

	Editorial	page 2
	Dates for your Diary	2
	Skipper's Scrawl	3
	It's a Nightmare	4
	Troop at Arne	5
T H E	Leander in Austria	6
	Venture Scouts	7
W A T E R	Cross Channel Trip	8
	Parents' Corner	9
R A T	S.R.S. Victor	10
	N.S.S.R.	11
	Leander Round-Up	12
	Then as now?	12
A U T U M N		
1 9 6 7		

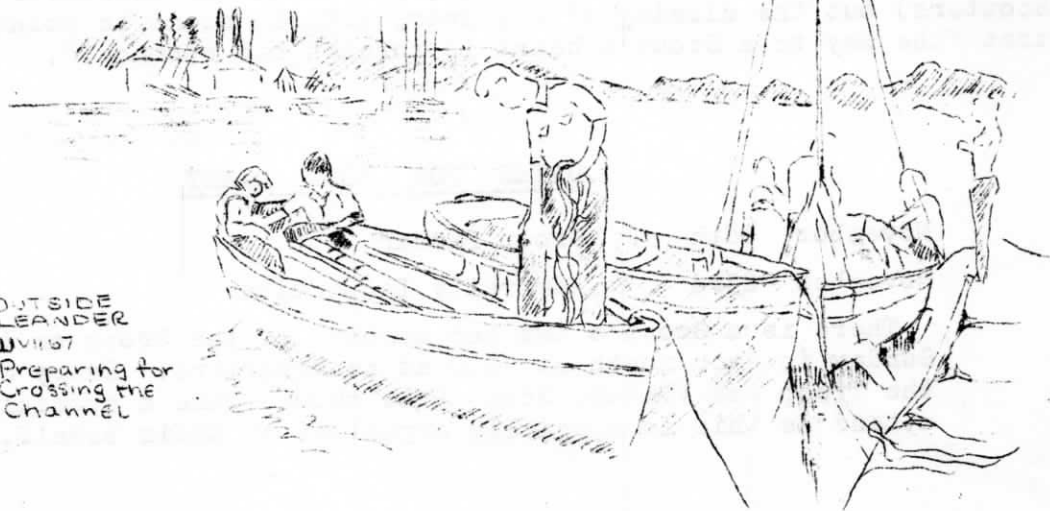
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OUTSIDE  
LEANDER  
21/11/67  
Preparing for  
Crossing the  
Channel



EDITORIAL

Things don't seem to change much over the years as regards punctuality of articles for the "Water Rat" among other publications. Looking through past editions for inspiration, as I am wont to do, and through other similar publications, I see this as a pretty universal failing, and it is not surprising that from time to time there is a large turn-over of Editors and it is only the stouter of heart that stay. It really is rather disheartening to have to keep reminding people about their articles, and it is impossible to plan an issue before the majority of contributions have materialised.

There is a report in this issue of the Austria visit (the book of the film, that is to say) and of the ill-fated Cross-Channel Trip (wreckage from which has only just left our Workshop!). Two sides of the regatta are presented by Dougie Dow, of the Parents, and Mac, who was commentating with Carole at the N.S.S.R. E.& O.E. and all complaints should be directed to Mac! I see that "Leander's" efforts at the Regatta were highly praised by both the "Surrey Comet" and the "Borough News".

Scouts have not been particularly noted in the past for their persual of the gastronomic art (much to the horror, and sometimes discomfort, of their Scouters) but the closing of the Troop article seems to point to the adage that "the way to a Scout's heart is through his stomach!".

DATES FOR YOUR DIARY

November 18th	Group Bazaar
November 23rd	Admiralty Inspection

There is a Scout's Own for members of the Group on the Second Sunday in each month at 10.30 at Headquarters. Every member of the Troop and Venture Scout Unit should make a special effort to attend as this is specially organised on their behalf.

### SKIPPER'S SCRAWL

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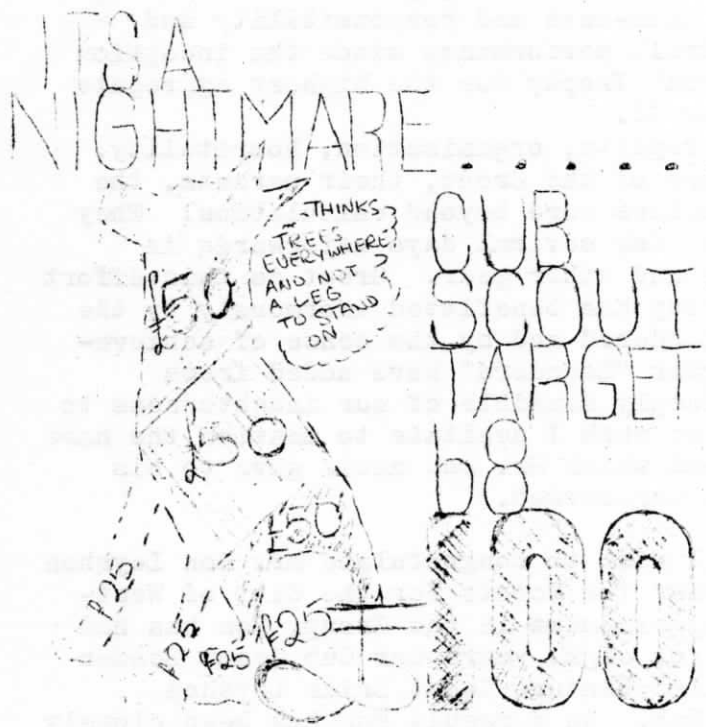
The sixth National Sea Scout Regatta has come and gone, leaving in its wake memories, some of which will no doubt last for many years. All "Leander" Scouters were fully occupied with specific duties in the running of the regatta and there was none to act as whip for the Group's competitors who were thus individually responsible for being at the starting point on time. In this everyone displayed a high sense of keen-ness and responsibility and members of the Group made their best overall performance since the inception of the regatta and carried off the "Hutton" Trophy for the highest aggregate of points for events open to Scouts under 16.

In connection with all aspects of the regatta, organisation, hospitality, catering, etc., the efforts of the members of the Group, their parents, the Guild of Old Scouts, and our other supporters were beyond calculation. They began long before the event and continued for several days afterwards in clearing up and returning borrowed boats and other gear. Great as this effort has been each year I am sure that the Group has benefitted enormously by the wonderful team spirit which has been engendered and by the sense of achievement which we are able to enjoy. This year "Leanders" have added fresh laurels to their reputation and we are deeply sensible of our indebtedness to all concerned. Where so many have done so much I hesitate to mention the name of any individual but the outstanding lead which Mr. Dow again gave to his "crew" of caterers could not possibly go unrecorded.

Everyone connected with "Leanders" will wish to congratulate Mr. Ron Leyshon on his appointment as District Commissioner for Scouts for the City of Westminster. Although holding no official appointment in the Group, Ron has had very close ties in that Mrs. Leyson was for eight years our Cub Scout Leader and is still assisting with the Pack whilst Venture Scout Brian Leyshon started his Scout career as a "Leander" Cub. As a result Ron has been closely identified with the activities of the Group and has been an enthusiastic worker on its behalf and on many occasions his energy has left us all somewhat breathless. We wish him every success and happiness in his new sphere and

4.

assure him that he can rely on our utmost assistance should he require it. I have told him that finance should be the least of his worries as the Hon. Treasurer of the Westminster Scout Association is Mr. Ken Armstrong who joined "Leanders" in March 1947 and was a Scout and Rover in this Group for several years.



True, IT IS a nightmare

Thousands and thousands of rotten old picolders, smelly bottle tops, and dirty tacks...

Surely there must be some mad fool who'd enjoy seeing their bath floating with rich grease, and the spindryer sloshing heaps of tin foil to & fro, it's such a satisfying feeling to see nasty little mounds of aluminium all over the kitchen floor...

but wouldn't it be wonderful if everyone in our Group could imagine that if they were blind too what they'd need most of all is to be able to say -

"let's go walkies-

forward 'Leander'!"

P.S. I couldn't half do with some help - PLEASE

AKELA.

## THE TROOP AT ARNE

After an uneventful journey we arrived at Arne at 2.30 p.m. The lorry driver managed to get it down the narrow road leading to the campsite and finally the beach. We had unloaded and pitched camp by 5.30 p.m. Supper was then cooked and eaten, immediately followed by bed.

The next day was spent settling in and getting the boats down to the beach which was about half a mile away. Other things had to be done, like wet and dry pits to be dug, and boundaries to be put up.

On Monday, outings started. Among the places visited were Green Island, Brownsea, Sandbanks, Poole, Corfe Castle, Bournemouth, Chapman's Pool, and Swanage. On the Storks' outing to Poole, they returned to the beach to find that the tide was so strong that they could not row back. Stefan got on the 'phone to get the invaluable assistance of Beef, who took us back in his car.

Both Mitt and Beef had birthdays which we celebrated by bumping them heartily after flagbreak, although Beef put up some feeble resistance. On the Monday night they went to have a celebration dinner and returned to find their pyjama trousers up the flagpole. These were hoisted up at a solemn ceremony where all stood round the flagpole at half salute.

Twice we were visited by the 3rd Poole Sea Scouts who sailed across from their H.Q. Gordon and David went on their First Class Hike, and Jonathan and I on the hike for our Advanced Scout Standard. Both of these consisted of getting from Swanage to Arne in a roundabout sort of way.

On the second Thursday, Dr Paul Clements, an old Leander, turned up and asked if anyone wanted to come out for a trip in his ten tonner. The Storks, Jonathan, Beef, and I gladly accepted his offer. We motored out of Poole Harbour and then sailed round Old Harry and his wife to Swanage. We dropped anchor and some of us had a swim off the side. We sailed back with the spinaker set to the mouth of the harbour. From there we had rather a hectic time. The boat had a draught of 3 ft and we were sailing in water of  $3\frac{1}{2}$  ft.

Friday and Saturday were spent packing up, and five o'clock on the Saturday saw us on our way in a Maude's lorry back to Kingston. It was a pleasant camp and I'm sure most of us enjoyed it. My thanks to all the Scouters, especially Mitt, who put some careful consideration into the meals. SEANUS.

"LEANDER" INVADES AUSTRIA

Life on the 17th August outside 33 was a little more hectic than usual as the party of twelve met to spend ten days in Austria as guests of the Linz Rovers who came over here last year. The journey to Dover to catch the Ostende ferry was completed with ease and Ostende was reached at 1700. Having spent ten minutes looking for our reserved carriage, we found that it had been taken out and three carriages were reduced to one. The journey lasted 22 hours and not much sleep was had in our hard-one, iron-hard seats, let alone interruptions by customs officers and ticket inspectors who locked six of the party in a carriage when Eddy couldn't find her ticket. We arrived at Linz at 07:40 to be met by suited members of the Rovers with large yellow flowers in their lapels. They took us by taxi to the homes where we were staying. That evening we went to the Rover den, a cellar with Elsanols as seats, for a party.

We stayed Saturday night at Marcus Kiern's boarding school and toured the Salzkammergut, the Lake-district by minibus on Sunday. The highlight of the day was a trip to the salt-mines at Halstadt. They were reached by cable car and we all dressed up in canvas overalls and walked through the mine's tunnels like Snow White's dwarfs. In going from level to level we had to slide down large wooden slides on our backsides.

For three days we stayed at the house of Irmtraut Kiern's uncle in Spital, in the mountains. We travelled by train in the early hours of Tuesday morning and, on arriving there, dumped our kit and walked for three hours through woodland for a swim in the Gleinkersee, a lake surrounded by mountains. On the Wednesday we walked up one of the mountains, the Phyrgas, 7,000 ft high. We had dinner at a hut and the gentlemen walked on from the hut to the peak where there was a panoramic view of mountains and mountains; it was an impressive sight and well worth the agony of reaching the top. We had a short five hour walk on Thursday up the side of a series of waterfalls, Peter Crump giving vent to his atavistic tendencies at the top among the pine trees. On arrival back at Linz, we invaded a local discotheque to celebrate Barbara's birthday.

Mike Kocher had arranged for us to attend a garden party at his Aunt's home in Freistadt at which there was food, wine, and people in abundance. After clearing up the debris in the morning and visiting the town, we went by car to Haslach near the Czech border where we spent the night in a kindergarten. On

the Sunday we visited the town and attended the Roman Catholic village church service and joined the locals for their second mass in the inn afterwards. The border was visited, the only sign of which was a log across the path, which the Austrians patriotically moved two metres into Czechoslovakia.

Irmtraut arranged a party on Monday evening at her parents' flat and we all sang the old songs and the new ones we had brought them accompanied very ably by Willi and Gunter on guitars. We caught the train home at 2300 on Tuesday complete with reserved seats. Boarding the ferry and the train at Dover was carried out with a truly Naval precision having learnt our lesson previously!

We all enjoyed the trip very much and were grateful for and impressed by the hospitality and organisation that had been put into the trip by Irmtraut and Marcus Kiern, Mike Kocher, and the other Austrian Rovers. To have such a well-balanced, Varied, and educational holiday was a pleasure to all of us.

DAISY.

#### VENTURE SCOUTS ROUND AND ABOUT

On July 30th, Nye, Daisy, John, and Brian left H.Q. in Nye's Land Rover for South Wales armed with gear, tents, and a rubber dinghy. We camped at a site arranged by Pat Newmarch near Swansea. On Tuesday we went for an enjoyable sail with the Scout Leader of the Swansea Scout Troop and on Wednesday went swimming in the morning and in the afternoon left for North Wales. Thursday, we went hiking round the hills near the new site, had lunch by a lake, then did as much climbing as possible to get back to the camp. Next morning it was raining (as it had been all week) and in spite of this we went near to Snowdon with the intention of climbing but as it was pouring hard we thought it unwise, so we headed for the cinema at Caernarvon. On the Saturday we left for home.

Rikky, Eddie, Bug, and John spent a weekend canoeing from Guildford to Kingston for the journey part of the Master Canoeist Badge. Whilst this was going on the rest of the unit spent the Sunday of the weekend pulling reeds out of the River Wey on the conservation project organised by G.L.S.W. Venture Scouts.

We hear that Peter Crump, who has recently joined John Evans in the Navy, is enjoying doing Scouting full-time and being paid for it!

THE CROSS CHANNEL CRUISE

On Friday afternoon, 21st July, Daisy, John, Rikky, and Bug left in the gig for Discovery. We arrived there at 1900 and were joined by Beefy and Peter. We left Discovery at 0630 Saturday and were towed behind the pinnacle. In the estuary this couldn't fight the tide and put into Shellhaven. An M.F.V. carried on to Queensborough. We with the two "Ajax" gigs and the "Discovery" crew whaler left for Queensborough. After a long, hard, but enjoyable sail, we arrived in Queensborough with the whaler, having lost sight of the "Ajax" gigs.

On Sunday we were unable to make for Ramsgate because of bad weather conditions, so we went for a sail. We broke the centreplate, mended it, then sailed with another gig to Gillingham Pier while the rest were towed by M.F.V.'s. We slept at H.M.S. Pembroke. We left Gillingham Pier under tow at 0900 Monday, and at 1400 we cast off the tow in the mouth of the Thames and started to sail to Ramsgate with the other boats. Things went wrong and some boats returned to the M.F.V.'s. Only we plus three other gigs and a whaler entered Ramsgate under sail. Tuesday was our rest day.

The boats left at 0700 Wednesday and we were section leaders of a group of five gigs, therefore having the radio (which gave up). We sailed down the side of the Goodwin Sands then turned towards France about a mile from the South Goodwin Lightship. The fog came down and we closed round the M.F.V.'s. As the fog dispersed we broke our centreplate and had to be taken in tow. As the trip to Boulogne had been cancelled we headed for Calais. When all the boats arrived we overloaded a small car with the kit of 140 people and the boys followed it. We got lost and had to rely on Daisy's French but arrived and went for a meal. In the morning we left after loading our kit on a lorry. Daisy and Beefy helped to load the gigs on to the M.F.V.'s as the weather was too rough for sailing. We left Calais in the M.F.V.'s at 1445 for Dover where we went to Ramsgate for the Mayor's reception.

We met the gigs on Friday when they arrived at 1430 and unloaded some of them. We boarded an M.F.V. with our gear and left for Queensborough at 1900, where the night was spent in a hall. On Saturday, 17 miles from Discovery, the main propeller shaft broke and, after anchoring, the boys and gear were transferred to the other boat which made her way to Discovery alone.

N.B. Allmembers of our crew said they would do it again.

BUG.



We never seem to have enough people to help at the peak periods of catering for the National Sea Scout Regatta. Our thanks are due to several people who have no longer boys in the Group; friends who have never had anyone in the Group; male and female members of the 1st Kingston Hill B.P. Guild; Leander B.P. Guild and last but not least to the Sea Rangers who turned up at 6 a.m. on both mornings, did a variety of jobs willingly and without complaint; some of the Sea Rangers remained with us until 9 p.m. on Sunday evening.

Leander Mums were just wonderful; they baked apple pies and cakes on Friday and Saturday, they were present in strength at Leander H.Q., the marquee on the towpath and at Rivermead School. The most pleasant surprise was the number of Dads who responded to the invitation to help: they cooked, they scrubbed, they washed up and did more than they were expected to do, and believe me the Mums can be proud of them.

It was a gigantic task selling refreshments at H.Q. and the marquee - 1,200 hot dogs, hundreds of sandwiches, cakes, apple pies, and gallons of tea and orange squash. Chocolate and sweets, intended for two days, were sold in a few hours; it was all go. Rivermead School was a centre of activity from 8 p.m. on Friday evening until 9 p.m. on Sunday evening. Huge amounts of food were cooked and consumed, consequently many pieces of cutlery and crockery were washed and dried. It was a battle to get enough hot water for tea, at Rivermead alone we served about 3,600 cups of tea.

Our shopping list looked formidable: 7 cwt potatoes, 200 lb carrots, 200 lb peas, 200 lb beans, 200 lb steak and kidney, 200 lb roast beef, 160 lb luncheon meat, 280 loaves, 80 lb butter, 460 pints milk, 600 cornish pasties, 600 Kit-kat, 75 lb bacon, 600 eggs, 60 lb marmalade, 100 lb jam, 10 gallons ice-cream, etc. We ordered 30 doz cakes from a supplier and received 70 doz boxes each containing 4 cakes, and 10 doz boxes each containing 5 cakes. Instead of receiving 960 cakes as ordered, we got 3,960 - It was a bit of a nightmare - fortunately the supplier agreed to take the surplus back.

Whilst we were busy they told us that the Regatta was going well and during tea on Sunday we learnt that "Leander" had done very well and been awarded a

10.

championship trophy for most points. In catering we played a small part in the success of the Regatta; we received many personal thanks, and letters from the Scout Association and the Chairman of the National Sea Scout Regatta thanking each and every one of you who helped in any way. Perhaps the greatest compliments to be paid to us came from the small boys who said: "That was smashing!", and I'm still pondering over the remark made by a very smart Sea Scout from Worthing - "That tea is coffee".

DOUGGIE DOW.

#### S.R.S. VICTOR

Our Austrian holiday was thoroughly enjoyed by the five of us who went: Valerie, Eddy, Ruth, Barbara, and myself, maintaining firm friendships (!) with our hosts in Linz - spending too many shillings, drinking too much Austrian beer and food, and bringing back many priceless photographs.

The annual up-river trip of the weekend September 2nd/3rd was minus the five mentioned above, who were suffering "after-effects". I gather that the whole trip went off without any incidents except for slight rain.

Having said a fond farewell for another year to the marauding hordes of Sea Scouts last weekend we face the rather mundane prospect of our N.S.S.R. Regatta on Sunday, 8th October. We hope to repeat our victory of past years - what with one cup to our credit already this season (had to get that in!) for the Thames Sea Ranger Association Regatta on Saturday, September 23rd, and the loan of three of the Venture Scout Unit, we stand a fair chance.

Although our numbers will be depleting gradually over the next few weeks by saying farewell and goodluck to Val (just before our Regatta I might add) and Eddy (what will we do without our nurse - come first aid instructor - come first aid supplier?), we hope to be adding a new name next year - isn't that right, Wendy? Joking apart, congratulations from us all. From now on a new sound will emerge from the Ward Room on Monday evenings during coffee time - the clatter of knitting needles!

ROSY.

## 6th NATIONAL SEA SCOUT REGATTA

11.

Leander had its most successful year in the N.S.S.R. winning three trophies and coming second in three other events. This was in addition to the vast amount of work done by Leander Scouters, Scouts, and Parents on the organisation side of the Regatta.

Nick Wileman, Philip Merriman, and Alan Blackmore won the Gargoyle Stanchion in the under 13 coxed double sculls. This is a unique trophy in brass incorporating a ceremonial stanchion from a battle ship. They won their heat easily and also their semi-final, and had a win of  $\frac{1}{4}$  length after a hard fought final against Bristol. Peter Marshall won his heat of the under 14 dinghy pulling comfortably but was beaten in the semi-final. Stefan Davies won his heat and semi-final in the under 16 dinghy pulling, but lost the final by one length after an extremely hard fought battle in which his oar came out of the crutch in the last 10 yds. Kim Williamson was within half a length of winning the sculling over the stern final which was won, as last year, by 6th Barry. The Troop gig crew beat Sunderland easily in their heat and later on Saturday won their quarter-final after a hard race. With much vocal support they won a tough semi-final, but were beaten in the final by 1 length after a fast race. This gave the Troop the lead in the overall under-16 competition, and they took the Hutton Sea Scout Trophy, a beautifully made silver bird.

In the Venture Scout section neither canoeist reached the final, but in the Venture crewed sailing, helmsman Brian Leyshon came third in his heat, but did not finish in the first four of the final. This was one of the best years for wind and much of the sailing was very exciting. In the gig sailing, Leander was fifth. The race of eight laps was won by 8th Norwich and Porchester was unlucky to have to retire with a broken gaff whilst lying second. The sailing gig crew then became the pulling gig crew and in the last race of the regatta beat Norwich to win a very exciting gig final, taking the Sea Scout Gig Cup for the second year running - a magnificent trophy put up for Sea Scout competition by the Royal Yacht Squadron.

MAC.

The District Camping Competition was held on the weekend 16th/17th September at Polyapes. This was first competition in the new combined District of Kingston and Malden and we were able to enter 3 out of the 11 patrols. Herons came 5th, led by Jonathan as Gordon was minus teeth at the time (No, Gordon, they don't float!) Beavers were 6th and Seagulls 7th. Not outstanding, but very commendable, for, as the judge said, these positions were out of all the patrols in the District whether they bothered to turn up or not.

Thanks to the efforts of a few parents and members of the B.P. Guild, the car park in the back garden was levelled and has now received a layer of gravel at the hands of members of the Troop and Venture Scout Unit.

"Leander" is now the proud possessor of a '65 Commer 15cwt mini-bus (Ex-Tom Jones Pop Group) in bright red which has already begun to earn its keep over the weekend of the Regatta.

Mac, who for several years has worked for B.M.I., now has a job with B.B.C.- TV and is at the moment on a twelve-week course in preparation.

Once more this year, the Group are selling Christmas Cards in aid of Group Funds. Last year over £50 was made on this venture, and Keith Maund would like the support of everyone again this year. A box of samples will no doubt be reaching you soon.

#### THEN AS NOW?

Excerpts from the "Water Rat" 30 years ago: -

I wonder where P.... F.....k's thoughts were, when he recently referred to Hero's boat pump as a "booze" pump?

Colonel H.E. Day, Liason Officer at Chatham, reports that a number of oars is likely to be available soon, price about 3/- each.  
(Times do change! - Ed.)