

SeaScouting



Quartermaster Bridge of Honor Ceremony

APRIL 11, 2010

M. ROBERT MARKS—QUARTERMASTER



*Mother,
Mother Ocean,
I have heard
your call,
I've wanted to
sail upon your
waters
Since I was three
feet tall.
You've seen it all,
You've seen it all.*

—Jimmy Buffet



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SEA SCOUT ADVANCEMENT

Apprentice. The first step of the Sea Scout advancement program involves youth who are members of Sea Scouting and have learned the Sea Scout Promise and the Venturing Code and are active with a ship. They learn about seamanship, its safety and customs, swimming, and working with ships as a crew member.

Ordinary. The next step involves being active with the ship, explaining the Sea Scout emblem, understanding the history of the U.S. flag, participating regularly in meetings, and learning special skills on the operation of boats, marlinspike seamanship techniques, yacht racing procedures, sailing abilities, ornamental rope work, and engine maintenance.

Able. This step involves the Sea Scout in ship ceremonies, etiquette in boarding boats, ship participation, sharing of experiences with other youth, and showing proficiency in a variety of watercraft specialties. Able also requires the completion of a two-week cruise to earn the Long Cruise badge and meeting the requirements for the Lifesaving and First Aid Boy Scout merit badges.

Quartermaster. The Quartermaster candidate must write and submit a paper on how their ship can contribute to the world fellowship of Scouting, complete the BSA or Red Cross Lifeguard requirements, be an active member of their ship, develop and conduct a service project helpful to others, and show specialty skills in boating and marlinspike seamanship. The Quartermaster growth opportunity for Sea Scouts is based on seamanship and leadership skills. It requires a preapproved plan of action and includes teaching what they have learned to others. The Quartermaster rank also requires a Council level board of review.



Sea Scouts-Quartermaster Bridge of Honor

FINLEY SEA SCOUT SERVICE AWARD

The US Power Squadron “Finley Sea Scout Service Award” recognizes those members and honorees of the United States Power Squadron who are also youth or adult Sea Scout leaders, and who provided outstanding civic, educational and fraternal leadership to both the Sea Scouts and the USPS, through civic involvement, educational achievement and active participation in both programs.

The Finley Award is named for Past Chief Commander Raymond A. Finley, Jr. who became a Sea Scout in 1935 and earned the highest achievement in Sea Scouting, the Quartermaster Award, in 1939. Upon entering the Navy during WWII, Finley’s Sea Scouting background and his engineering training at Rutgers University helped him become an Instructor at Midshipman School, teaching engineering knots and basic seamanship.

P/C/C Finley became the first adult recipient of the USPS Sea Scout Service Award during the USPS Annual Meeting in 2004, seventy years after his first civic, education and social Sea Scout activities. By unanimous resolution at that presentation, the award was named in his honor.



THE SEA SCOUT EMBLEM

The First Class Anchor has been used in the Sea Scouting program for more than 70 years. Its use started in 1920 when a young man had to be a First Class Scout to join Sea Scouts.



The main part of the First Class anchor is the Scout badge, which signifies that a Sea Scout is able to point the right way in life as truly as the compass points it afloat. It has three points like the three parts of the Scout Oath. The eagle with the shield is the national emblem of the United States of America. It stands for freedom. The scroll with the Scout motto turned up at the ends to suggest the corners of the Sea Scouts’ mouths raised in smiles as they do their duty. The knot attached to the bottom of the scroll is to remind the Sea Scout that he promised to do a Good Turn for someone else every day. The stars symbolize the ideals of truth and knowledge of the Scout movement. They guide the Sea Scout by night and suggest a nautical life. The anchor embodies the specialized seagoing nature of the Sea Scouting program that seeks to attract people who have a common interest in the sea.

SCOUTS OF MANY TRAILS—Norman Rockwell



A common storyline in Rockwell’s Scout calendar paintings is the passing down of wisdom and skills to youth which we see in this image of an elderly sea captain, Boy Scout and Sea Scout. Notice the details in this 1937 work. the ship model on the wall, the sextant in the sea chest, and the map of waters surrounding St. John in the Virgin Islands on the table. Props were essential to Rockwell’s creative process. He maintained that every object in the picture should contribute to the authenticity of the story and must be historically accurate. Otherwise, he’d get letters from people who found something amiss with one of the props.

Scouts of Many Trails featured is considered one of Rockwell’s true masterpieces. This artwork was chosen for the cover of today’s program because of the relevance to Sea Scouts and an acknowledgement of Sea Scout Ship 1942’s successful program that integrates multiple units including Boy Scout Troops, Venturing Crews and Mariner Girl Scouts Ships.

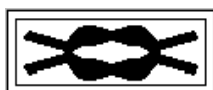
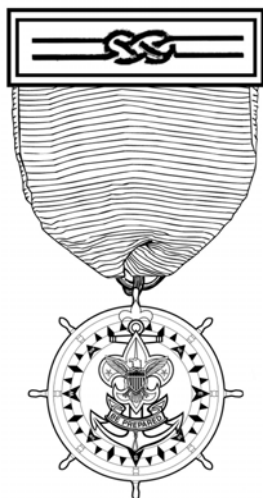
THE ORIGINS OF THE QUARTERMASTER AWARD

"Along the course o' life ye must go; fair course or foul is up to yerself alone.

Old Davy saw the sailin' orders an' grand they be. He saw the true course, lad, an' the wheel to keep ye on it. An' tucked back o' it all, ye'll find yer anchor, ready to heave when the sea o' life commences to roll an' the star in the North lies deep behind the black o' storm clouds.

Sail ye must, lad, so why not sail as skipper? Over yer heart will be the Badge o' Quartermaster, the likes o' which old Davy did just describe."

"Davy Shellback," from The Sea Scout Manual, Sixth Edition, 1945.



Award History

The following brief history of the Quartermaster Award has been compiled from a review of "Scouting" magazine and the Sea Scout Manuals. It appears that the Quartermaster Award was introduced in 1925. This coincides with Commander Thomas Keane becoming the Acting Sea Scout Director. The Quartermaster medal itself was approved at the end of 1930 and probably first introduced in 1931. Commander Keane is reported to have designed the Quartermaster medal himself.

The Sea Scout Manual, 5th edition, 1st printing (1925) was the first manual to describe the rank of Quartermaster. The first mention of a Quartermaster in "Scouting" magazine was in the description of the National Flagship "Old Ironsides" crew from Chicago in the May 1929 issue.

The Quartermaster medal itself was first pictured in the January 1931 issue of "Scouting" magazine. An illustration of the Quartermaster medal first appeared in the Sea Scout Manual in 1939.

HIGHEST AWARD IN SEA SCOUTING

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

The award is rich in symbolism. The blue ribbon stands for loyalty to country. The compass suggests the importance of carefully chosen direction in life. The wheel reminds us that we are the guide of our own future and that we must persevere with self-discipline. The Scout badge - the emblem of a purposeful brotherhood - has challenged and strengthened the lives of more than forty million men. It shows Sea Scouting as an important part of the scouting tradition. The anchor reminds us that a truly worthy life must be anchored in duty to God.

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

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

-Commander Thomas J. Keane

SEA SCOUTS-QUARTERMASTER BRIDGE OF HONOR

EARLY HISTORY OF SEA SCOUTS

The 1909 camp based on the Beaulieu River, Buckler's Hard and the TS Mercury was the third and last Boy Scout camp organised and led by Baden-Powell. It included the water-based activities which had been planned for, but could not take place during the second camp after Brownsea Island (called Humshaugh Camp).

It is often said the TS Mercury was the genesis of Sea Scouting. There may not have been Sea Scouts with the TS Mercury, but certainly the official scheme came later when the official name came in 1912. Baden Powell knew from his own experiences and the work done at the Beaulieu River camp that there was another form of training that would be just as useful to the Country as mainstream Scouting.

Lord Baden-Powell enlisted his older brother, Warington, to write a book called Sea Scouting and Seamanship for Boys in 1910 with a forward by Powell. A special uniform was approved in 1910. It was enthusiastically received by the young men of Britain and soon found its way around the world.

BP wrote in 1911: "The general scheme of Sea Scouting for Boy Scouts was outlined by my brother Warington Baden-Powell, who although a King's Counsel in Law, is also an old sailor, and has kept up his interest in the sea by spending most of his time sailing when he is not at work in the Admiralty Court. As he possesses the heart of a boy, he is well fitted to explain the aim of Sea Scouting.

Sea Scouting is not necessarily a scheme for turning out a boy as a ready-made sailor with a view to his going to sea. But rather to teach him, by means which attracts him, to be handy, quick and disciplined man, able to look after himself and to help others in danger.

Boat handling, swimming, and saving life in the water can be taught to inland troops just as well as those belonging to the coast... When it is possible to get a floating club house ... the sea spirit enters still more into the boy's mind..."

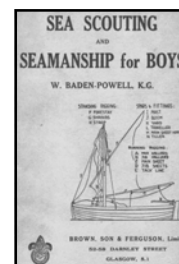
During the genesis of Sea Scouts, one thing was to be quite clear; "Sea scouting is simply a brand of boy scouting." This was often expressed as, "Scouts first, seamen afterwards."



T.S. Mercury

"... (he) infused so much jollity and romance into that early sea-training that it gripped me from the first..."

-B.P. speaking about his brother and Sea Scouts in May 1921



SEA SCOUT COAST WATCHERS PLAY ROLE DURING WWII

Major-General, B-P had always maintained a 'prepare for war if you wish to maintain peace' stance. So on March 25th, 1911, B-P wrote a letter to the Admiralty asking for permission to establish sea scouts as Seamen, and Coast Watchers. Approval was given. Coast Watching was, as far as B-P was concerned, not a 'time-filling' activity, but a real need.

When war came in 1914, there was an immediate need to man the coastline, a role many Sea Scouts had been trained and authorised to do. The Headquarters Gazette, in September, 1914, included this summary of the work done by Sea Scouts written by Lieut. R H Hordern R.N., whom the Chief had acknowledged as providing the 'practical scheme' for Sea Scouting. "There are nearly 1,300 Scouts on this (Coast Watching) work ... and they will probably be required as long as the war lasts. The boys on this duty receive one shilling a day in lieu of rations, but no pay for their services. In most cases the Scouts are taking both day and night duty. They are generally in patrols of eight - two on duty at any one time"

The scouts had to be over 14, and take with them three-day's supply of food. In some cases there was a building available but often they had to camp out, which Lieut. Hordern acknowledged would not be such fun when the weather turned.

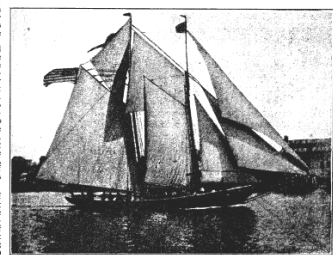
The Chief Scout wrote message to the Coast Watchers: "Keep a good look-out. Show that you are not little boys playing at coast guarding, but that you can really do your bit to help our Royal Navy in their big task for the defence of our country, until we have brought the war to a successful finish - even if it lasts a year or more. Stick to it. Play the game for your country and not for yourselves, and at all times 'Be Prepared'."



*US Sea Scouts
watching the coast*
Houston Post

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THE HISTORY OF SEA SCOUTING IN THE UNITED STATES



Schooner Pioneer & Crew



Sea Scouting in America was founded in 1912. That year, Arthur A. Carey of Waltham, Massachusetts, had Sea Scouts using the schooner Pioneer and was appointed Chairman of the National Council Committee on Sea Scouting. That summer, Charles T. Longstreth organized a Sea Scout patrol on his yacht in Philadelphia. Both of these men prepared pamphlets on Sea Scouting and Carey's *Cruising for Sea Scouts* was the first literature related to Sea Scouting.

A booklet that preceded the first Sea Scout manual published in 1915 gave some direction to Sea Scouting. It was entitled *Nautical Scouting* and was compiled by Charles Longstreth.

Since its beginning, the Boy Scouts of America had been aware of the need for an older-boy program. Mr. Carey made the first real effort to satisfy that need when he helped promote Sea Scouting with his pamphlet.

In a report to the National Executive Board, Mr. Carey recommended that Sea Scouting be recognized as a special department of the Boy Scouts of America. He suggested that the pamphlet *Cruising for Sea Scouts* be accepted as a supplement to the *Handbook for Boys* until a more complete Sea Scout manual could be written.

From 1912 to 1917, Sea Scouting struggled through a difficult period. And yet, with little or no national guidance, it managed to grow.

In addition, G. V. L. Meyer, Secretary of the Navy, in February 1913, encouraged the development of Sea Scouting and extended the cooperation of the Navy Department. This was the beginning of a fruitful period of cooperation for Sea Scouting with the nation's armed services.

Sea Scouting received a real boost in October 1917, when James Austin Wilder (a veteran sailor, global traveler, artist, and devoted Boy Scout volunteer) was secured as Director of the Department of Sea Scouting of the Boy Scouts of America. For several years, as a volunteer, Mr. Wilder worked full time for Sea Scouting with the title of Chief Sea Scout.

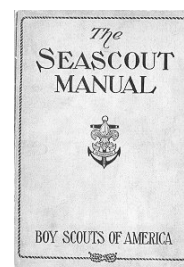
He organized the scattered Sea Scout units into a national organization that generated the first wide-spread interest in Sea Scouting. Gathering all of the experience and scattered bits of literature used in the program, Mr. Wilder supervised the preparation of the first Sea Scout Manual in 1919. In those days, Sea Scouting followed a pattern of action that was very similar to that of a Boy Scout troop; for example: boys wore khaki uniforms. In order to register, they had to subscribe to the Scout Oath and law and pass the Tenderfoot requirements. Membership required that a boy be 15 years of age and weigh at least 112 pounds.

For many years the Sea Scout program was aimed at older boys who had graduated from Boy Scout troops. Sea Scout units began to be called ships. The age-old organization of skippers, mates, boatswains, coxswains and crews began to be used.

On July 15, 1920, the well-illustrated fourth edition of the Sea Scout Manual was printed and sold in large quantities. Then came a period of 2 or 3 years in which Sea Scouting struggled to be recognized and understood. Although membership fell off, the program proved healthy enough to withstand this period of adjustment. Finally it began to grow as more councils gave it enthusiastic support.

Commander Keane served as acting director of the Sea Scout department in the national office from 1923 until January 15, 1927. His annual report of 1925 indicates that there were 85 registered Sea Scout ships. A similar report in 1926 revealed an increase of 38 ships for a total of 123 ships.

In 1927, Commander Keane was appointed the national director of Sea Scouting, its first full-time professional director. One of T.J. Keane's earliest project was organizing the first Antarctic expedition to include a Scout. The Scout, Eagle Scout and Able Sea Scout Paul Siple of Erie Pennsylvania, ably participated in Admiral Robert Byrd's expedition of 1928-29. In the years that followed, Siple built a career on Antarctic exploration and extreme cold weather climatology.



4th Edition



Paul Siple

SEA SCOUTS-QUARTERMASTER BRIDGE OF HONOR

HISTORY OF SEA SCOUTS IN THE UNITED STATES (CONTINUED)

In the years that followed, there was a marked increase in the number of units and boys registered in Sea Scouting. By 1930 the membership had reached 8,043 young men. In the 1930's, with the cooperation of other departments in the national office of the Boy Scouts of America, he developed training courses for leaders, new registration procedures, and more acceptable Sea Scout equipment and uniforms. He also developed a National Sea Scout flagship competition in 1928 which has been in use in varying forms up to today.

A major revision of the manual was made in 1939 by the national committee. The new version was written by Carl D. Lane, an outstanding skipper and author of many books and articles about small ships and the sea.

With a membership of more than 27,000, Sea Scouting served its country well in World War II. Commander Keane was recalled to active service in the Navy and resigned his position as national director of Sea Scouting.

Thousands upon thousands of former and active Sea Scouts joined the Navy and made a tremendous impression on Admiral Chester Nimitz who sincerely believed that Sea Scouts were better trained and better equipped to help the Navy win out over the enemy and the elements.

Throughout the rest of the 1940's, Sea Scouting continued to serve the boys of America who were interested in the lore of the sea. Sea Scouts all over the nation participated in flood relief and community service. They were in evidence at national jamborees. Sea Scout ships across the country held competitive events known as rendezvous and regattas.

Based on the written report of ship activities-the ship log - a national committee selected the ship with the most outstanding record to be the national flagship. Quite surprisingly, two years this honor was achieved by a Sea Scout ship located in the rather arid state of Kansas. Its Skipper was Dr. William C. Menninger, one of the early greats in Sea Scouting.

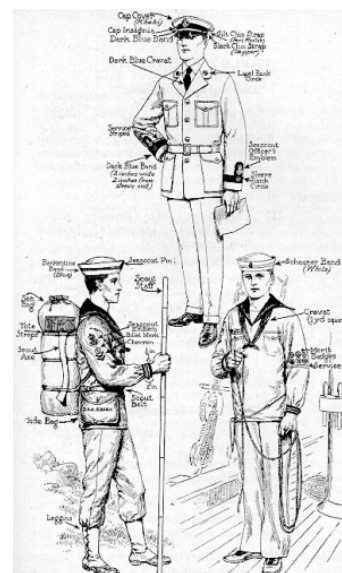
In May 1949, the National Executive Board made sweeping changes in the older-boy program, as a result of a study made by the Research Service of the Boy Scouts of America. This revision of Senior Scouting recognized as Explorers all young men who were 14 years of age or older and registered with the Boy Scouts of America.

So, on September 1, 1949, the Sea Scouts officially became Sea Explorers. This was primarily a change in terminology since the old Sea Scout program continued much the same as it had in the past.

In 1954, the National Executive Board of the Boy Scouts of America authorized the Research Institute for Social Service of the University of Michigan to make a national study of adolescent boys. This survey revealed the needs, desires, and concerns of 14- to 16- year old boys across the nation. As a result, a completely new Explorer program was developed and put into effect on January 1, 1959. However, this did not bring about a change in Sea Exploring. It was decided that changes should be postponed until there had been sufficient time to observe Sea Exploring in operation alongside the new Explorer program. After 5 years, in which there was ample time to make such observations, the decision was made to revise the program.

The national committee on Exploring worked closely with the Exploring Division in making recommendations for this revision. Groups of experienced volunteers also assisted- especially in the revision of advancement requirements. The object was to make available to Sea Exploring some of the elements of the new Explorer program that had been found effective, while preserving the integrity of Sea Scouting with its traditions.

After extensive field testing, the Exploring Division put the revised Sea Exploring program into effect. This was done in May 1966 with a new edition titled Sea Exploring Manual, written by Arthur N. Lindgren.



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HISTORY OF SEA SCOUTS IN THE UNITED STATES (CONTINUED)



In 1968, a new Exploring Division, BSA was organized and established under the direction of John M. Claerhout, who placed a new emphasis on Sea Exploring by naming William J. Lidderdale as the first time director of Sea Scouting since 1935.

After a new National Sea Exploring Committee was formed with Morgan F. Fitch, Jr., as Chair, to give new national volunteer emphasis to the promotion and support of Sea Exploring. In response to field reaction, the new Handbook for Skippers was written by Arthur Lindgren and published in 1971 for Skippers, mates, ship committee members, and other related adult leaders. The following year, Sea Exploring (along with all other phases of Exploring) officially became coed.

In 1974, the U.S. Navy assigned a liaison officer to work in the BSA national office. A series of officers served in this capacity through 1983. Their work further enriched and expanded Sea Exploring.

Sea Scouts across America were saddened by the death of Commander Thomas J. Keane in 1984. His pioneering efforts on behalf of Sea Scouting extended over sixty years. The rich tradition and long tenure of many Sea Scout Ships are a tribute to his career.



Technological improvements in seamanship, extensive changes in aids to navigation, and program improvements created the need for a new Sea Exploring Manual in the early 1980's. Long-time Sea Exploring leader, Bill Minto of Houston, Texas, did most of the text revision with the help of Don Callenius and Bob Maxfield, former national directors of Exploring, and Mike Strain of San Francisco. A number of BSA Skippers, U.S. Coast Guard personnel, and maritime experts contributed to this revision.

In 1998, the Boy Scouts of America reorganized the Exploring program into the Learning for Life Exploring program and the new Venturing Division. Sea Exploring was placed in the Venturing Division and was renamed Sea Scouts. A new edition of the Sea Scout Manual was published in 2000, which extensively revised the content and organization of the handbook, as well as updating advancement and uniforming standards.



In 2002, the National Sea Scouting Committee re-initiated the national Sea Scout sailing championships. The new competition, called the William I. Koch International Sea Scout Cup, is named for William Koch, famous yachtsman and National Committee member, whose generous support has made the competition possible. The Koch Cup competition includes Sea Scout competitors from all over the United States, as well as international Sea Scout participants. The initial running of the Koch Cup was in August of 2002 at the Columbia Yacht Club in Chicago, Illinois.



SSTV der PeLiKan

The centerpiece of the Chesapeake Sea Scout Flotilla training program is the Sea Scout Training Vessel (SSTV) "der PeLiKan", a 46 ft. Morgan Ketch .

The on-water training of Sea Scouts and their leaders takes place aboard this vessel. In addition to basic on the water seamanship training, they offer advanced leadership training, boating safety classes, adult leader training, and an advanced seamanship class for Sea Scouting.



Rob at the helm of der PeLiKan

Sea Scouts-Quartermaster Bridge of Honor

SEA SCOUT SHIP 1942 — S.S. DRAGONLADY — ARLINGTON, VIRGINIA

Ship 1942 has been incredibly successful by any standard for a youth organization, let alone Sea Scouting.

This is evidenced by the extraordinarily large number of youth accomplishments over the last 10 years including:

12 Quartermaster Awards
14 Venturing Silver Awards
17 Eagle Scouts
2 Girl Scout Gold Awards
6 Religious Awards
4 Lifesaving Awards
2 Regional Venturing Awards

4 Council Venturing Awards
4 Members selected to crew on the US Coast Guard Barque Eagle
6 Members selected to attend "Top 100 Scouts/Venturers/Quartermasters in the Country" at Valley Forge
21 Kodiak Graduates
14 Kodiak X Graduates
21 Delegates to American Legion "Boy's & Girl's State"
3 Northeast Regional Boatswains

Check them out on the web at
www.seascout1942.com



Custom patch worn by Ship 1942

2007 NATIONAL FLAGSHIP



Flagship recognition is a trophy awarded to the Ship and its Chartered Organization, as well as individual mementos of the achievement for each Sea Scout member of the Ship. Additionally the Ship name is added to a perpetual Sea Scout Flagship plaque to be kept on display at BoatUS national headquarters in Alexandria, Virginia near our nation's Capital. After being runner-up in 2005 and 2006, Ship 1942 captured the title in 2007. Under extraordinary leadership and proven results benefitting the youth of Arlington, VA (and around the country) they are sure to repeat soon!

SEA SCOUT ADVANCED LEADERSHIP (SEAL)



SEAL training is a leadership training course offered by the Sea Scout Support Committee. This is a one week course that is conducted at sea. Sea Scouts who successfully complete the course will be awarded the SEAL Training Award, which is a silver pin with twin dolphins, to be worn on the Sea Scout uniform. This is a hard-core, tough, physically and mentally demanding experience.

This course is a leadership course, not a seamanship course. It covers such topics as preparing, goal setting, organizing, supervising, commanding, communicating, training, motivating, and other skills that will help you in functioning as a leader in your Ship and in life.

Ship 1942 has 25 graduates of the SEAL Course with 15 who were ranked in the top 1 or 2 in their class. Robert has been selected to participate in the SEAL course in the Miami Florida in August aboard the SSTV Trident (Viking Sportfish Convertible 45) motor vessel with Skipper Lee Popham.

"DON'T GIVE UP THE SHIP"



In June of 1813, Captain James Lawrence, in command of the U.S.S. Chesapeake, engaged the British frigate H.M.S. Shannon just outside Boston Harbor. After a short, bloody battle, the Chesapeake was seriously damaged and her captain lay mortally wounded. Reportedly, Lawrence died with his last command still on his lips: "Tell the men to fire faster. Fight 'til she sinks, boys, don't give up the ship." The Americans lost the battle and were compelled to surrender the Chesapeake, but Lawrence's dying words lived on. Commodore Oliver Hazard Perry had Lawrence's words - "don't give up the ship" - stitched onto a battle flag aboard the USS Niagara in the same year.