

C O N T E N T S

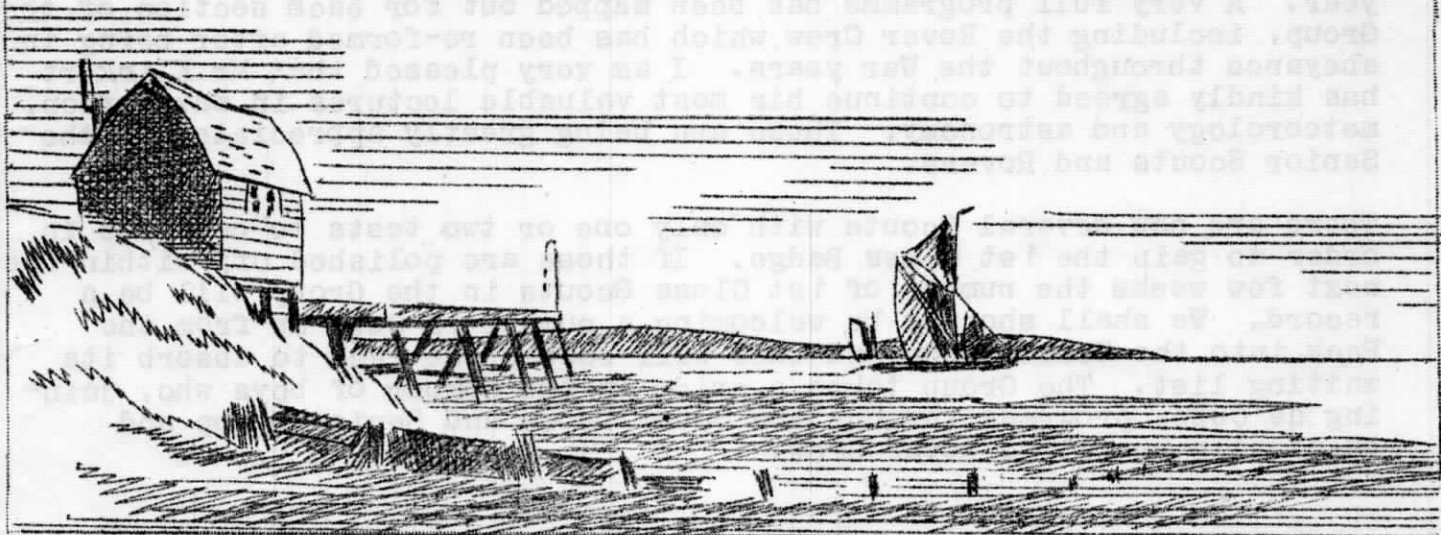
SEPTEMBER

1947

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Edited by:

W. Ervine



S K I P P E R ' S S C R A W L .

The 'holiday season' just over will long be remembered as having broken all records for fine weather. The various sections of the Group have taken full advantage of this and some excellent camping and cruising have been enjoyed. We are very grateful indeed to G/S/M. D. Stone and the 1st Surbiton Park Scouts who arranged for "Leander" Scouts to join in their camp at Poole. I am told that it was a 'smashing' success and will, I feel, lead to lasting friendships between the members of the two Troops. The Senior Scouts, as is proper, sought adventure further afield; some by road to Devon, and others around the coast in "Celox", whilst three lucky ones had the unforgettable experience of attending the World Jamboree in France.

Everyone has returned full of enthusiasm and the determination to utilise the Winter months in preparation for greater adventure next year. A very full programme has been mapped out for each section of the Group, including the Rover Crew which has been re-formed after being in abeyance throughout the War years. I am very pleased that Mr. Klinkert has kindly agreed to continue his most valuable lectures in navigation, meteorology and astronomy. These are being greatly appreciated by the Senior Scouts and Rovers.

There are now several Scouts with only one or two tests to complete in order to gain the 1st Class Badge. If these are polished off within the next few weeks the number of 1st Class Scouts in the Group will be a record. We shall shortly be welcoming a number of Cubs up from the Pack into the Scout Troop and this will enable the Pack to absorb its waiting list. The Group takes a pride in the number of boys who, joining as Cubs, progress through the Scout Troop and Senior Troop and eventually reach the Rover Crew.

Some very good work has been done recently in completely refitting "Hero", including the fixing of rubbing strakes. The next job to be undertaken is the re-varnishing of the small gig. With this completed, our "fleet" will be in reasonably good order. Some improvement is still necessary in the stowage arrangements for sails and other boat gear and this will need the expenditure of both labour and a certain amount of money.

This leads me straight to the announcement of a series of Whist Drives which will be held at Headquarters at 8 p.m. on the third Thursday of each month throughout the Winter. The first of the series will be on Sept. 18th. Apart from the profit which we hope will accrue to Group Funds, these events provide opportunities for parents, Old Scouts, and other friends to get together and stimulate still greater interest in the Group's affairs. The next BIG event is, of course, the BAZAAR & FUN FAIR on November 29th. We have a very live Committee organising this for us and I appeal to everyone to back them up to the limit. To be in the fashion I think we ought to have a "Target". What about £100?

About 18 months ago, "Leanders" were invited to provide the material for the Sea Scout portion of a new Scout Film called "KNIGHTS OF FREEDOM". This has now been completed and released for public exhibition. It is being shown at the Embassy Cinema, Esher, during the week commencing September 15th and at Cobham the following week. Be sure and tell your friends living in that area to go and see it. I have not yet heard when it will be shown in Kingston and Surbiton. No doubt we shall get a rush of recruits when it is.

* * * * *

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H E A R D I N T H E F O ' C ' S L E .

After 3 years in the Navy, Eddie Tomblin has been demobbed and is now in Somerset, training to be a dairyman.

Another "old salt" of whom we have news is Dickie Smith, who before joining the Navy, in which he served as a Leading Cook, was employed at Messrs. Knapp Drewetts printing works. He is now with a large printing firm in Johannesburg, and is doing well. Good for you, Dickie!

We are glad to hear that Tony Peachey, who, after a lapse of a few years, has returned to the Scout Movement, and is now a Rover Squire in the Hook Rover Crew.

Les Edwards (Teddards) has changed his abode, and his new address is 3, Portland Avenue, New Malden, and by the way, young Derek has been getting around since he joined the Merchant Navy, having been to New Zealand and Singapore. He is now at Montreal.

I was allowed a peep into the store cupboard at the rows of jars containing fruit, pickles and sauces of all kinds that Mrs. Harling is preparing for the Bazaar, and I advise you, if you do not want to miss this opportunity of stocking the cupboard, to come early.

At the Model Engineers Exhibition at Westminster, I was hailed by Bert Hawkey, who I had not seen for many years. He told me that he is living at Ilford, but in charge of the laboratory of a firm who have just taken over a factory at Colliers Wood. He was accompanied by his small son, and hopes to get a house nearer his work. He asked me to remember him to all his old friends in "Leander".

Owing to the serious illness of his father, Michael Mulford has had to return to Leamington. We are sorry that his membership of "Leander" has been so short.

S U M M E R C A M P S (J U N I O R S)

5.

This year the Junior Troop camped at Poole with the 1st Surbiton Park Sea Scouts, and we are greatly indebted to the "Sparks" for their invitation to go with them, and particularly to their G/S/M, our old friend "Doc" Stone, and S/M (Senior Scouts), the notorious "Shady" Lane, for making the camp the jolliest many of us remember.

Remember that ideal camp site, All those tents pitched just right,
That flagmast gleaming so white, And the ships bell tolling strangely
one night?

Remember "Shady" all behind, As the washing-water he tried to find,
And Neptune shaving mighty fine, While "Doc" tried to shoot a line.

Remember the day the Seniors their porridge did miss? That taught them
not to sleep in such bliss.

Or the pouring wet morn when breakfast was sure to be late,
But no, the good old Port Watch served it just at eight.

Remember those trenches dug long and wide? The tools handled with such
dignity on every side.

The heigho, as off to work they went; Till at last the shovel they bent.
Remember the Poole Mud, deep and dark. The scene of so many a lark,
And how it left its mark, Nice and thick on every barque.

Remember the sailing in the breezes so strong. Did "Doc" really go
to France the night he was out so long?

Or days when the Black Mamba put to sea, And her crew couldn't stop
her going to lee.

Finally, you who travelled home by the "Bournemouth Belle"
On the strength of the story a Naval Commander could tell,
Spare a thought for those lorry-riders who pushed so well,
As in Kingston's main street they ran out of Shell!

S U M M E R C A M P S
(SENIORS) by R.Dodge.

We left H.Q. on board the motor launch "CELOX", owned by Mr. Gordon Jewiss, hereinafter known as "The Bosun". Our Crew consisted of the Bosun, "Buster" Cole, Ron Pidduck, Charlie Bishop, and myself, and owing to excessive zeal of Maurice Buer, when he oiled the engine, we left in a cloud of smoke.

Proceeding via Erith, where we anchored for the night, and altering course at Sheerness, we made our way round the Isle of Sheppey, navigating by the lead-line. It was here, after washing up, that I remembered you should throw dirty water to leeward, but what I did NOT remember was to take the spoons out first.

Entering the Swale, we continued under way past Whitstable to Tankerton, refilled with petrol, and hoisting sail, passing Herne Bay and Margate, we made fast in Ramsgate Harbour, the Bosun returning to London. With "CELOX" as our home, we spent a very enjoyable week at Ramsgate, the Bosun coming aboard again on Friday evening.

Casting off Sunday morning, we continued our voyage, and on reaching open sea, Charlie and Podge were suddenly reminded of the Whelks and Fish and Chips they had been so fond of at Ramsgate. Off Folkestone, we developed engine trouble, and put in to Dover, and on Monday the Bosun and "Buster" Cole left for London.

On Friday evening the Bosun returned, and getting under way, we anchored off Hastings early next morning, later continuing on to Eastbourne. Then proceeding under sail, passing Newhaven and Brighton, moored that evening off Shoreham, entering the harbour on Sunday morning. After a stroll ashore, we tidied up our ship, and bidding a sad farewell to "CELOX", returned home in the Bosun's car, after a most enjoyable holiday, and to Mr. Jewiss go our thanks "For he's a jolly good fellow".

SUMMER CAMPS.

(IN DEVON) by A.F.HALL.

Early on the morning of July 26th, three of the Seniors, Ron Jault, Richard Kent and Brian (Sniv) Matyear, set off on their motor bikes for Salcombe, in South Devon. With the day showing every sign of being hot, the first half of the run of 220 miles was covered in very good time. After a stop near Wincanton for lunch, the journey was leisurely completed, arriving at the farm at 3.00 p.m. We had visited the farm at Easter, and were fairly well acquainted with the place. The camp gear, which had been sent on by train, was collected from the barn and carried to a field on a slope over-looking the farm house. The tent was soon pitched and tea quickly devoured. A visit was made to the village where the first sample of Devon Cider was obtained. Back to camp for some supper, and then to turn in.

During the very active weeks that followed, Ron, Richard and Sniv. made frequent visits to the Sea at North Sands where, by the usual queer coincidence, there happened to be a little cafe. Whether it was the grub, or Mollie the Waitress (!!!) that made the numerous visits necessary, I couldn't say.

There were the usual humorous events that accompany every "Leander" camp. Everybody at one time or another hit their head on the "Chloe" lamp, hanging from the ridge pole. Every evening we were visited by cows and three riding horses. One of the horses soon became known to us as the notorious "Strawberry". This obstinate old roan hack did everything to annoy us. Noisily chewing grass around the tent at dead of night, and tripping over the guy lines, and on one occasion actually bit through the main guy, put his head in the tent door and snorted in a disgusting manner, and then galloped off, knocking over the dioxies as he went.

IN DEVON, contd.

One day we went for a ride on the animals. What a ride it was!! Richard and Sniv. were not so bad, but Ron was taken for a hair-raising trip round and round a car park by the famous "Strawberry", much to the amusement of the local inhabitants.

On Sunday I joined them, after a difficult 14 hours' train and bus journey, and found Sniv. out of action with toothache, but after having the tooth out, he soon recovered. One day he rode a farm horse 14 miles to the blacksmith's, and when we met him, was still standing to tell the tale.

Alas, Saturday soon came, and after striking camp, we got on the road about 12 noon.. The homeward journey was almost uneventful. The first stop was made for lunch after some 70 miles had been covered, then Ron got a slow puncture near Bagshot, and Richard's machine developed gear-box trouble, finally packing-up at Kingston Bridge, but we all arrived home safely about 8 p.m., after a perfect summer camp.

Au revoir, Salcombe, and many thanks.

* * *INTERNATIONAL JAMBOREE* * *

Three members of the Group attended the INTERNATIONAL JAMBOREE in FRANCE, and in our next issue, they will tell you their experiences.

CONES HAVE BEEN HOISTED

What is all this hoisting of cones we hear so much about in the gale warnings on the Wireless? Well, in Air Force parlance, here is the "Gen".



(Illus.A.)

The cones are 3ft. high and 3ft. wide at the base, made of canvas and painted black. They are hoisted at Coast-guard and Signal Stations



(Illus.B.)

around the coast, as warnings to shipping that a gale is expected within the next twelve hours. Hoisted with point upwards (illus.A.) it denotes that the Signal Station has received a telegram from the Meteorological Office, stating that a gale is probable, at first from the Northward; that is from N.W. round by N. to S.E. If the cone is hoisted with the point DOWNWARDS (illus.B) a gale is probable from the Southward; that is from S.E. round by S. to N.W. Should it appear likely that a gale will begin from between W. and N.W. and likely to veer towards N. or N.E. the North Cone should be hoisted. The South Cone will be hoisted in preference to the North Cone if a gale is likely to begin between E. and S.E. and veer towards S. or S.W.

At night a signal consisting of 3 lanterns of the same colour, preferably Red, hung on a triangular frame is substituted for the black canvas cone.

* * * * *

WHISPERS FROM THE JUNGLE.



Dear Cubs,

I had hoped that this month we should have had some pictures printed which the Cubs had drawn, but unfortunately all of those which you did were too big for this page. What do you think of the one the Editor has given us? I hope you like it as much as I do.

By this time you will all have finished your holidays and are hard at work once more. I'm sure none of you can complain of not having had nice weather this year.

Do you keep your copies of the WATER RAT? You will find some of the articles very useful later on when you go up into the Troop, particularly the "All Ship-shape and Bristol Fashion" ones, although I expect they are a bit too complicated for

you to understand yet.

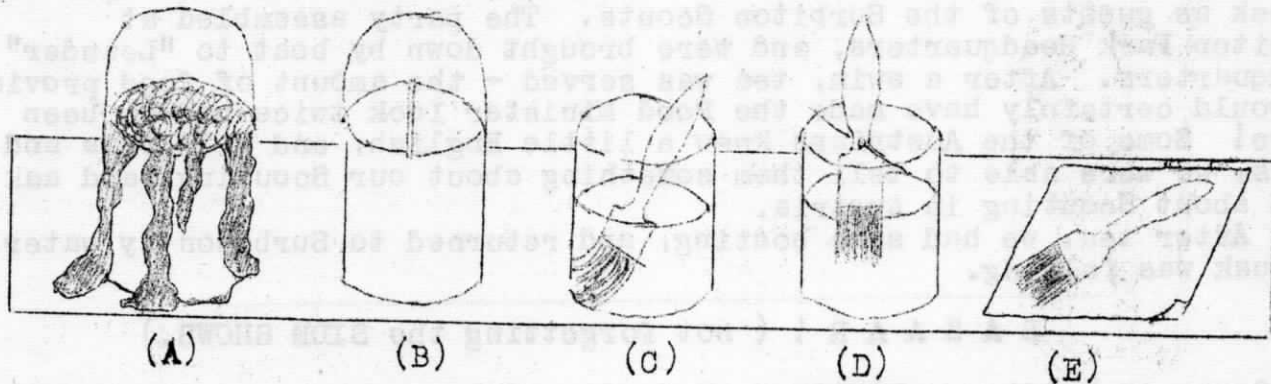
Have you told Mum and Dad and the Aunts and Uncles about the BAZAAR on 29th November, 1947 at All Saints Hall, Ashdown Road, Kingston? Don't forget, the Pack is going to "do" something to entertain the people who come along. We shall also be glad if the Mums and Dads will help to raise funds for the Group (that includes the Pack too) by supporting the Stalls and sideshows and helping too, if possible, with gifts for the Stalls.

Good Hunting,

AKELA.

"ALL SHIPE-SHAPE AND BRISTOL FASHION".

11.



A frequent sight in a workshop is (A), caused by wiping the paint-brush on the side of the pot. This wastes paint. A piece of wire stretched across the top of the pot (B) will wipe the brush and keep the pot clean. Drawing (C) shows a method of storing a brush in water which will permanently spoil the bristles by bending them. A wire through the brush, as shown in (D) is an excellent way of avoiding such damage. When the brush is not likely to be used again for a long time, it should be completely cleaned of paint in turps, washing it afterwards in warm soapy water, rinsed thoroughly, then dried and wrapped in waxed paper (E), where it will keep in new condition.

VISIT OF AUSTRIAN SCOUTS.

On Sunday afternoon 24th August, 1947, "Leanders" helped Surbiton Park Sea Scouts to entertain a party of 24 Austrian Scouts who were spending a week as guests of the Surbiton Scouts. The party assembled at Surbiton Park Headquarters, and were brought down by boat to "Leander" Headquarters. After a swim, tea was served - the amount of food provided would certainly have made the Food Minister look twice had he been there! Some of the Austrians knew a little English, and with this and signs, we were able to tell them something about our Scouting, and ask them about Scouting in Austria.

After tea, we had some boating, and returned to Surbiton by water, as dusk was falling.

B A Z A A R ! (not forgetting the SIDE SHOWS.)

The Group is holding a BAZAAR on Saturday 29th November, at All Saints Hall, Ashdown Road, Kingston, when we are looking forward to meeting the parents and friends of every member of the Group, as well as all the "Old Boys" and their girls, sweethearts and wives.

There will be STALLS and SIDESHOWS, and we should welcome either gifts for the Stalls, or prizes for the Sideshows, and of course we are hoping you are saving up some cash to spend on the day to aid our Funds. There will be entertainment provided by members of the Group, and you will have every opportunity of enjoying yourselves.

NOVEMBER 29th, ALL SAINTS HALL, ASHDOWN ROAD,
KINGSTON.

We are looking forward to seeing YOU there!