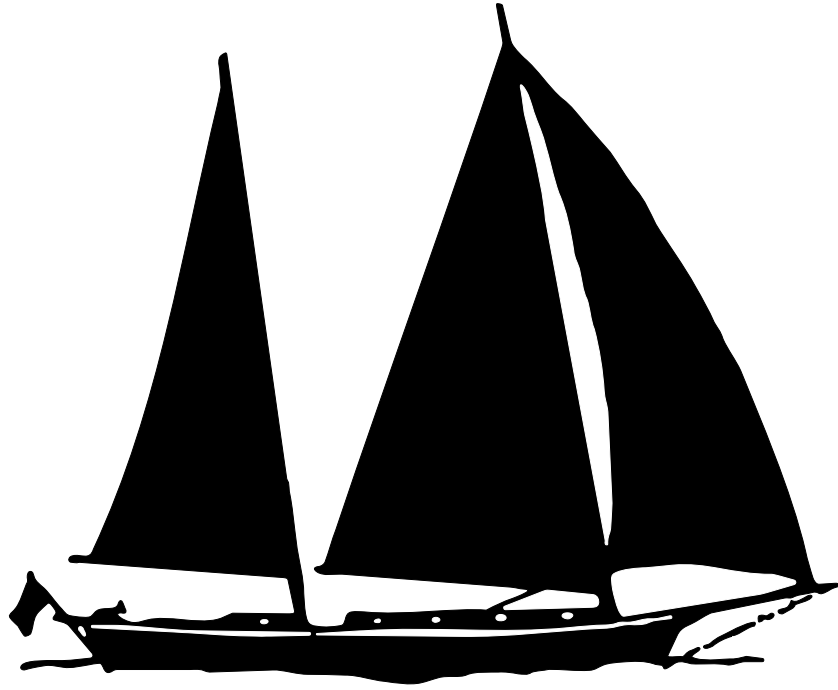


MARINERS



HANDBOOK FOR MEMBERS

*A Sea Scout Unit of the Boy Scouts of America
Operating out of Dana Point Harbor*

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REVISION DATE: September 2008

*This handbook is dedicated
to the youth and adults of the South Coast Sailing Team who have labored
for the past twenty years
to build Mariner Ship 936 into an outstanding Sea Scout Ship dedicated to developing*

LEADERS

*Mariner Sea Scouting exists
to make it possible for young men and women
to discover the enduring qualities of leadership.*

*Leadership requires, more than anything else, **a desire to serve**. No individual who
lacks this basic ingredient can successfully lead. If you desire to **lead** others,
then learn first to **serve** others.*

WILL YOU SERVE?

To do so you must:

- 1. Seek and accept service in whatever position you are needed.*
- 2. Study and prepare for leadership responsibility*
- 3. Cheerfully carry out legitimate orders.*

TO LEAD IS TO SERVE!

In the musical, "Fiddler on the Roof", a memorable solo comments on the role of tradition in the life of an ancient Jewish village in the old country. In our modern world we seem at times to scorn tradition. But as heirs of seafarers, Mariners break with their contemporaries and seek to keep alive and develop that rich treasure chest called

Tradition

For Mariners, tradition is two-fold. There is the rich treasure chest of sea faring lore. Secondly, there is the distinctly Mariner tradition by which we, as Mariners, are known.

The two distinctive marks of Mariners are:

- 1. Mariners care deeply about others.*
- 2. Mariners have a deep commitment to excellence.*

Tradition is passed on by those who love it.

As a Mariner, you are encouraged to study it, learn it, live it, add to it, and ultimately pass it on.

Will you pass it on?

To do so you must:

- 1. Truly care about others.*
- 2. Study and practice to be the best you can be.*
- 3. Immerse yourself in the language and customs of the seaman.*
- 4. Work hard, accept many demanding tasks, and follow orders.*
- 5. Assume responsibility for yourself, for others, and for the vessels on which you serve.*

Someday in the future, as a Mariner leader, you will take what you have learned and pass it on.

General Information

Team Description

The Mariner Sea Scouts or Mariners is a Sea Scout Unit (Ship) in South Orange County utilizing the Youth and Group Facility at Dana Harbor.

Membership

Members are registered with the Venturing Division of the Boy Scouts of America. This registration entitles the member to take part in activities at the Sea Base in Newport Harbor and “super-activities” around the country, which are open to individual scouts.

The use of equipment by members is contingent upon their knowledge of sailing. A complete schedule of classes in sail training and seamanship for beginning, intermediate and advanced students is offered. Advancement and certification is through both written and practical examinations. Students may progress through the training program at their own rate according to their ability, free time and desire.

Calendar

Activities are programmed into the four seasons of fall, winter, spring and summer. The instructional program and weekly meetings are only scheduled for the fall and spring seasons. Cruises, special events and open sailing are scheduled year-round.

Costs

For new members (Pogeys): An initial fee is required which covers dues for the first season, two work uniform t-shirts and one sweatshirt, Mariner handbook and textbook, and the cost to attend the 3-day sea scout event at the end of the season (if the Pogey qualifies by earning 15 points).

After the first season of membership

- Dues are paid two times a year and are due at the beginning of the fall season (August 15) and the spring season (February 15).
- Registration and transportation to the 3-day sea scout event (AMR or Rendezvous) is paid in the middle of the season.

Additional Costs:

- A Mariner dress uniform is required.
- A standard rate per day (24 hours or major portion thereof) is charged for cruises or other trips. (Usually \$20 per day for trips using Ship 936 vessels) Occasionally there may be extra cost for trip transportation, boat rentals or other fees.

General Information

(Continued)

Refunds/Cancellations

Potential members: May attend one class prior to paying the initial fee. A refund of 50% of the initial fee will be given to new members who resign their memberships before the new member cancellation deadline.

For spring season 2008 – the new member cancellation deadline will be March 10

For returning Mariners: A refund of 50% will be given within two weeks after dues are paid for members who resign their membership. No refunds will be available after this time.

Trip fees are not refundable. Refunds for other activities are made only if a refund imposes no hardship, financial or otherwise, on the Ship or on the other members involved in the activity.

Information for Pogeys

Welcome!

This period of initiation is a preparation for your becoming an active Seaman in the Ship. Everyone can become an active member. The hurdles are not difficult, but they will test your *desire*. The Mariners attempt to develop *a striving for excellence* in each individual and an *esprit de corps* in their unit.

Definitions

Pogey: A member who has not yet attended the 3-day Sea Scout event (AMR/Rendezvous) at the end of the season. A Pogey is considered a novice on the team and is expected to gracefully accept the trials and tribulations of the office.

Seaman: A member who has attended a 3-day Sea Scout event (AMR/Rendezvous).

Rank: A description of a person's knowledge and skills. Rank is achievement that has no bearing on one's position as Pogey or Seaman. The ranks are Apprentice, Ordinary, Able, and Quartermaster. These ranks determine an individual's ability to check out vessels and his/her position of authority on larger vessels.

Office: An elected or appointed position of leadership. The positions are Boatswain, Boatswain's Mate, Crew Leader, Assistant Crew Leader, Yoeman, and Pogey Master.

How does a Pogey become a Seaman?

"Put your best foot forward." Be courteous to all active members, both Seaman and Officers. Look for ways to help! Willingly obey all reasonable orders given by active members. Address all active members by "Aye Sir" or "Aye Ma'am". Salute all Officers the first time you see them on a given day.

- Order a Mariner dress uniform immediately.
- Learn the basic skills for the 3-day Sea Scout event (AMR/Rendezvous).
- Earn 15 eligibility points.
- Ask your Pogey Instructor for the green rank requirement card. This card must be fully completed and turned in before you may go to the 3-day Sea Scout event (AMR/Rendezvous).
- Attend an AMR/Rendezvous. To do so, you must:
 - a) Attain the rank of Apprentice Seaman
 - b) Earn 15 eligibility points
 - c) Own a complete Mariner dress uniform

Do you have what it takes?

The Sea Scout Program as practiced by the Mariner Sea Scouts emphasizes leadership training. The Pogey initiation with its trials and tribulations is the first step in this learning process. The initiation is intended to instill a sense of discipline, team esprit de corps and a willingness to follow legitimate commands. If you are willing to work, persevere when the going is hard, maintain your good humor, accept doing things for others, be courteous and accept reasonable orders without question, then you will become a full member of the Ship. Not all have what it takes. Good Luck!

Requirements to Attend AMR/Rendezvous **(For MARINER Members)**

Regular Rendezvous Teams

Points

Achieve the required number of points. The Boatswain and Boatswain's Mate are the only ones exempt from this requirement.

Team Events

To participate in a team event, you must attend the scheduled and published mandatory practices for the team event as determined by the Team Boatswain(s).

Number of Regular Rendezvous Teams

- If the number of persons who pay the AMR/Rendezvous fee and are not on the Senior Team is in excess of 24, there shall be 2 teams.
- If the number of persons who pay the AMR/Rendezvous fee and are not on the Senior Team is in excess of 36, there shall be 3 teams.
- If the number of persons who pay the AMR/Rendezvous fee and are not on the Senior Team is in excess of 48, there shall be 4 teams.

Selection of Boatswain's Team and Additional Teams as Needed

1. The number of Mariners on the Boatswain's team is to be decided by the Boatswain (*Max. of 13*).
2. The selection of new members for the Boatswain's team will be on the basis of the *Boatswain Team Competition*. Pogeys may be selected on the discretion of the Boatswain but will not have permanent status on the team.
3. Once a Seaman has qualified for this team through participation in the *Boatswain Team Competition*, he/she shall not have to compete again. However, if a person is disqualified from competing on this team for some reason, he/she can only re-qualify through the *Boatswain Team Competition*. Disqualification shall be determined jointly by the Boatswain, Skipper, and XO.

Selection of AMR/Rendezvous Team Boatswains

- The Mariner Boatswain will be the Boatswain for the first team.
- The Mariner Boatswain's Mate will be the Boatswain for the second team.
- The Skipper shall determine additional AMR/Rendezvous Boatswains from members of the Quarterdeck as needed. The determination shall be based on election points earned prior to the season. Achievement rank, seniority and then lot shall be used to break ties.

Senior Rendezvous Team

With the consent of the Skipper, a special senior Rendezvous team may be formed by Mariners with the following qualifications:

1. Senior Boatswains with status as high school seniors or greater.
2. Midshipmen
3. Mariners who meet all the following qualifications:
 - joined the ship with status as high school senior or greater
 - previously completed at least one full Mariner season
 - Were not members of either the Mariners or another Sea Scout unit for at least one year prior to joining the Mariners to participate on the senior team.

Rules

1. Rules for regular Rendezvous teams need not apply.
2. Current members including midshipmen and senior boatswains will be responsible for the recruitment for and organization of the senior team.
3. All rules shall be determined by majority vote of the established team members.
4. Additions and deletions to the team membership shall be determined by majority vote of the team membership.
5. Officers shall serve at the discretion of the team members by majority vote
6. All members of the senior team must be registered and must sign a letter of agreement that outlines the Ship's expectations of their conduct.
7. Senior team members under the age of 18 years will be required to ride the bus to and from Rendezvous.
8. The Skipper will have the authority to veto or modify all decisions and dissolve this team.

Mariner Rules

Six-Month Rule:

In order to return the next season, a Mariner must satisfy all his/her current rank requirements and must turn in his/her rank card to Skipper no later than the first meeting/class night of the next season.

Other Mariner Rules:

1. No activity for persons under the age of 18 shall be conducted unless at least 2 adults are in charge of the activity (two deep supervision). One of these adults must be a minimum age of 21. For an overnight activity, if male youth are involved, one of the adults must be male and 21 years old. If there are female youth involved, then one of the adults must be female and 21 years old. At least one of these adults must have been BSA YP trained.
2. Boating, when practiced with training and experience, is a very safe activity. The Mariner Ship requires its members to demonstrate specific knowledge of safe boating procedures and to achieve certain technical skills before checking out any vessel. A vessel may not be taken from the dock by any member that does not have a rank appropriate to the type of vessel. In addition, a vessel is not to be taken without the permission of the Adult-in-charge.
3. Approved life jackets (PFDs) for every person on board a vessel are required. For the smaller vessels such as the Lido 14's and Lasers, PFDs are not stored on board. PFDs must be taken from storage and placed on these vessels before they are taken from the dock. If a vessel is stopped and inspected by the Harbor Patrol or Coast Guard, quite probably a fine of \$100 for each missing PFD will be issued. The payment of the fine will be the responsibility of the small boat skipper. Larger vessels are permanently equipped with all required safety gear. Even so, a prudent skipper will always check all safety gear before leaving the dock.
4. Except for regattas, no small boat is to be taken outside of Dana Harbor. The limit of the harbor is an imaginary line drawn between the lights on the extremities of the two rock jetties.
5. During regattas outside Dana Harbor, all boats are to remain in the general race area between the small jetty and Doheny Beach. No boat is to approach the surf line. At the conclusion of the last race, all boats will immediately return to Dana Harbor.
6. Larger vessels, which are approved for open ocean sailing, may only be taken to sea by members meeting the established requirements. Regulations have also been established for each vessel with regard to the minimum and maximum number of persons who may be on board.
7. A float plan must be submitted to the County Office before leaving the dock. Any deviation from the float plan during the trip must be cleared with the Adult-in-charge..
8. Members of the Ship are asked to use the vessels in a responsible manner at all times. Irresponsible behavior reflects on every member of the team and the entire program. We all want to be proud to say that we belong to the Mariners. Any member of the Ship who violates a rule is liable to the loss of his privileges for a period of time. The length of this time is to be at the discretion of the Skipper.

Rules of the Road

General Rules of the Road (inland/international)

1. The vessel which has the right-of-way is known as the "stand-on" vessel. This vessel must maintain *course and speed* unless action by the other vessel alone is not sufficient to avoid a collision.
2. The vessel which does *not* have the right-of-way is known as the "give-way" vessel. This vessel must take appropriate action such as changing course and/or speed to avoid a collision. Usually this means avoiding passage in front of the other vessel.
3. A vessel being approached by another vessel from behind (dead astern to 2 points abaft the beam) is being "overtaken". The "overtaken" vessel has the right-of-way.
4. Vessels engaged in fishing have right-of-way over sailing and power driven vessels.
5. Small vessels and sailing vessels shall not impede the safe passage of a power driven vessel following a traffic lane.

Rules of the Road for Small boats (inland / international)

1. The rules are not specific but a reasonable interpretation is that rowboats, paddleboats and wind surfers, due to their limited ability to maneuver, have the right-of-way.

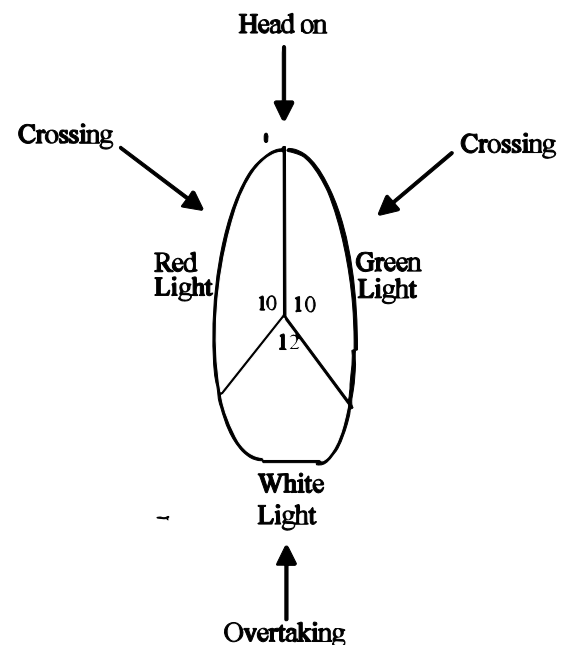
Rules of the Road for Sailboats (inland / international)

Note; for the purpose of determining the tack that a vessel is on, a starboard tack vessel has the main boom on the port side.

1. If sailboats are converging on opposite tacks, the starboard tack vessel has the right-of-way.
2. If sailboats are converging on the same tack, the leeward vessel has the right-of way.
3. The overtaken vessel has the right-of-way.

Rules of the Road for Power Boats (inland/ international)

1. If two power driven vessels approach each other "head on", neither has the right-of-way and each shall alter course to starboard so that each shall pass on the port side of the other.
2. If two power driven vessels approach each other in a crossing situation, the vessel showing a red light to the other vessel has the right-of-way.
3. The overtaken vessel has the right-of-way.



Achievement of Rank

Requirements for Advancement

1. The requirements as specified by the National Office of the Boy Scouts of America are contained in the Sea Scout Manual. Specific requirements established by the South Coast Sailing Team(SCST) can be found in the course syllabi for the achievement rank classes offered by the SCST Mariner Ship 936.
2. Each test or requirement must be signed-off by the Skipper, his designee, or the instructor for that particular rank
3. If a student fails any test, the student must wait one week before re-taking the test.
4. A student must satisfy all requirements for all lower ranks before being eligible for a higher rank.
5. Certification of completion of all requirements for a rank is the responsibility of the class instructor or instructors as the case may be. In those cases where there is more than one instructor, each instructor shall be solely responsible for his/her portion of the rank requirements.
6. An appeal of an instructor's decision shall be taken to the Skipper. The Skipper may reverse or modify the instructor's decision.
7. An appeal of the Skipper's decision may be taken to the South Coast Sailing Team's Executive Board. This board shall have the authority to reverse all previous decisions.
8. An appeal to the SCST Executive Board shall be deemed final.

Brief Explanation of Rank

Apprentice Seaman

(GREEN CARD)

A person after achieving this rank should be prepared to serve as crew on a small vessel. The rank indicates that safety requirements such as swimming have been satisfied and simple tools such as basic knots have been acquired. The rank also indicates knowledge of Sea Scout Rules.

A person with this rank should have the ability to handle a small sail or power boat (16 feet or less) within the harbor.. The required skills include boat handling, docking and fundamentals specific to either sailor power. Capris, Lasers, and the chase boat are the basic boats available for checkout with this rank. The Rank also indicates knowledge of the Rules-of-the-Road.

Ordinary Seaman

(RED CARD)

A person with this rank should have the ability to sail an ocean-going vessel on a day sail. The required skills include larger boat handling, a fairly comprehensive understanding of legal requirements and rules of the road, as well as a basic understanding of piloting and dead-reckoning. The smaller ocean equipped vessels are available for checkout by two seamen holding this rank.

Able Seaman

(YELLOW CARD)

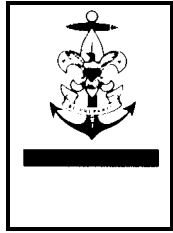
A person with this rank should have the ability to sail an ocean-going vessel to a different port on an overnight basis. The required skills include an extensive knowledge of safety procedures, regulations, navigation, and overall seamanship. The larger ocean equipped vessels are available for checkout by two seamen holding this rank.

Quartermaster

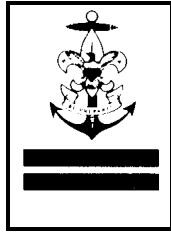
This is the highest rank attainable in Sea Scouting. Only a very few attain this rank. A person with this rank is not only a very qualified seaman but is also a leader. The rank is recognized as being more difficult to obtain than the Eagle in Boy Scouting because of the depth of knowledge required.

Uniform Insignia

Apprentice, Ordinary, and Able Ranks are designated on the dress uniform by a patch.



APPRENTICE



ORDINARY



ABLE

Service Stars indicate completed years of membership.



Quartermaster Rank is designated on the dress uniform by either a “double carrick bend” badge or a medal (not both). (A lapel pin may be worn when not in uniform.)



QUARTERMASTER

The Long Cruise badge signifies a cruise of fourteen complete (24 hour) days earned after obtaining the rank of Ordinary Seaman. It may be earned by taking cruises of shorter length, provided that the total time aboard is equal to fourteen days. No cruise may count unless it is at least twenty-four hours in length. Additional Long Cruises are marked by a red “arc”, (or arcs), above the badge.



LONG CRUISE



LONG CRUISE with ARC

Are you ready to seek and accept a Leadership Position in the Mariner Organization?

Before you answer this question, it is suggested that you read the following. The Sea Scout Program and especially the Mariner Program is dedicated to developing leadership qualities. You need to understand this program. Moreover you need to understand what the program will expect from you and how your decision will affect the program.

Initial Step

The Poge initiation with its trials and tribulations is the first step in this program. It is intended to instill a sense of discipline, team esprit de corps and a willingness to follow the legitimate commands of those in positions of authority.

Preparation

The period of being a Seaman in the ranks is a time for gathering knowledge on a great variety of subjects relative to life at sea. It is not for the most part as strenuous a discipline period as the Poge period, but it is still a time of learning, self-discipline, and observing various styles of leadership.

Qualities of being a Leader

When one is ready to place himself or herself in competition for selection as one of the leaders of the Mariners it is hoped that it has been learned that being a leader is not just being a boss but rather being the one to whom the direction and well-being of others is entrusted. It means clearly communicating what is desired to be done, constantly checking to see that it is being done, encouraging those who are doing it and disciplining those who fail to carry it out. A leader must definitely take command. He or she must be prepared to discipline. A real leader commands with reason and he or she disciplines with the purpose of building up the person and the team.

Responsibilities of being a Leader

Being a Poge can be hard. Individuals make mistakes, but those mistakes are quickly caught by the leaders and the team hopefully suffers little. A price is paid in pushups but that is all. Once a member becomes a Seaman more responsibility is given but still others are checking his/her assignments, so mistakes are kept from being major. When one is given a leadership position much more responsibility is assumed. As a leader, although there will always be another in command to whom one reports, a great deal is left to an individual's ideas, knowledge, and ability to carry out the task. A person has an opportunity to develop a style of leadership. He/she will undoubtedly make mistakes but each mistake will carry with it a punishment much greater than pushups, for the person will have to face his/her own evaluation and the effect his/her mistake has had on the team.

Excuses are no longer tolerated

A person seeking a Ship leadership position should consider that no one will want to hear his or her excuses. Results not excuses are what count. If you desire to be a leader, it will be your responsibility to properly carry out all of your own obligations. One must plan time for devotion to God, family responsibilities, schoolwork, job, girl friend or boy friend, rest and recreation as well as one's Ship responsibilities. If you miss a Ship meeting because you have a major test then it will be assumed that you did not plan well. Major tests and major meetings do not usually pop up. If you are unable to attend a Ship function (which results in detriment to the team) because you have been grounded by parents, then you have failed. You are expected to discuss with your parents your need to carry out your commitments so that you are punished and not the rest of the team.

The Mariner Leadership Trail follows the Chain of Command

Every leadership position bestows on the office holder the dual mantles of responsibility and authority. Each leader in the Mariner organization, regardless of where the individual is on the organizational ladder (called the chain of command), is required to teach others. In the Mariner tradition, this is called *Passing On*. *Passing On* is teaching. Teaching is *Passing On*. Each person in the chain of command must do three things:

- 1. Carry out the job held.***
- 2. Learn the next job in the chain.***
- 3. Teach those on the chain below.***

Each person is expected to assume complete ***responsibility*** for the ***entire chain below*** and to demand authority from those in the chain above to carry out the responsibility imposed by the job.

To be or not to be a Leader?

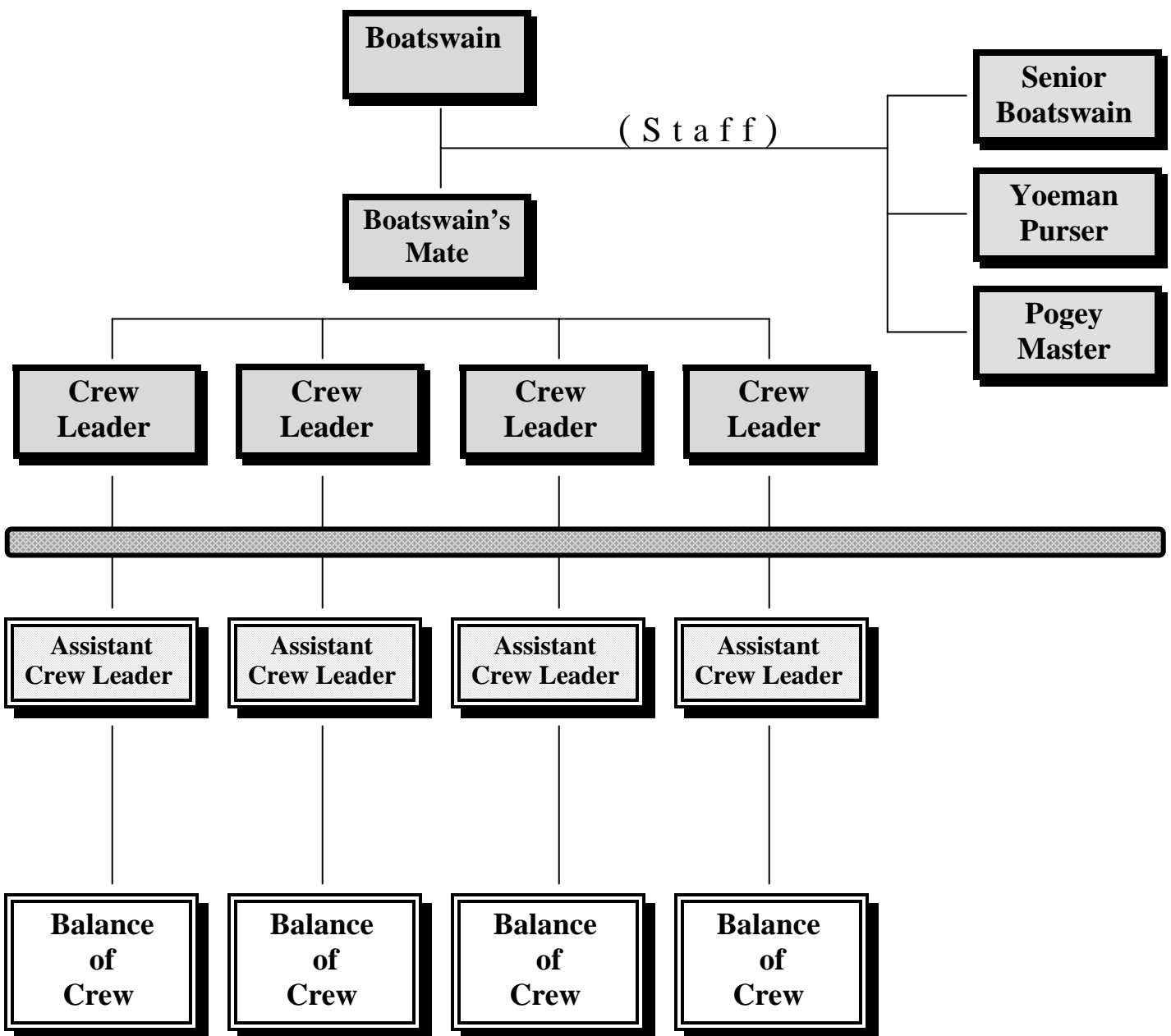
One should consider well what has just been read. There is no shame in declining leadership opportunities because one is either not ready or not interested. There is however, a real mistake to be made in accepting a role for which one is not ready or not willing to give what the position entails.

Mariner Quarterdeck

Description

The Quarterdeck is the youth leadership corps of the Mariners. Membership in the leadership corps is an honor and a privilege. Leaders should have positive attitudes, the desire to serve, and dedication to the principle *"Pass it on"*. Officers are elected or appointed by their peers. All senior Boatswains are ex officio members of the Quarterdeck. Assistant Crew Leader is the first step toward leadership but is not a Quarterdeck position. The Quarterdeck holds a minimum of 3 meetings each season. The meetings are run according to Robert's Rules of Order.

The Quarterdeck of Ship 936 is a separate function from the quarterdeck of the vessels in the fleet as they put to sea. Vessel's quarterdecks are determined by the captain of each vessel and are selected on the basis of achievement, rank, experience, and seniority.



Mariner Quarterdeck Authority

The Quarterdeck has the authority to vote on:

1. Changes in Ship personnel
2. Ship plans for practices
3. Activities
4. Cruises
5. Special events

The Quarterdeck does not have the authority to vote on:

1. Ship uniforms
2. Organization of the Ship as specified in the Handbook
3. Schedule for the election of new officers

Removal from Office

An appointed or elected officer will be subject to removal from office for the following reasons:

1. Failure to carry out the duties of the office held.
2. Absence from regular meetings of the Ship. (During the regular season).
3. Absence from required activities or practices.
4. Inability to attend the AMR/Rendezvous at the end of the season.
5. Failure to carry out major legitimate orders of superior officers.
6. Failure to follow the rules and regulations of the Ship or other governing bodies.
7. Maintaining a negative swabby or negative dues status.
8. Major conflicts with other members of the Ship.
9. For Boatswain's Mate – If the Boatswain's Mate fails to complete his/her rank requirements prior to elections for the season he/she may not serve as Boatswain.

Action shall be taken only after the person affected has been given Due Process. A hearing shall be conducted by the Boatswain, the Boatswain's Mate, and the Skipper, prior to the removal of any person from office. The Skipper shall have veto power over the decisions of the Hearing Panel.

Skipper Rules

This handbook attempts to clearly set forth the organization, rules and requirements for Mariner Ship 936, however the Skipper has the ultimate authority to clarify, interpret, and make changes at any time as he deems appropriate, necessary, and/or in the best interest of Ship 936 and its members.

Mariner Ship Crews

Crew Description and Formation

1. Crew size shall be no larger than 6.
2. New crews shall be established or disbanded as needed at the discretion of the Skipper.
3. Crew assignments:
 - If there is one AMR/Rendezvous team all crews are assigned to this team
 - If there are two AMR/Rendezvous teams, two crews are assigned to the first team (their membership shall be determined as specified for membership on the Boatswain's team and as specified below) The rest of the crews are assigned to the second team.
 - If there are three AMR/Rendezvous, two crews are assigned to the first team—the Boatswain's team. (Their membership shall be determined as specified for membership on the Boatswain's team and as specified below.) The Boatswain's Mate and the leader of the third team will alternate in selecting the remaining crews with the Boatswain's Mate having first choice.

Crew Personnel Changes

1. New crewmembers may be recruited at any time from Pogeys yet to choose a crew.
2. Crewmembers may be assigned or re-assigned at any time, by and at the discretion of the Skipper.
3. A crewmember may petition for a change in crew assignment at any time after the end of the season but prior to the end of meeting #2 of the next season.
4. A petition for a crew change shall be submitted, in writing and dated, to the Skipper. The Skipper shall privately notify both affected crew advisors prior to the announcement of any change. The decision to change shall be solely at the discretion of the Skipper. In no case may the maximum crew size of 6 be exceeded.
5. The Ship on a majority vote basis shall select the required number of Crew Leaders and Assistant Crew Leaders at the election meeting from all self-nominated candidates from the Ship at-large. The Crew Leaders and Assistant Crew Leaders shall then meet and determine their placement with regard to specific crews. If several wish to serve the same crew then the choice will be determined by the actual standing in the election. In the case of a tie, the Boatswain will make the decision. The Executive Officer shall conduct the election.
6. Should a vacancy in either position occur between elections, the Skipper shall announce the vacancy at two regular meetings of the Ship and call for self-nominated candidates from the Ship at-large. The Executive Officer will then conduct an election of the Ship to fill the vacancy at the next regular or special meeting of the Ship. In the interim and if deemed necessary, the Crew Advisor shall appoint a member of the crew to fill the vacancy.
7. New Crew Advisors shall be appointed by the Skipper.

Offices of Honor

Senior Boatswain

Qualifications

1. Successful completion of a season as Boatswain.

Elected Offices

Boatswain

Qualifications

1. Able Seaman Rank
2. Attained a minimum of 6 points.
3. If at all possible the Boatswain should have previously served as an Assistant Crew Leader, a Crew Leader, and the Boatswain's Mate.

Duties

The Boatswain shall constantly be in tune with the needs of the Ship and its members. He/she shall act as role model, morale officer, confidante and liaison with other persons and institutions. Mariner esprit-de-corps is a major responsibility of the Boatswain. The Boatswain shall:

1. Be available to attend a majority of Mariner activities.
2. Plan and conduct skills training for Mariners for Wednesday evenings.
3. Plan and conduct 6 four-hour AMR/Rendezvous practices.
4. Plan and conduct AMR/Rendezvous competition.
5. Attend Fleet Quarterdeck meetings.
6. Plan and conduct Mariner Quarterdeck meetings.
7. Train the Boatswain's Mate to be Boatswain. Assign the Boatswain's Mate to do as many tasks as possible so that when the Boatswain's Mate becomes Boatswain, he/she will be ready to train the next Boatswain.

Boatswain's Mate

(Point Value is 3)

Qualifications

1. A candidate for this position must have a desire to be Boatswain.
2. Able Seaman Rank.
3. Attained a minimum of 4 points.
4. Served as a Crew Leader.

Duties

The Boatswain's Mate is in-training to be Boatswain. It is expected that the person elected to this position will become the Boatswain the following season unless he/she is found to be incompetent, or if he/she fails to complete his/her rank requirements prior to elections for the season he/she is to be Boatswain. The Boatswain's Mate should attend as many activities as possible and be the constant shadow of the Boatswain.

1. Assist the Boatswain
2. Be available to attend a majority of Mariner activities.
3. Attend most Wednesday meetings, AMR/Rendezvous practices, Mariner Quarterdeck meetings, and Fleet Quarterdeck meetings.

Elected Offices

(Continued)

Crew Leader

(Point Value is 2)

Qualifications

1. Ordinary Seaman Rank
2. Desire to be a leader in the Ship.
3. It is strongly recommended that a candidate have experience as an Assistant Crew Leader.

Duties

The Ship is organized into a sufficient number of crews so that each crew has between 4 and 8 members. Every seaman except for the Boatswain and Boatswain's Mate shall be part of a crew. Each crew shall have a Crew Leader and an Assistant Crew Leader.

1. Be responsible for the whereabouts and activities of all members of the crew during skills training on Wednesday evening meetings.
2. Be responsible for the record keeping for members of the crew including skills training, points, and roll attendance.
3. Encourage and discipline members of the Crew. It is the Crew Leader's responsibility to see that crewmembers are ready to perform well on the Ship events at AMR/Rendezvous.

Assistant Crew Leader

(Point Value is 1)

Qualifications

1. Apprentice Seaman Rank
2. Desire to be a leader in the Ship.

Duties

1. Carry out the duties assigned by the Crew Leader.
2. Be the acting Crew Leader in the absence of the Crew Leader.

Appointed Offices

Yoeman

(Point Value is 1)

Qualifications

1. Ordinary Seaman Rank

Duties

1. Keep Ship records

Pogey Master

(Point Value is 2)

Qualifications

1. Ordinary Seaman Rank
2. Desire to be help to Pogeys become Seamen

Duties

1. Be responsible for making new members feel welcome.
2. Organize and conduct skills training classes with the Pogeys.
3. Be responsible for the skills training of the Pogeys until the Pogeys become members of Mariner crews.

Mariner Quartermasters

April 22, 1989

James P. Gustafson

June 23, 1999

Megan Cunha

April 22, 1989

Paul C. Wehan

June 23, 1999

Siera Shelly

June 16, 1993

Windy Ann Mayes

June 23, 1999

Nic Wolters

June 16, 1993

Shawn Eric Wehan

June 9, 2000

Brian Cunha

August 1, 1995

David Roberts

June 9, 2000

Karyn Powell

June, 2001

Amanda Abramson

Lauren Bailey

Matt Contorelli

Jade Jurdi

Nicolette Ward

Mariner Boatswains

1976-77

Dave Rose

1977-78

Pat Dreis

Fall 1978

Brian Young

Spring 1979

Brian Young

Fall 1979

Dennis Seger

Spring 1980

Ray Dougherty

Fall 1980

Ray Dougherty

Spring 1981

Ray Dougherty

Fall 1981

Brian Stamm

Spring 1982

Eric Grade

Fall 1982

Dan Nickel

Spring 1983

Alan Owings

Fall 1983

Marie Wehan

Spring 1984

Will Vrooman

Fall 1984

Marie Wehan

Spring 1985

Marie Wehan

Fall 1985

Mike Daher

Spring 1986

Mike Daher

Fall 1986

Paul Wehan

Spring 1987

Craig Clanin

Fall 1987

Bob Sherwood

Spring 1988

Jay Lukes

Fall 1988

John Turpin

Spring 1989

John Turpin

Fall 1989

Shawn Wehan

Spring 1990

Shawn Wehan

Fall 1990

Windy Mayes

Spring 1991

Windy Mayes

Fall 1991

Clinton Coil

Spring 1992

Ryan Harrington

Fall 1992

Ryan Goldsmith

Spring 1993

Adam Himelson
Brandon Kennington

Fall 1993

Derek Roess

Spring 1994

Jason Ross

Fall 1994

Brandon Kennington

Spring 1995

Alison Battit

Fall 1995

Katrina Shieh

Spring 1996

Otter Powell

Fall 1996

Jessica Kramer

Spring 1997

Bryn DuBois

Fall 1997

Matt Roess

Spring 1998

Melissa Wetherbee

Fall 1998

Siera Shelley

Spring 1999

Megan Cunha

Fall 1999

Brian Cunha

Spring 2000

Nicollette Ward

Fall 2000

Karyn Powel

Spring 2001

Amanda Abramson

Fall 2001

Lauren Bailey

NOTES: