

2015 LONG SAIL BOARDING MANUAL

SSS MINNOW

The mission of the SSS MINNOW LONG SAIL 2015 is to provide a setting for the instruction on the sailing arts that lead to advancement in the Sea Scout ranks, a better knowledge of boating skills, and the ability for adults to effectively help the youth under their care.

This event will be conducted from **Saturday, 18 July** to **Saturday, 25 July**. The cost is **\$300** per person which will cover your registration, meals, and other planned costs. In addition to proposed activities it may become necessary to introduce a 'Plan B' activity. **Plan B activities**, depending on what part of the program they might replace, **are not covered in the cost of registration**. It is therefore strongly encouraged that you bring an additional \$50 (\$10/day) as a precautionary measure.

REGISTRATION

Registration will begin **1 June** and be open until **30 June**. A valid application must be accompanied by a \$150 deposit and paid in full by the Long Sail Meeting on **12 July**. There is a ceiling on the number of attendees accepted. This number is consistent with the number of bunks available to quarter the participants and still maintain comfort and the BSA **Youth Protection Standards**.

Each individual (youth and adult) must have on record or submit a current BSA medical form in order to participate in this event. No exceptions will be made.

ITENERARY

					FRI	SAT
					17	18
					<i>SHAKE-DOWN</i>	<i>CHECK-IN/ DEPART</i>
SUN	MON	TUE	WED	THU	FRI	SAT
19	20	21	22	23	24	25
<i>DAY 1</i>	<i>DAY 2</i>	<i>DAY 3</i>	<i>DAY 4</i>	<i>DAY 5</i>	<i>DAY 6</i>	<i>DAY 7 / DEPART</i>

Given the relentless inflexibility of Texas heat and the unknowns of the weather it is always possible that something may need to change. Flexible is the word of every day in all cases and should a change need to be made we should take that change as an opportunity to learn something old or new in a different way.

The following table is a high level overview of the program as it is planned.

FRIDAY	SHAKE DOWN
1900	At ANNEX Gear check-in / Medical paperwork / Contact sheet / Assignments (crew / bunk) Boats make ready (4winds/VIP/6-pack) / Cooler loadup
2000	DONE / Adult Leaders Meeting
2030	DONE
SATURDAY	SMALL BOAT PROGRAM
0700	At ANNEX / depart 0730
0900-1100	MAKE READY @ marina / (2) Adults - supply run, 3-day food supplies
1100-1230	LUNCH
1300-1330	Program: SMALL BOAT SAFETY
1400-1700	Program: SMALL BOAT FUN
1800-1900	DINNER
2200	LIGHTS OUT
SUNDAY	SMALL & POWER BOAT PROGRAM

0700	BREAKFAST
0900-1100	Program: SMALL BOAT FUN
1200-1300	LUNCH
1400-1700	Program: SMALL BOAT FUN
1800-1900	DINNER
2200	LIGHTS OUT

MONDAY	SMALL & POWER BOAT PROGRAM
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0700	BREAKFAST
0900-1100	Program: BIG BOAT TRAINING & DRILLS
1200-1300	LUNCH / (2) Adults - supply run, 2-day food supplies (on water)
1400-1700	Program: SMALL/POWER BOAT FUN
1800-1900	DINNER
2200	LIGHTS OUT

TUESDAY	BIG BOAT PROGRAM
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0700	BREAKFAST
0900-1100	Program: BIG BOAT FUN
1200-1300	LUNCH
1400-1700	Program: BIG BOAT FUN
1800-1900	DINNER
2200	LIGHTS OUT

WEDNESDAY	BIG BOAT PROGRAM
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0700	BREAKFAST
0900-1100	Program: BIG BOATFUN
1200-1300	LUNCH
1400-1700	Program: BIG BOATFUN
1800-1900	DINNER / (2) Adults - supply run, 2-day food supplies
2200	LIGHTS OUT

THURSDAY	POWER BOAT PROGRAM
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0700	BREAKFAST
0900-1100	Program: POWER
1200-1300	LUNCH
1400-1700	Program: POWER
1800-1900	DINNER
2200	LIGHTS OUT

FRIDAY	FUN DAY PROGRAM
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0700	BREAKFAST
0900-1100	Program: BANKS & WEST MARINE
1200-1300	LUNCH
1400-1700	Program: KEMAH BOARDWALY
1800-1930	DINNER
2200	LIGHTS OUT

SATURDAY	NO BOAT PROGRAM
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0700	BREAKFAST (<i>freezer dump</i>)
0900-1100	Boat Cleanout
1200-1300	LUNCH (<i>freezer dump</i>)
1400	Depart SSHM
1530	LONG SAIL COMPLETE
1630	Stow all trailered boats and gear
1700	END

CHAIN OF COMMAND

The Skipper is ultimately responsible for the safety of everyone on board the ship.

The Skipper's representatives are his/her Mates.

The Mates are assisted by the Scouts.

The Scouts are divided into Crews

Each Crew will assign a Crew Leader for the day that will represent the Crew at any meetings with the Skipper or Mates.

Always remember, Respect goes both ways.

TIPS FOR SHIPMATES

- Consideration of your shipmates and the willingness to pull your weight are essential in tight quarters.
- Stow personal gear properly. Loose gear on deck or below is a hazard.
- Do not whistle, scream or yell without good reason. The Mates and Skipper must be able to tell when an authentic emergency exists.
- Especially at night, talk softly and walk quietly. Remember, we are to always be respectful of each other as well as the other residence of the Marina.
- The quarter deck of any vessel is the place for conducting important vessel operations. Be aware when you are on the quarter deck not to be a distraction.
- Do not leave your position without being properly relieved.
- Do not stand or sit in companionways or on ladders.
- Do not go below deck without need.
- Do not shine flashlights at people in the evenings. This will ruin night vision and is completely unnecessary.
- Remember, you may only have this experience once. Make the very most of it and give it your best effort.
- Always notify an Officer if you need to leave the area and never go anywhere without a buddy.

CODE OF CONDUCT

The code of conduct is based on the principles of the Scout Law, Scout Oath, Sea Promise, Venturing Code and common courtesy, respect and integrity. We are guests in all places and our goal should always be to present ourselves accordingly. Youth or adults who engage in un-Scout-like conduct will cause themselves to be removed from the event.

CLOTHING & EQUIPMENT CHECKLIST

The items on this list are not strict requirements, but are highly recommended and, in some cases, essential for your comfort. All gear should fit into a soft duffel bag no bigger than approximately 24 inches in length. No suitcases or frame backpacks should be used. You will be living on board a sailing vessel during the entire cruise. Space is limited so you must only bring what you need. Travel light!! If **you** cannot **carry** it you have too much.

Clothing

If possible, it is recommended that quick-dry/breathable type clothing be worn because you will be continually in proximity to or in contact with water. It is best if you do not have to change clothes continually from swim trunks to dry shorts. In the summer months of Texas you can expect ZERO rain or a flash flood. You will have the opportunity to take fresh water showers each day. EXPECTED TO!!!

- Sea Scout chambray and denims
- 2 Jeans
- 2 Shorts and Scout T-shirts
- 1 long sleeved shirt of light material in case of or to prevent sunburn
- Soft-soled shoes (two pair)
- Socks (two pair)
- Underwear – polyester dries fast.
- Hat – wide brimmed is best to keep sun off.

NOTE: At no time will civilian clothes be permitted. It is imperative that all participants be easily recognized, at all times, as Sea Scouts. Also, clothes aboard the ship can get dirty and often permanently stained and we don't want your civi's messed up.

Special Equipment

- Light raincoat
- Flashlight
- Work Gloves
- Waterproof box (Walmart has in camping and fishing section)

Other

- Sea Scout Manual
- Sleeping bag or pad to sleep on.
- Sheet or blanket (very light)
- Small pillow with pillow case
- Towel and face cloth
- Personal hygiene materials
- Extra pair of eyeglasses; if you have them
- Sunglasses are recommended for everyone.
- Camera, disposable (optional)
- Sunscreen
- Water bottle (see through, not necessarily clear)
- Mess kit in a mesh bag (plate, bowl, fork, spoon)
- 5 - 2gal Ziploc bags (1 for SSM, 1 for personal items, 1 for funky clothes)

What not to Bring

- Alcohol, smoking and illegal drugs are not allowed.
- Personal listening devices are not allowed except during personal time as defined by Skippers Core. (But non-electric musical instruments are encouraged)

SAFETY

Safety is of the utmost importance. If people are careless, the ship and marina can be a dangerous place. No number of rules or amount of protective equipment can replace caution and common sense. The Skipper and Mates are chosen for their experience and skill, so listen to their advice and commands. Also, make sure to follow the general orders set by your Skipper. Our goal is to prevent all injuries and accidents, but everyone must help.

The following is a description of the safety issues which will be discussed in detail during your onboarding. Constant attention to these rules and guidelines will ensure that you leave the ship in the same condition that you boarded it.

Falling Overboard

- You are always far better off on board the ship than in the water, so don't fall overboard!
- Do not sit on the rail
- Keep to the windward side of the ship while underway
- Always get permission from the officer on watch before going below deck.
- Notify the officer on watch when you come on deck and before going below at night
- Keep one hand for the ship and one hand for yourself

Other Types of Falls

- Below deck hold tight to the grab rails and handholds when moving about or using ladders.
- If going or working aloft, only hold on to the standing rigging

Line Handling

- Lines under stain can cause serious personal injury or damage to the ship if handled improperly.
- Never cast off a line until you understand what it does and the stain it is under.
- Assume all lines are under stain.
- Keep your hands away from blocks, pins, and cleats when handling a line.
- Do not step on a loose line or in a coil of line. The line can roll out from under you or snag your foot in a bight.

Engine Compartment

- Be aware and stay clear of hot manifolds and machine parts. Never grab hold of something without looking first.
- Be aware of rotating machinery and belts. Keep body, clothes, hair and jewelry clear of these.
- Do not leave oily rags lying around.
- At no time should the engine compartment be left unattended when covers are open.

Galley

- Never leave objects out, especially sharp objects, where they can slide or roll. Remember that the ship moves.

General

- Bare feet are not allowed, except when swimming.
- Long hair should be braided or tied back.
- Jewelry such as necklaces, bracelets, and rings present a safety hazard onboard and therefore should be avoided.

CONSERVATION OF RESOURCES

Think of the ship as a very small version of the planet in that we have a finite supply of our valuable resources. When we leave port, there is an ample amount of fuel, food, and water aboard but we cannot afford to waste them. The word sharing should take on a significance that you may never have appreciated before.

Water

- No resource is more valuable on the water than fresh water
- Use water only for drinking, cooking and brushing teeth
- If you open it or pour it, DRINK IT!

Food

- Meals will be served 3 times a day
- Take a reasonable amount of food your first time. Remember there are others behind you. If there is enough for seconds you may have them
- Snacks and communal food will be put out by the galley crew each day, so please do not help yourself to anything else in the pantry.
- The galley crew leaves port knowing exactly how much food is aboard and how it will be rationed to complete the voyage. If everyone were to just help themselves, the galley crew would soon lose track and there would be danger of running short

Fuel/Electric

- We leave port with enough fuel, but none to waste
- Electricity is stored in batteries. When these are depleted they must be recharged. This not only uses up valuable fuel, but is noisy
- Turn lights off when you are finished using them
- Turn off lights which you see are not in use, even if you did not turn them on

POSITIONS and STANDING WATCH

There is no position onboard that is an idle pastime. You will be given significant responsibility at times, so your time on should be approached with a serious attitude.

For those times, all of the normal responsibilities of running the vessel will fall to your watch. The duties you perform will rotate on random basis. They include:

Helm - In this position, you have the responsibility for steering the vessel on a specific course or to varying commands. If you are nervous about your "trick" at the wheel, that is okay. Do not ever lose that respect for the responsibility of steering a ship. You will probably have troubles, everyone does, but do not give up. Let the ship teach you how to steer by watching it react to your efforts. Remember, you are steering the ship, not the other way around. You will always be steering according to "helm orders," which may be a specific course or to varying commands.

Lookout - The lookout is the eyes of the ship and is required by international law. The waterways are not empty spaces. The responsibility of the lookout is to position near the bow of the ship to spot and report all vessels, objects, and lights that they see. This is extremely important, because the Helm and shipmates around the vessel have limited visibility and may be involved with other business. When you report a sighting, you need to be able to tell the Helm in which direction and how far away the object lies. Something more definite than "over there" is obviously needed.

Trimmers – Trimmers are assigned for both port and starboard sides. – BUT you should always be prepared to on the WINDWARD side of the vessel or prepared to get there in a hurry. They are responsible at all times for tending sails, securing rigging, etc.

Navigator – As the Navigator you are responsible for knowing the location of the vessel you are on within 15 minutes of the last position at all times.

Idlers These are any members of the watch who are not actively involved with the specific duties described above. You are never truly "idle"! However, if you are not assigned a specific position or task than you are an idler. Stay out of the way unless instructed to assist and then immediately do as instructed.

Boat Check - The boat checker's duty is to monitor the ship's systems on a regular basis and look for possible hazards around the ship. The person will check engines, batteries, lights and bilges and report their condition to the Captain of the vessel.

Galley Duty - We cannot expect the galley crew to make great meals and do all our dishes, too. Everyone takes a turn helping in the galley.

EMERGENCY PROCEDURES

Emergencies on the water are even more urgent than on land. We cannot dial 911. There are no ambulances, fire departments, plumbers, or mechanics. We must be prepared to deal, by ourselves, with any emergency that befalls us. You will each have a job to do in a given emergency situation, and you cannot hope that when the time comes, the right answers and actions will “just come” to you. For this reason, we must regularly practice the procedures in response to emergencies.

Just what can endanger a sailor at sea? There are many things, most of which can be guarded against by normal maintenance and regular observations of the ship’s systems. One of the most serious emergencies is fire, because it directly threatens all of our support systems for existing on the water. Another emergency that is just as serious is a person overboard. Other serious emergencies include flooding, loss of steering, rig failure or collision.

There are three basic emergency responses for which we could drill: fire fighting, person overboard recovery, preparation to abandon ship. The signals which are given to indicate each of these situations are as follows:

Fire: As soon as this situation is seen or discovered, the cry “Fire, Fire, Fire.”

Man overboard: As soon as this situation is seen or discovered, the cry “Man Overboard” is given, along with the side of the ship from which it occurred.

Abandon Ship: This action will not be taken without the explicit command of the Captain of the vessel or next highest in command.

Upon hearing any of the above calls or alarms, you should immediately leave what you are doing and muster on deck amidships. Do not hesitate. Your life, the life of a shipmate and/or the ship itself may depend on you.

All Hands

Most of the normal ship operations can be managed by a single watch. Exceptions to this occur when we are setting or striking all sail, getting under way, anchoring, mooring and (of course) in emergencies. These are referred to as "all hands" maneuvers. If the call goes out for all hands and you are off watch, it is vital that you immediately leave what you are doing (even sleeping) and report on deck without delay.

SEASICKNESS

Seasickness can affect even the most seasoned seaman. In many cases it goes away, but in some instances it lasts longer, so we urge you to take precautions. If you are prone to motion sickness, you should consult with your physician to get a prescription for something stronger. Some say that ginger is a good remedy.

If you do feel sick, an important thing to do is keep eating and drink plenty of water so that you will not dehydrate. Also, if you keep busy it will keep your mind off of your stomach. And "Keep it pointed downwind..."

UNKNOWN

This section is for the items not addressed above. I am sure that I missed something so we will make notes here.

SURVEY

As corny as these questions may be they actually represent valuable information. Please be prepared to answer these questions seriously at time of presentation.

How many slices of lunch meat do you like per sandwich?

1 2 3 4 5 6 7 8 9 10

How many glasses of milk do you drink a day?

1 2 3 4 5 6 7 8 9 10

How many glasses of OJ?

1 2 3 4 5 6 7 8 9 10

Favorite 2 cereals

What is your least favorite fruit?

Are you allergic to any foods, spices or additives?

Do you snore?

YES NO

Do you sleep walk?

YES NO

