

# CAPT'N KEVO'S

## Boating Tips

### Sea Scouts

**T**he temperature was in the 90's at the waterfront in Stockton that day. I'd just finished two full days of intensive training with a new client from Stockton marina on a very robustly powered, 56-foot flybridge. I put the client through an exhaustive day of training and was exhausted myself.

My associate, Bill Wells, author of "Delta Rat Scrapbook" in *Yachtsman*, showed up just as I was getting ready to depart on *Her Way*. He even offered me a drink... I declined, as I had to get back to my homeport. I was in a hurry and in the end, (excuse the pun) it came back to bite me in the butt!

Our yacht club (Sacramento Bayliner Club) has a lot of experience with the issue of wakes. Sometimes member boats have long distances to travel home from a raftout to their

homeport and want to "blow by" the others in the sometimes-narrow sloughs of the Delta. After much discussion we have found it very effective to contact the skipper up



**Captain Darryl Sappenfield – Skipper of Point Weber.**

ahead and ask him to slow to "bare steerageway" so the other vessel can pass without throwing a wake at the overtaken vessel.



**BY KEVIN O'LEARY**

Just so you understand, these wakes can cause a lot of disruption to belongings such as dishes and TVs on the affected vessel. Having said that, ultimately, it is the responsibility of the boat owner to secure all items in harm's way as no one can predict what sea conditions (or wakes) you may encounter on a cruise.

But I digress... There was a tug pushing a cargo ship into the docks on my port side, but this is no excuse. I broke two of my own rules:

(1) Safety and Courtesy: Never throw a wake at another vessel headed in the same direction (or dock), if possible. The best course of action is to try to contact the skipper of the other vessel on channel 16



**The Point Weber underway.**

and arrange for safe passage. Or give two blasts of your horn to indicate you intend to pass on the other vessel's port side or one blast to indicate you intend to pass on her starboard side. In the case of the dock, well, you are responsible for damage done by your wake regardless of the speed you are going.

(2) I actually broke the law by creating a wake within 200 feet of a dock.

So, I came in contact with Captain Ron Straub (we haven't met personally yet, but I hear he's a great guy!) as a result of me sending a "huge" wake into the docks where the *Point Weber* is docked at the Stockton Rod & Gun Club on the San Joaquin River near the port of Stockton. (My bad!) The *Point Weber* is a Point class Coast Guard Cutter.

Captain Ron recognized me by my signature hat and the name "*Her Way*" on the stern. He sent me a very polite, professional and humbling e-mail complete with "pasted in" copies of the COLREGS for inland waterways concerning these events.

### About The Sea Scouts

The Sea Scouts were established in the United States in 1912. The organization was expanded from Great Britain. If you want the whole story visit [www.seascout.org/about/history.html](http://www.seascout.org/about/history.html).

First things first... I wish I (or) my parents had known about this organization when I was a kid. I would have been all over it like a cheap suit! Also, I've seen this vessel underway many times and wondered who the heck they were and what was their purpose.

### Mission Statement:

"The Sea Scout program is organized to promote good citizenship to the youth of our community through values-based leadership training in a maritime setting. Through traditional values of duty to God, fellow man and community, our members acquire skills needed to prosper and succeed in life. Along with these values, our members learn skills in water safety, boating safety, outdoor, social and service experiences, all in a fun, exciting and adventurous atmosphere.

"Our program serves young men age 14 years through 18 years. Once enrolled in the program, young men can participate until age 21. At age 18, they become eligible to become junior officers to further advance their leadership training. We also have a program to allow mature young men age 12 and 13 to join a feeder troop and work within our program until they reach Venturing age (14 years old). The program is administered by a group of dedicated adult volunteers registered with, and trained by, the Boy Scouts of America."

Skipper Darryl Sappenfield  
Executive Officer Greg Manov  
Charter Representative Lynn Harvey  
Treasurer Don Rienhart  
Mates Gregg Erickson, Bobby Sherling and  
Mike Hammack  
Committee Member Charlie Meder

### Questions

So I contacted the Skipper on the *Point Weber*, Captain Darryl Sappenfield, to get some information about this organization I thought our readers would like to know:

*What does it take to join the Sea Scouts?*

"Joining Sea Scouts and the *Point Weber* is very easy. There are only two important requirements to meet. You must be 14 years old (or pretty close), and you must be committed to having fun and stretching yourself to learn new things. If you can do that, you just start showing up at our meetings and join in the fun. There is an application and a small amount of paperwork to be completed, but it's reasonably painless!"

*Describe a learning experience with the Sea Scouts:*

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## CAPT'N KEVO'S *Boating Tips*

“One of our best learning experiences in the Sea Scout program is our annual Safety @ Sea Weekend held in October every year. This event is a joint effort between the U.S. Coast Guard and the Sea Scouts, which provides two days of hands-on safety training for the scouts. The training is done at Coast Guard Station San Francisco on Yerba Buena Island. Ask any Sea Scout what his favorite event each year is and 90 percent will say ‘Safety @ Sea.’

“At this event the scouts move through stations during the day learning firefighting, pyrotechnics, damage control, water rescue and survival, collision avoidance, emergency communications and procedures, MOB, fire, collision, and abandon ship drills, and the list goes on. All this training is hands on: the scouts are putting out the fires, repairing the pipes and setting off the flares and rockets. This way, if we have a real emergency while cruising (or at home), it’s not the first time a scout has used a fire extinguisher or signal flare.”

### *How is the Sea Scouts funded?*

“Sea Scouts is completely funded by donations. The Point Weber Association, a non-profit 501c3 corporation, operates the *Point Weber*. This allows us to accept donations and provide those donors with the tax benefits for their generosity. We do some fundraising throughout the year to generate funds for day-to-day operations, cruises, uniforms, program supplies, etc. A typical year of program costs to the scout is about \$700.

“Our program, on the other hand, has a budget of approx. \$20,000 per year. This covers insurance, fuel, and maintenance of the vessel and other program boats. It is a constant process of raising cash and, in many cases, services and supplies. Our program exists only because of the support of the local community, businesses, and private individuals and foundations.”

### *Describe a typical cruise on the Point Weber:*

“A typical cruise on the *Point Weber* usually begins on Friday evening at the boat. We start our pre-cruise checks and get the boat ready for cruising, loading food and supplies, checking the fuel, engines, etc. Sometimes we leave on Friday and cruise all night, other times we might just get her ready to go at first light in the morning.

“A typical weekend cruise could have us headed someplace in the Delta for some training and swimming, or to do a service project for one of our many friends on the Delta. Or we could be headed for the Bay and another Sea Scout base for a regatta or training event. Cruising is the centerpiece of the program and all the scouts get a chance to learn all the skills needed to move the boat around the Delta or SF Bay.

“The scouts run the boat with the adult volunteers serving mostly as advisors and safety officers. A scout can expect to serve a number of watches during a cruise, including helm watch, look out, navigator, engine room, and, yes, the scouts run the galley, too.”



The Sea Scouts prepare the *Point Weber* for departure.

*What advice can you give kids on the relevance of the Sea Scouts and how it may help them later in life?*

“The Sea Scouts, and the *Point Weber* in particular, teach many varied skills to our members. Diesel mechanics, hydraulic systems, electrical systems, water systems, electronics, communication skills, navigation, food service, the list goes on and on.

“The single most important skill taught, and the main focus, is leadership training. Every scout has the opportunity to learn leadership skills and then to use them to lead the program. The program is designed to be run by the scouts, which provides a great opportunity to teach them to lead themselves and their peers.”

### **Specs for the *Point Weber*:**

#### **Hull**

Hull Number	C1908
Displacement (tons)	69 (fl) 60 (lt)
Length	82 ft 10 in (O/L) 78 ft (W/L)
Beam	17 ft 7 in (max)
Draft	5 ft 11 in (max)

#### **Machinery**

Main Engines	Twin 1710 Cummins
Horsepower	1600
Generators	2 GE 2-71 Diesels
Propellers	Twin 42 in.

#### **Logistics**

Fuel Capacity	1840 gal. @ 95%
Compliment (1960)	8 Crew / 2 Officers
Compliment (today)	17 Crew / 6 Officers
Fresh Water Storage	1100 gals

#### **Performance**

Maximum Speed	22.9 knots
Max Sustained Speed	18.0 knots
Cruise Speed	10.7 knots
Maximum Range	3000 @ 9.4 knots

### **Kevo's Tip:**

Mind your wake! (I must admit that I'm a "re-formed" waker!)

The Sea Scouts represent a great opportunity to expose someone you love to life skills building experiences. For more information on this very worthwhile organization, go to [www.pointweber.org](http://www.pointweber.org) or call the skipper, Captain Darryl Sappenfield, at 209/663-5577.

Be safe & happy boating!

As always, feedback is appreciated. I can be reached at 925/890-8428 or [Kevin@pacificpowerboating.com](mailto:Kevin@pacificpowerboating.com) or [kevo@yachtsmanmagazine.com](mailto:kevo@yachtsmanmagazine.com). ☞