



GUIDE TO SAFE SEA SCOUTING

2023

The background of the entire page is a repeating pattern of various Scout-related items in a light blue line-art style. These items include: a backpack, a campfire, a map, a compass, a hammer, a mug, a neckerchief, a bandage, a mobile phone with '112' on the screen, a first aid kit, a rolled-up sleeping bag, a tent, and evergreen trees.

GUIDE TO SAFE SEA SCOUTING 2023

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PARTIO 
scout



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FOREWORD

Scouting refers to educational activities aiming to foster the growth of children and youth while observing their individual characteristics. The goal is to produce members of their local, national and international communities who have a well-balanced personality and lifestyle and who are responsible, active and capable of independent thought. Scouting is voluntary and the Scout movement is open to everyone who approves of its objectives and fundamental values. In Finland, Scouting activities are aimed at children and youth between the ages of 7 and 22 under adult supervision and support.

This Guide to Safe Sea Scouting, revised in 2022, describes safe conduct at sea and on lakes and rivers. The Guide supplements the Safety Guidelines of the Guides and Scouts of Finland (GSF), and the guidelines to promote the wellbeing of children and youth (Safely Together guidelines).

Every Guide and Scout has the right to enjoy safe Scouting. Safety should not be taken for granted, but safety is created when everyone understands their responsibilities and helps others find the right attitude and the right courses of action.

The Guide to Safe Sea Scouting covers general seafaring activities during Scouting and the different forms of activities on water, such as Scouting activities on local groups' sailing and motor vessels. Safety instructions concerning swimming, travelling on ice, canoeing and water-based activities in a defined area are also included, in part, in the general Safety Guidelines of the Guides and Scouts of Finland.

The guide has been updated to reflect the new Water Traffic Act, which entered into force in 2020.

The Guide to Safe Sea Scouting defines the responsibilities of different actors in organizations related to sea scouting and water-based activities. The guide addresses the role of local groups as the owners and operators of vessels, the role of districts as enablers of safe boating culture and joint activities in their area, and the role of the Guides and Scouts of Finland as the party that is responsible for the safety instructions and coordinates sea scouting.



REQUIREMENTS OF SEA SCOUTING

This section describes the requirements of The Guides and Scouts of Finland for Guides and Scouts and their leaders taking part in sea scouting. The section provides the minimum requirements for activities. However, you should keep in mind that you can improve the standard of Scouting activities, for instance by increasing the number of leaders on sails above the minimum requirement or appointing officers who are more highly trained than what is required.

The minimum requirements of this guide must be met when organizing the safety of activities. If the safety guidelines are neglected when planning an event, the Scout insurance will not cover any damage that may occur. The Event Leader is responsible for planning and organizing safe activities.

All Guides and Scouts taking part in Scouting activities must have paid their membership fee; this concerns both adults and children. All Guides and Scouts who have paid their membership fee have liability, accident, passenger, luggage and travel liability insurance during Scouting activities.

DEFINITIONS

The Guide to Safe Sea Scouting supplements the general Safety Instructions of the Guides and Scouts of Finland (GSF) and the safety instructions of the guide must be followed in sea scouting. The guide enters into force on 2 April 2023 and replaces the previous Safety Regulations for Sea Scouting, approved in 2008.

These rules and regulations use the phrase “must (do something)...” when referring to something that is mandatory.

- **Scouting** means activities that are in line with the operating plan or activities that the local group, district or management of the central organization are aware of. All travelling of Guides and Scouts on water using a watercraft that is under their control and command is considered sea scouting, regardless of whether the watercraft is a Scout vessel or not.
- **Watercraft** means any vessel, vehicle or equipment used for navigating on water.
- **Local sea scout group** means, in these provisions, a local group that organizes sea scouting.
- **Scout vessel** is a watercraft with a motor or sails that is used regularly for sea scouting.
- **Sail** means a Scouting event where participants travel by a watercraft used by the local group, regardless of whether it is a sailing or power-driven vessel. Sails can be evening, day, weekend or long-distance sails. A long-distance sail means a sail of at least three nights.
- **Temporary transport** means temporary transport by water for the purpose of supporting other Scouting activities.

NOTICE OF ACTIVITIES

The Local Group Leader is responsible for the safety of the activities of the local group – also in sea scouting. The Local Group Leader should be aware of all the sails, long-distance sails and other water-based activities that the group organizes.

The master of the vessel notifies the Local Group Leader about the event before a sail. Another option is to include a decision about organizing the sail in the record of the leader council or board or the sailing calendar of the local group.

The Local Group Leader or a separately appointed person on shore must know at least the master of the vessel, the time of the sail, the route plan of the sail or the sailing area, the return time and the number of people who will take part in the sail.

The office of the Scout District should also be informed of any long-distance sails.

Sails abroad should be reported to the info desk of the central office of the Guides and Scouts of Finland. The contact information can be found on the website of the central organization at scouts.fi.

OPERATING A SCOUT VESSEL AND OTHER WATERCRAFT

When operating a Scout vessel or other watercraft, always make sure that the vessel, its master and crew fulfil the requirements of the Water Traffic Act and other legislation. For example, if the vessel has a radio apparatus subject to licence, such as a Marine VHF radio, there should be a person on board who has is qualified to use such an apparatus. In addition to the Water Traffic Act and other legislation, the provisions of the Guide to Safe Sea Scouting must be complied with on the Scout vessel.

The owner of the vessel, such as the local group or its supporting community, should ensure that the obligations towards the relinquisher of a vessel are fulfilled. When relinquishing watercraft, it should be ensured that the person operating, steering or controlling it possesses the age, ability and skills required by law. The person who relinquishes a watercraft shall ensure that, at the time when relinquished, the watercraft is safe with regard to its structure, condition and other characteristics with a view to said water area and related conditions. The operator of the watercraft shall be given adequate guidance for its safe use.

Environmental protection shall be given special consideration on a Scout vessel. The activities on board the vessel shall not cause danger, harm or disturbance to nature, the environment, fishery, the use of nature for recreation or another public or private interest.

Approved life jackets, personal flotation devices or immersion suits must be worn on sails; the life jacket, personal flotation device or immersion suit must correspond to the size and weight of its user with regard to size class and buoyancy. Life jackets may be temporarily removed only if the master of the vessel deems that this is definitely safe.

REGISTRATION AND INSPECTION

A Scout vessel must be registered as provided by law. According to the Water Traffic Act, a watercraft equipped with an engine where engine power indicated by the manufacturer is at least 15 kW, and a watercraft equipped with an engine or sails and with a hull length of at least 5.5 metres indicated by the manufacturer shall be registered. Pleasure crafts and yachts registered in the Transport Register that are used as Scout vessels are inspected according to the inspection instructions of the Finnish Sailing and Boating Federation (Suomen Purjehdus ja Veneily ry).

If a Scout vessel is registered in the Register of Ships under the Register of Ships Act as a passenger ship, for example, the Scout vessel is inspected in the manner required by law.

The Scout vessel must fulfil the inspection requirements whenever it is used for sea scouting. The inspection requirements determine the minimum boat, navigation and safety equipment that should be on board the vessel.

The local group must inform the Sea Scout Leader of the district about a completed inspection every year by the end of June. The Sea Scout Leader of the district can demand to see the inspection certificate.

MASTER OF A SCOUT VESSEL

The master of a Scout vessel is responsible for the safety of the vessel and the people on board in the manner required by law. The master is responsible for the seaworthiness of the vessel. They are also responsible for ensuring that good Scout conduct and seamanship are practised and these safety instructions are followed on board.

The master of a Scout vessel must possess a pilot certificate qualifying them to operate as a master in the water area in question. In addition to a pilot certificate, the master of a Scout vessel should always have the right, granted by the board of the local group, to operate as the master on the said vessel and water area. The master of a dinghy is not required to possess a pilot certificate.

The master must be familiar and have a good command of the operated vessel and be familiar with the instructions prepared by the local group in case of an accident or danger.

If the Scouting event is organized somewhere else besides a Scout vessel, the event must have a leader or leaders in charge of the event according to GSF's Safety Instructions. The leader(s) must make sure that the vessel has been appropriately inspected and that it has an adequately competent and experienced crew comparable to the definitions in this guide. The master of the vessel is, in this case, responsible for safety, and the event leader is responsible for the Scouting nature of the activities.

If the master hands over the command and a new master takes over, everyone on board must immediately be informed of this and an entry of this shall be made in the vessel's log.

SAILING CREW, OFFICERS AND OTHER LEADERS

In addition to the master of the Scout vessel, a sail needs to have crew that must be adequate for the safe management of the vessel as well as the organization of safe and meaningful Scouting, when considering the number, age and experience of the participants.

A minimum of two leaders are selected as officers during a sail, and they work as a pair (skipper and first mate). If there are Cub Scouts or Adventurers on board, the master must be at least 18 years of age. The other leader must be at least 15 years of age. A person who is at least 15 years of age may be the master on a sail for Trackers and Explorers, if the board of the local group decides that they are qualified to operate as master on the said sail.

SAILING ABROAD

Sailing abroad is considered an overseas Scouting trip, as determined by the Safety Instructions of the Guides and Scouts of Finland.

The officers of the vessel shall fulfil the requirements for trip leaders.

If a local group is planning sails on the ocean, it must contact GSF's sea scout group about a year before the intended sail. The group will provide instructions and guidance for getting ready for the trip and decide case by case if the people planning to embark on the trip possess adequate skills and experience.

OFFICER QUALIFICATIONS AND PILOT CERTIFICATES

Pilot certificates for Scout vessels are granted for sails in practice and archipelagic waters and open sea areas in accordance with this guide. A pilot certificate granted by a local group, the Sea Scout Leader of the district or GSF's Sea Scout Leader is marked in the Scout register.

The board of the local group may grant a person the right to operate as master of a particular vessel, provided that the person possesses the required pilot certificate for the water area and has received adequate guidance for the safe use of the vessel. The right to operate as master of a particular vessel granted by the board of the local group is marked in the Scout register.

If the vessel is equipped with a radio apparatus subject to licence, the master of the vessel must possess a radio certificate qualifying them to operate it. The first aid skills of the officers must be up to date: either a valid EA1 certificate or similar knowledge and skills, which are practiced regularly.

Sea scouting courses provide training for the crew and officers of Scout vessels and create conditions for safe sea scouting.

Pilot certificate for practice waters

The board of the local group may grant a pilot certificate and the right to operate as master of a vessel in practice waters determined separately for the vessel to a person who is of the age required, and has the ability and skills necessary to control the watercraft under the conditions. The minimum age for the master of a Scout vessel is 15 years of age. The certificate entitles its holder to operate as master of a vessel that is determined separately under favourable conditions. The Sea Scout Leader of the district approves of the practice water area for each vessel.

Other requirements for obtaining a pilot certificate for practice waters:

- completed boat pilot course or similar skills
- has received adequate practical training on how to manoeuvre and manage the vessel and lead a safe sea scouting sail
- has received adequate training for the safe use of the vessel

The local group must inform the Sea Scout Leader of the district about any pilot certificates they grant for practice waters.

Pilot certificate for archipelagic waters

At the request of the local group, the Sea Scout Leader of the district may grant a pilot certificate for archipelagic waters to a Guide or Scout who is at least 18 years of age.

Other requirements for obtaining a pilot certificate for archipelagic waters:

- completion of the first mate course according to GSF's sea scout training system, or completion of a higher level of training according to the sea scout training system, or some other higher maritime qualification or similar skills
- the skill to manage the vessel in the archipelago at all hours of the day
- the skill to lead and train crew
- completed EA1 course or similar verified skills
- adequate practical sailing experience

The pilot certificate entitles its holder to operate as master of a Scout vessel in archipelagic waters. Archipelagic waters include the coasts and lakes of Finland, the end of the Gulf of Finland to Vyborg Bay and the Saimaa Canal, and, under favourable conditions, the Sea of Åland, Kvarken and the area between Helsinki and Tallinn.

Pilot certificate for the open sea

GSF's sea scout group may grant a pilot certificate for the open sea to a responsible Scout leader who is at least 20 years of age based on the request of the local group's leader and a statement from the Sea Scout Leader of the district.

The person must fulfil the requirements of lower-level pilot certificates and they must demonstrate good judgement and leadership skills and the ability to maintain good order and the Scout spirit.

Other requirements for obtaining a pilot certificate for the open sea:

- completed GSF skipper course or a higher maritime qualification or a similar verified competence
- completed Basic Course for a Scout Leader
- qualification certificate qualifying the person to operate a Marine VHF radio (SRC)
- completed rescue course by GSF or similar
- adequate practical sailing experience as master of a Scout vessel

A pilot certificate for the open sea entitles its holder to operate as master of a Scout vessel in all water areas as provided by the inspection of the vessel.

DINGHY SAILING AND CANOEING

The provisions in this chapter are applied to dinghy activities, travelling by rowing boat and canoeing. Dinghy refers to a sailing dinghy without a weighted keel. The local group is responsible for the seaworthiness of the dinghies it uses. When dinghy sailing and canoeing in a defined area, it is recommended that a safety boat is used.

A dinghy must have watertight tanks or detachable pontoons, which float the boat when fully waterlogged, and the lights required by law when operating at night. In addition, the equipment on a dinghy sail must include at least oars or a paddle, a device for removing water and an adequately long towing-rope.

Every dinghy sail must have a person in charge.

Life jackets must always be worn on dinghies, rowing boats and canoes. If the temperature of the water is below 15 degrees, it is recommended that you also wear a drysuit or wetsuit on the dinghy.

When canoeing in a defined area not immediately next to the shore, the Guidelines for Safe Canoeing are followed where applicable (Finnish Canoeing and Rowing Federation).

USING THE SCOUT VESSEL AS A CHARTER BOAT

When using the Scout vessel as a charter boat, the requirements for the vessel and the master of the vessel under the Water Traffic Act, the Maritime Act and the Act on Transport Services and any other legislation shall be taken into consideration.

In such activities, it is recommended that the Scout symbols of the Scout vessel are removed or covered, if possible.

OTHER SEA SCOUTING

Temporary transport means temporary transport by water for the purpose of supporting other Scouting. For example, crossing a sheltered body of water or transporting people from the mainland to an island and back is considered temporary transport. The requirements of this provision concerning pilot certificates and the inspection of the vessel do not have to be met in temporary transport by water. The vessel used must be otherwise verified as seaworthy, and its master must possess knowledge about navigation and experience in travelling by water. Temporary transport is carried out under the sole responsibility of the master of the vessel, and they should be made aware of this before the transport begins. Life jackets are recommended even during temporary transport.

MONITORING COMPLIANCE

The board of the local group is responsible for the safety of the local group's activities. The local group leader or an official separately appointed by the board must be familiar with these provisions and have a general idea of other provisions concerning travelling by water and monitor compliance with them in their own local group. They shall monitor that the officers of vessels obtain the necessary information about legislative changes and other provisions concerning travelling by water.

The local group leader or a separately appointed official perform the following tasks in the local group:

- communication with the Sea Scout Leader of the district
- managing the inspections and seaworthiness of the local group's vessels
- monitoring the knowledge and skills of holders of pilot certificates and monitoring these provisions in the local group
- ensuring that the members of the local group participate in the required sea scouting training events of the district and GSF

A district with local sea scout groups must select a Sea Scout Leader for the district and, if necessary, establish a sea scout division, committee or similar body. The Sea Scout Leader of the district must, after their appointment, inform GSF's sea scout group and the local sea scout groups in their district of their name and contact details.

The duties of the Sea Scout Leader of a district include:

- coordinating sea scouting in the district and responsibility for the related entries
- serving as a link between GSF's sea scout group, the district and local groups
- promoting safe sea scouting in the district and encouraging and supporting local groups as they improve the safety of sea scouting
- granting and making entries of pilot certificates in archipelagic waters
- processing applications for pilot certificates for the open sea and verifying qualifications
- collecting and processing deviation reports
- responsibility for coordinating and organizing sea scouting training in the district
- responsibility for the visibility of sea scouting and communication in the district
- representing local sea scout groups in district activities

Sea scout activities and sea scouting in the Guides and Scouts of Finland (GSF) is monitored and supervised by GSF's sea scout group whose chair is referred to in these provisions by the title GSF's Sea Scout Leader. GSF's Sea Scout Leader has the same rights and obligations across the country as the Sea Scout Leaders of districts have in their own districts.

GUIDE TO SEA SCOUTING

SAFE OPERATING CULTURE

Being prepared

Sea scouting involves the provision of Scout education on Scout vessels. In addition to the provision of Scout education, safety issues should be taken into consideration when planning sea scouting activities.

Activities should be planned carefully in advance and preparations should be made in case the plans change. The operating period that is planned in advance should also consider the requirements of a safe sailing season and the amount and increasing level of training. Activities are planned so that each individual sail can be carried out safely.

The sailing calendar of the local group is kept up to date. The plan provides sufficiently accurate definitions for crew qualifications and tentative route plans and informing the participants. During sails, the local group also has a person on shore who is aware of the event participants and the plan.

Changes to plans may be caused by changes in the weather, cases of illness and damage to gear or equipment. Obtaining the proper gear, adequate knowledge and skills and the right attitude towards nature and other people are crucial for safety and a successful sail.

Information about the condition of the vessel must always be passed on to the next users. In order to ensure this, detailed observations must be entered, for example in the vessel's log, or some other manner of communicating information between skippers in the local group must be agreed.

Sailing and route plan

When planning a sail, you should consider factors such as the duration of the sail, the sailing area, the time of year, the weather, the number of officers and crew and the age and experience of the participants.

When setting out on a sail, you should plan your schedule, programme and training, food, fuel and water refills and hygiene and personal maintenance arrangements.

The route plan of a sail is a description of how an individual voyage will be carried out safely. Route plans can be prepared orally or in writing based on a nautical chart.

It is a good idea to go over the route plan with the officers and crew. The route plan contains the routes and passages that will be used, possible alternative routes and shelter harbours, the schedule, the navigation methods that will be used and other things to take into consideration. These other things can include, for example, the routes and schedules of ship traffic, other navigationally demanding areas and the sails that will be used.

A route plan prepared before a sail helps to anticipate events during the trip and facilitates cooperation on board. When preparing a route plan, you should also assess any risks related to the sail, such as the weather and conditions, the skill level of the crew, how challenging the route is and any unexpected technical faults or damage to the vessel that may occur.

Navigation and manoeuvring

A voyage should be carefully planned in advance and you need to decide how you will navigate and what methods you will use to estimate your position. It is important to use information from different sources and navigation equipment effectively. The best accuracy can be achieved by constantly comparing and assessing the route plan, observations, the plotting position and the information provided by the navigation systems.

Be prepared, stay at least one step ahead:

- Choose which positioning methods you will use
- Always use more than one method
- Apply different methods depending on the situation

Navigation can be based, for example, on making optical observations of the marine landscape, using electronic positioning methods, radar measurements or plotting. The choice of positioning methods is influenced by the characteristics of the vessel and the available equipment, the weather and conditions, the sailing route and sea area and competence and experience.

Remember: every method has its weaknesses and a possibility of error. Practice regularly to be prepared for demanding circumstances!

Navigation is done based on the route plan that has been prepared. You need to use up-to-date charts and navigation tools. The officers must have been given adequate guidance for using the navigation equipment on board.

Constant and detailed communication in manoeuvring, lookout and navigation is an essential part of safe manoeuvring. Special care should be exercised especially when handing over the manoeuvring and navigation responsibility. The officers must constantly make sure that the position of the vessel is known.

Leadership on the Scout vessel, watch system

The officers on a Scout vessel are responsible for ensuring that the Scout Method is applied in training and activities. Typically, a Scout vessel is used for training sails for the different age groups of the Guides and Scouts, which requires careful preparation and anticipation from the skipper and first mate of the vessel.

The officers are responsible for ensuring that young leaders participate in organizing the training and programme in accordance with the Scout programme and the Scout Method. The skippers and first mates may not necessarily be the only instructors on board, but the officers on watch, for example, may also have some responsibility. Young Guides and Scouts on a Scout vessel are also part of the crew, not just passengers.

The watch system is an excellent training tool that helps the participants of the sail practice duties on board safely as members of a group. The watch system also helps to create a rhythm for the participants' rest and practice periods on longer sails and ensure that duties are evenly divided between everyone.

Crew wellbeing

For the sake of safety and wellbeing, the types of interaction on board the vessel and conduct with people are important. The Safely Together Guideline of the Guides and Scouts of Finland describes the principles of respectful conduct with children and youth in more detail.

The participants of Scout sails should receive enough information in advance about preparations, gear and the sailing plan. The officers should obtain enough information about the participants through the registration system in order to take any special needs into consideration in planning and assess whether all the participants are able to go on the sail. During the event, the skipper must also be able to assess whether all the participants are capable of continuing the sail in a meaningful and safe manner, and discontinue it, if necessary.

During the sail, adequate, age-appropriate information is given to the participants in the form of clear instructions and advice. Feedback on activities is provided age-appropriately and the use of feedback on group activities is also practised with the entire crew and, for example, using watch feedback after a watch. The participants are encouraged to ask questions and express their concerns and wishes during discussions. When behaving according to the principles of respectful conduct, each participant can trust the instructors and feel safe.

Hygiene and cooking

There must be a clear practice in place in boating situations for taking care of personal hygiene and everyone should be aware of this practice. Hand hygiene is especially important in boating situations. Hand sanitizers should be used if washing your hands is not possible.

Safe cooking rules also apply on a boat. The most important rule is to avoid storing perishable foods at a danger zone temperature (+6 – +60 °C) for too long. Perishable products should be stored somewhere cold enough, and the temperature of the cold space should be monitored. The cleanliness of the kitchen and cooking utensils should be ensured.

Care should be exercised when refilling and storing drinking water, and water quality should be monitored throughout the sail. Separate drinking water should always be kept in reserve on board the vessel. Especially during sails abroad, it is advisable to consider bottled water, which can be stored for longer periods of time, or using water purifiers or boiling drinking water.

SAFETY PLAN FOR THE SCOUT VESSEL

It is recommended that a safety plan be prepared for a Scout vessel that contains instructions in case of danger and accident.

The purpose of the safety plan is to support the actions of the master of the Scout vessel as they lead the sail and particularly in various exceptional circumstances. A good safety plan also describes the procedures in crisis situations for the Local Group Leader and the Sea Scout Leader of the district.

The safety plan can contain the following sections, for example:

- Information about the vessel
- Risk assessment
- Safety diagram
- Emergency procedure cards
- Other procedure cards and instructions
- Calling for help
- Crisis communication instructions

It is recommended that the local group identify the risks related to using the Scout vessel and makes plans to prepare for them. In addition to risks related to the vessel and navigation, you should consider safety at work also in connection with docking, maintenance and similar procedures. Special attention should be given to:

- the availability and use of safety devices
- adequate knowledge and skills of all participants as to the use of tools and safe working methods in general
- supervision and guidance of minors or inexperienced persons
- working at height, such as the mast, and lifting and electrical work

Other instructions related to the use of the vessel or organizing a sail can also be included in the safety plan. These include, for example, instructions for the sea watch, pilot certificates and officer qualifications, the limits of the practice water area and monitoring the organization of various practice and training events.

PROCEDURE

IN CASE OF AN ACCIDENT OR DANGER

The master of a Scout vessel must use all means necessary to call for help in case of an accident.

1. Follow the instructions of the Scout vessel!
2. If you are in distress at sea or in danger on board, follow these instructions to call for help:
At sea: +358 294 1000 and VHF channel 16 / VHF-DSC 70
In inland waters: 112 and VHF channel 16 / VHF-DSC 70
Non-emergency situations in the Finnish waters: 0800 30 22 30 (Trossi)
The emergency number 112 and the number of the Finnish Maritime Rescue Centre +358 294 1000 also work abroad.
3. If needed, you can also contact
GSF's on-call crisis communication number (09) 8865 1155.
4. Report the incident to the Local Group Leader or the person in charge of sea scouting in the local group and, if necessary, the District Leader. The priority is to obtain factual information about the incident and its causes.
5. Media inquiries should be referred directly to your Scout district.
6. Advise those involved in the incident to avoid sharing information on social media or to outsiders. Crisis communication is confidential.
7. Organize debriefing, if necessary.

There is no single definition for distress at sea. The situation at hand in relation to the qualifications and capability of the officers and crew determine whether outside help is needed. However, whenever the situation could cause danger to those on board, it is a distress situation. It is wise to call for help early enough.

Distress situations at sea where calling for help is necessary:

- there is a leak
- there is a fire on board
- man overboard
- you are forced to abandon ship

Dangerous situations at sea where calling for help may be necessary:

- engine failure
- running aground
- collision
- emergency anchoring
- fit or attack of illness

If you are unsure of what to do, call for help!

Source: Apua! - Venäjän turvallisuuksopas (Finnish Border Guard, 2017)



REPORTING SAFETY DEVIATIONS

The sea scout group of the Guides and Scouts of Finland collects data on deviations that occur in sea scouting. These include accidents, dangerous situations and other safety observations, such as equipment breakdown and various near-miss incidents. The Sea Scout Leader of the district and GSF's Sea Scout Leader provide advice on how to submit a report. You can report deviations using an online form which can be found on the Sea Guiding and Scouting website.

You can use the form to report an accident, a dangerous situation or other safety observation in sea scouting according to the Guide for Safe Sea Scouting. The purpose of the report is to improve safety and safety awareness in sea scouting. The purpose is not to find someone to blame or look for mistakes.

When reporting safety observations, it is recommended that you focus especially on the verbal description of the incident and the assessment of its causes and describe how you behaved in the situation. The most important part is the suggestions for improvement and recommendations - they help all Sea Guides and Scouts to learn from the incident.



SUOMEN PARTIOLAISET – FINLANDS SCOUTER RY