cayuga County Council
Auburn, N. Y.

Materials:
9 one-quart motor oil cans
32 inches No. 8 galvanized wire

Tools:
Tin shears
Soldering iron
Solder (preferably acid-prepared)
Compass or dividers
Ruler

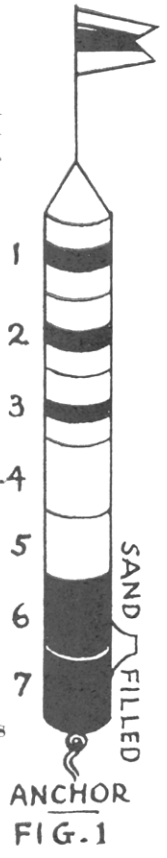


FIG. 1

1. How to make the Flag Staff

Seal with solder a one-quart motor oil can and punch ¼-inch holes in the center of the top and bottom. Through these holes pass a 20-inch piece of galvanized wire. On one end of this wire (which is to be the flag staff) make a right angle bend, to form an elongated "L", the shorter arm of which is 2 inches long. Draw this short arm up against the can, solder it to the can with solder and seal the holes through which the wire passes (Fig. 2).

2. How to make the Cone and the Flag

Cut out both ends of two cans, leaving two hollow cylinders. Cut these cylinders along their seams and flatten them to make two pieces of sheet metal, 5½" x 12¼". On one of these pieces, lay off the pattern for a cone, "A" as shown in cut; cut out the shaded areas and punch a ¼-inch hole (indicated by O) in the center, with a punch or a nail. Form a cone with this piece of metal by bringing "c" over to the opposite edge and overlapping it to "d". Through the top of this cone, slide the flag staff made in step 1, so that the cone fits snugly inside the rim of the can. Solder the seam of the cone (d), and solder the cone (all around) to the inside of the rim of the can.

On the other piece of sheet metal, lay off the pattern for a flag. Bend the flap around the flag staff on top of the can and solder it into place, (Fig. 3).

3. Making the Air-tight Float

To the bottom of this can (No. 1) solder four sealed cans (Nos. 2, 3, 4, 5, shown in Fig. 1). Be sure to solder completely around the cans, making a watertight unit.

4. Adding Ballast

To the bottom of this spar, solder a sand-filled and sealed can. This is No. 6 in Fig. 1.

To make the last and bottom can, take a 12-inch piece of No. 8 galvanized wire, and make a loop 1½ inches in diameter, twisting the end around the standing part of the wire so that it can bear strain, (Fig. 4). The anchor for the buoy is tied to this loop.

Punch holes through the centers of the top and bottom of an unsealed can; insert the wire with loop through these holes, and draw loop up to meet the bottom of the can (Fig. 5).

Bend over the straight protruding part of the wire and solder it to the can, (Fig. 6). Fill this can with sand, seal all holes and solder it to the bottom of the spar.

To paint the buoy, remove all oil, dirt, etc.; file smooth any uneven surfaces of solder. Give the whole buoy a coat of aluminum paint and when dry, a coat of white enamel. Trim the top three cans and the flag with red stripes.

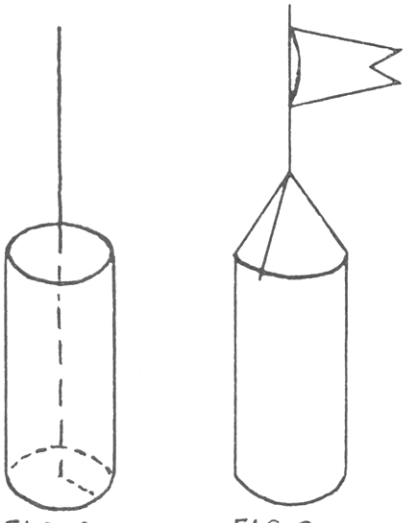
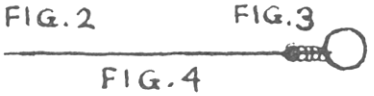


FIG. 2

FIG. 3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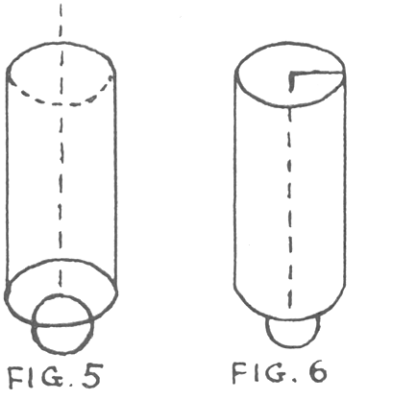
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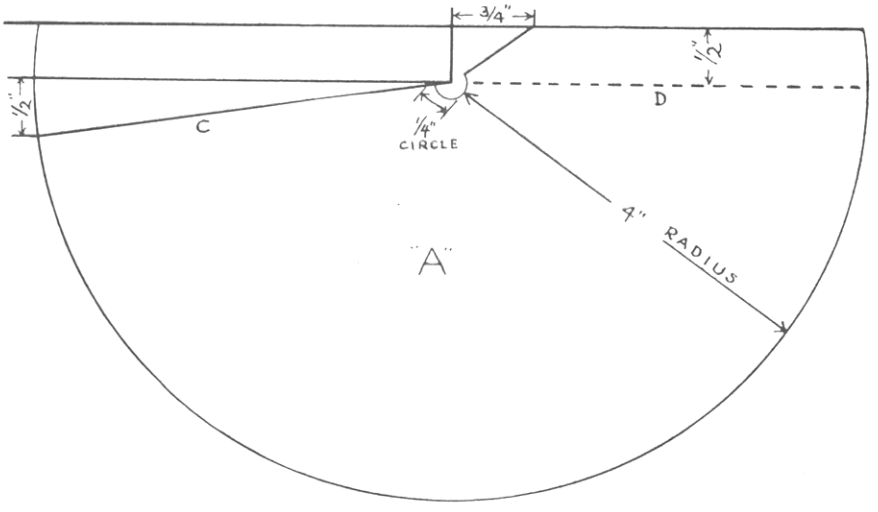
FIG. 6