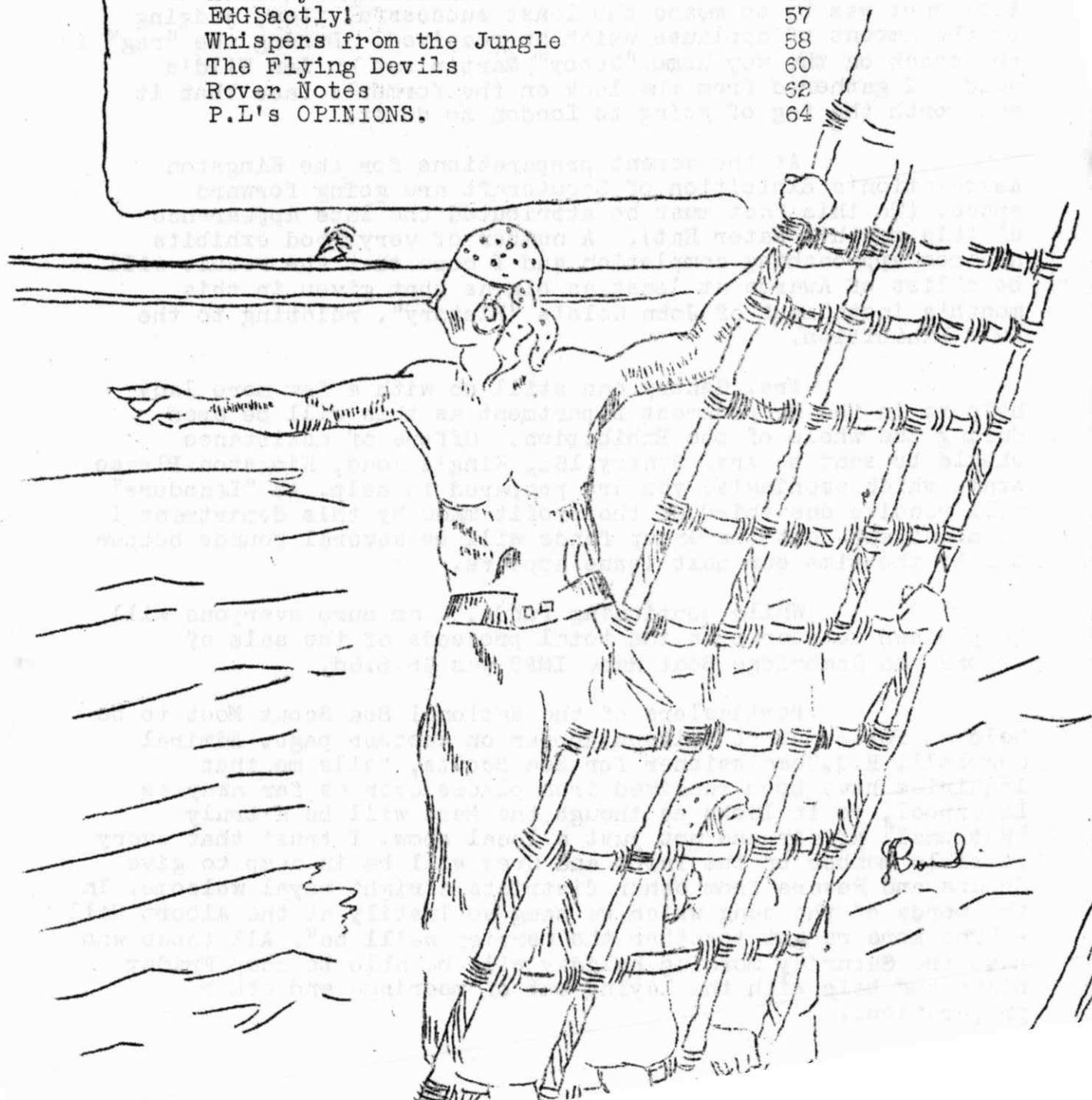


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THE SKIPPER'S SCRAWL.

The months of April and May 1934 will probably be looked back upon as the busiest period in the Group's history. The Demonstration of Scouting at the Royal Albert Hall was a great success, and the Sea Scout show in which six Leanders took part was by no means the least successful item, judging by the amount of applause which it received. During the "rag" in the coach on the way home "Nobby" Martin sat on Len Wild's head. I gathered from the look on the former's face that it was worth the fag of going to London to do it.

At the moment preparations for the Kingston Association's Exhibition of Scoutcraft are going forward apace. (To this fact must be attributed the late appearance of this month's Water Rat). A number of very good exhibits are now approaching completion and I hope that the result will be a list of Awards at least as big as that given in this month's instalment of John Cole's "History", relating to the 1919 Exhibition.

Mrs. Gentry can still do with a few more lady helpers in the Refreshment Department as this will be open during the whole of the Exhibition. Offers of assistance should be sent to Mrs. Gentry 165, King's Road, Kingston. Please state which evening(s) you are prepared to help. As "Leanders" will receive one third of the profit made by this department I am confident that the Group funds will be several pounds better off by the time our next issue appears.

While mentioning funds, I am sure everyone will be pleased to hear that the total proceeds of the sale of Oxford and Cambridge Boat Race IMPS was £5.5.6d.

Particulars of the National Sea Scout Meet to be held at Petersham at Whitsun appear on another page. Admiral Campbell, H.Q. Commissioner for Sea Scouts, tells me that inquiries have been received from places even as far away as Liverpool, so it looks as though the Meet will be a truly "National" affair and not just a local show. I trust that every possible member of the Troop and Crew will be in camp to give Scouts and Rovers from other districts a right royal welcome. In the words of the song which we sang so lustily at the Albert Hall - "The more we get together the merrier we'll be". All those who have the Saturday morning holiday will be able to camp Friday night and help with the laying out of moorings and other preparations.

THE NATIONAL SEA SCOUT MEET, PETERSHAM, WHIT WEEK-ENDMAY 19th - 21st 1934.

The Meet is open to all Sea Scouts and Rover Sea Scouts. It begins with tea on Saturday and ends after tea on Monday.

Programme.

A full and interesting programme of events has been arranged, which includes water games, sight-seeing, with guides, river trips and shore displays. The cost of the sight-seeing is not included in the catering charges shown below. The sum of 1/- per head should cover the cost of any of these incidentals and sight-seeing expeditions.

Swimming.

Is permitted by the Thames authorities at certain times only. Bring your own bathing kit.

Address of Camp.

The address for letters (no Sunday delivery) is:-
c/o Petersham & Ham Scout H.Q.
Douglas House Meadows,
Petersham, Surrey.

Performances.

There will be a Camp Fire on Saturday and an afternoon of shore displays on Monday and units are asked to come ready prepared to give turns at either or both occasions.

Visitors.

The public will be admitted to the camp on Sunday and Monday between the hours of 3.30 p.m. and 5.0 p.m. and at no other time.

Meals.

Catering will be arranged centrally, and all cooking will be done by the Camp staff. Each unit will be allotted to a Mess on arrival, and meals will be served from each mess to individuals as they queue up at the appointed places. Stress is laid on the punctuality of meals in camp. Units arrange their own washing up. Each individual will require his own personal feeding utensils only. NO cooking gear need be brought.

Cost.

Catering from tea on Saturday to tea on Monday, inclusive, will be charged at 4s.0d. a head for those under 17 years of age and 4s. 6d. for those of 17 years and older and for Scouters. NO reduction is made on these prices if all meals are not taken. All catering charges are payable with the application. As these have to reach I.H.Q. by May 9th hand your name in NOW.

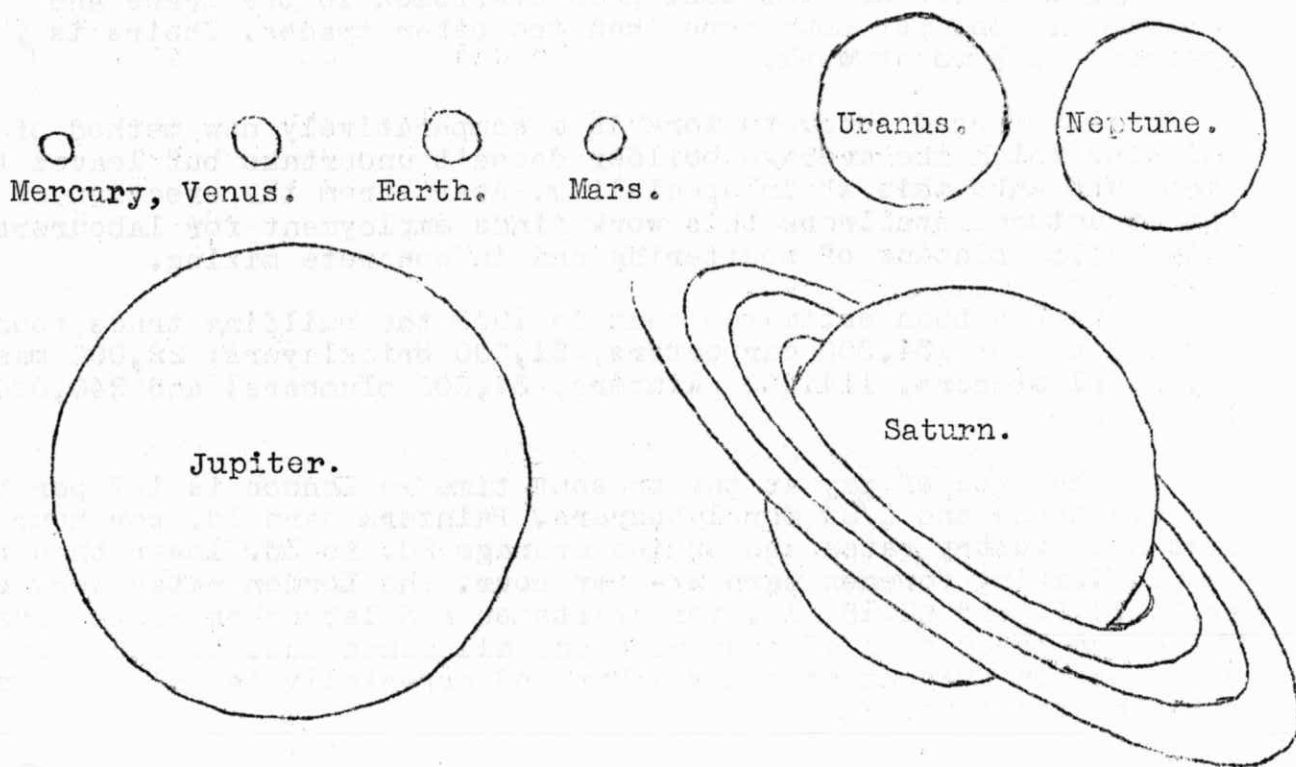
THE STARMAN'S PAGE.

THE SOLAR SYSTEM consists of two families of different origin. 1. COMETS and meteorites which are believed to be formed in the outer regions of Space by the accretion of extremely minute cosmic particles called planetisimals. Comets revolve round the Sun in elongated orbits, the planes of which occur at all angles with the Ecliptic.

2. PLANETS. These are supposed to have resulted from the ejection of a mass of the Sun's substance by violent eruption, or a series of eruptions of exceptional violence, caused by the attractive force of a wandering star. This whirling, turbulent irregular shaped mass afterwards broke up and condensed to globular forms. The nine planets are as follows:-

	<u>Diameter.</u>	<u>Distance</u> <u>From Sun.</u>	<u>Number</u> <u>of moons.</u>	<u>Period of</u> <u>revolution.</u>
Mercury	3000 miles	36,000,000	0	87.97 days
Venus	7,700 "	67,000,000	0	224.70 "
Earth	8,000 "	92,000,000	1	365.25 "
Mars	4,200 "	139,000,000	2	686.97 "
ASTEROIDS. A circle of very small planets. Diameters 1 to 200 mls.				
Jupiter.	82,800 miles	483,000,000	9	12 years
Saturn.	67,200 "	886,000,000	10	29½ "
Uranus.	31,700 "	1,781,944,000	4	84 "
Neptune	34,500 "	2,791,750,000	1	164 "
Pluto.	...	4,600,000,000	...	250 "

Relative sizes:-



CHOOSING A CAREER.3. BUILDING.

For a lad to whom work in an office or factory does not appeal, the building trade is worthy of consideration. It offers open air occupation, more companionship, and to a certain extent more freedom from restriction than most trades.

The constant changing of districts necessitated by the work being carried out at various houses and sites somewhat breaks up the monotony usually attendant with our everyday work. It is an occupation, however, which calls for hard muscular work and is of no use to anyone who is afraid of getting wet or catching cold.

The labour in the building trade covers such a multitude of various trades that one short article can hardly cover them. The chief of these are brick-laying; carpentry and joinery; plastering; plumbing, including sanitary and hot-water engineering; electric wiring, and painting.

Of carpenters and joiners, the joiners are the superior craftsmen. They work in the shop and make the finished doors, staircases, window frames, etc. ready to send out to the job. The carpenters do the erecting work on the job and the woodwork of the main structure.

Plasterers are the best paid craftsmen in the trade and earn 2d. to 3d. per hour more than the other trades. Theirs is however the hardest work.

Reinforced concrete work is a comparatively new method of building which the average builder doesn't undertake but leaves to firms who make this their speciality. Apart from the erection of the structural steelwork this work finds employment for labourers only in the placing of shuttering and in concrete mixing.

It has been estimated that in 1933 the building trade found employment for 134,000 carpenters; 81,000 bricklayers; 22,000 masons, 28,000 plasterers, 114,000 painters; 37,000 plumbers; and 240,000 labourers.

The rate of pay at the present time in London is 1/7 per hour for craftsmen and 1/2 $\frac{1}{4}$ for labourers. Painters earn 1d. per hour less and country rates are on the average 2d. to 3d. lower than the above. Working foremen earn 2/- per hour. The London rates work out at £3.14.5. and £2.15. 10. for craftsmen and labourers respectively. These are based on a 47 hour week and allowance must be made for time lost on account of bad weather and especially is this the case with the painters.

None of these trades calls for an apprenticeship but it is usual to commence as a yard boy and general factotum. From this one can work up into one of the branches as a labourer or improver and thence become a craftsman. This takes on the average about seven years. A builder, when asked as to the best line for a lad to adopt replied "He must specialise in one particular trade". As time goes on learn as much as he can about all the others; keep his eyes and ears open and always be willing to lend a hand."

As in the printing trade the standard of education called for is high class elementary. A particularly bright lad would do well to enter a builder's office. Here in addition to ordinary clerical work he will probably have a chance to take up costing or estimating. A weekly salary of £3 to £3.10.0. should be obtainable by the age of 24 to 27.

Evening school classes should be attended in the particular trade which is being followed. These will in all cases include Building Construction and Commercial Drawing. In all branches of building the ability to read and work from a drawing or to make a rough sketch is essential.

Although from employment in a builder's office it is sometimes possible, by dint of much study and hard work to reach higher grade jobs in surveying and architecture, such work really demands education of Matriculation standard.

HISTORY OF "LEANDERS". - (Continued).

The increased amount of detail that is available concerning 1919 is a true reflection of the vigour and activity of the Troop that followed the War.

March the 29th is the first day of note. On this Saturday, a Concert was held in the Baths Hall. Organised by Rover Mate C.W. Masters, it was graced by the patronage of the Mayor and Mayoress of Kingston - Sir Charles and Lady Burge. The proceeds went to the Equipment Fund of the Troop. The programme was certainly a formidable affair, covering nineteen items. It is crowned by a perfectly delightful piece of unconscious humour, it announces the Concert as being given by the 2nd Kingston TROUP of Sea Scouts. The concert realised £13.

On May 4th a Memorial Service was held in the Parish Church for the fifty Scouts of the Kingston District Association who lost their lives in the War. As has already been mentioned "Leanders" lost Charles Clifton, Harry Hall, W.E. Terry and J.G. Nicholas.

In the early part of 1919, Erik Robinson returned from Service in the Army and took over the skippering of the Troop again. Mr. Archer resigned after having well fulfilled his promise to carry on until Mr. Robinson's return. For his excellent work, Mr. Archer was presented with a Thanks Badge. A similar acknowledgement was made to Mr. H. E. Ebbage. His help to the Troop during the critical war days had been invaluable.

During Easter a trek camp was held.

Whitsun saw the organisation of a Camp at Denbies. "Leanders" attending under Acting A/S/M E. L. Ebbage. It was during this Camp that "Leanders" created the famous sensation by rigging hammocks. On Empire Day, an Inspection (by Sir Edmond Elles) and competitions were held. The Cubs took 5th place.

The concluding event of the year was the Scoutcraft Exhibition. This was held at the Baths Hall. "Leanders" Stall was rigged to represent the deck of a ship. The following prizes were gained.-

SCOUTS. Pioneer. 2nd S. G. Rogers, 3rd. Buckingham. Highly commended -
Buckingham.
Charts. 5th D. Pidgeon (Star Charts).

ROVERS. Aviator. 1st W. Warner (2 model aeroplanes)
Seamanship.
Models. 2nd J. Munro-Wilson (Semaphore apparatus)
Pioneer. 2nd Bilcliffe (Knots and Splices)

The Cubs gained a 1st, two 2nds, and one 3rd.

Headquarters were still at the Druid's Head but in December the death occurred of Mr. Hearn the landlord, to whose kindness the Troop had been indebted for the free use of the stable and hayloft as Headquarters.

The following notes of Troop organisation may be of interest. In January the Alligators Patrol was formed. In March the Seals were finally disbanded. In July the Alligators were disbanded. In October the Seagulls were re-formed. In May the remains of the old canvas life boat were sold for £2. and later in the year the Whaler, possessed and in use by the Troop until recently, was purchased. (It is now the property of the 14th Richmond Troop).

Reference must be made to the very successful Cub Summer Camp on Littleworth Common. In a photograph taken during this Camp there appears a tiny, pyjama'd tousled figure, just recognisable as none other than Dick Napper.

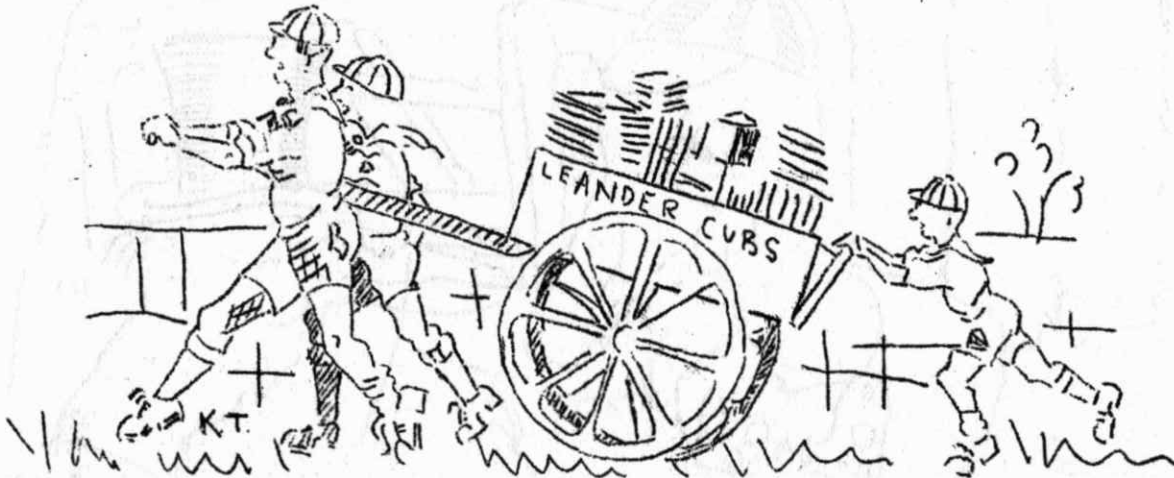


YOUR FACE
SEEMS FAMILIAR ———
WEREN' WE EGGS — TOGETHER?

WHISPERS FROM THE JUNGLE.

Dear Little Brothers,

How jolly this time of year always seems to us, when we can do such a lot of real jungle things in the twilight. We all look as though we are expecting ever so many good things to happen to us but to get them we must really set about doing good things first. What about our daily good turn, and the monthly good turn to the Group in the form of our jam jar fund?



I think that only the Tawney Six really have found the team spirit in that jam jar hunt, as all of them go hunting and do not wait for Sixer or Second to turn out with them. The two smallest Tawneys cleared the Greys' paper from Chil's house and then arranged to share the profits with them. But surely the Greys can work themselves! Now what about that team spirit, so far it is only our small Ginger that does the work of the whole Six and he is a credit to you. Well done Wee Ginger, keep it up.

Our day's outing to Oxshott was enjoyed by all despite the dampness of the weather, and Jumbo must needs make it a bit damper by shedding tears because we could not get back in time for him to go to the pictures, but by all accounts he made up for this by having a good feed of bacon and eggs when he got home, which he cocked himself. Some Cubs' tummies are long suffering affairs judging by the amount Jumbo tucked away.

For the next four weeks we shall have to stick at our job for the Exhibition and work hard to get our exhibits done. Up to date I have not been told of one Cub who has even started an exhibit yet, but I expect you are keeping quiet about it and mean to surprise me, but do get going and work hard.

Good Hunting little Brothers,
AKELA has spoken.

T H E F L Y I N G D E V I L S .

It was a cold November night. The moon shone gently down on the hangars of the seaplanes and the giant flying boats restlessly tossing at their moorings. The keen north-east wind whistled through the rigging of the wireless mast, and caused the sentry whose beat overlooked the water to retreat further into his box.

Up the estuary crept a black fishing smack, her bowsprit rising and falling as she beat into the wind, silently and invisibly, for she carried no lights. As she drew near, the large dinghy towing astern was hauled up and into it tumbled a motley crew, their dress and appearance proclaiming them (could they have been seen) to be drawn from very varied trades and professions. As the dinghy glided with muffled oars behind one of the flying boats, the smack put up her helm and paid off again towards the open sea. Not a creak came from her gear as she rapidly disappeared in the mist which was creeping up.

The sentry strained his eyes as he fancied he saw a light on the farthest flying-boat. Yes, there it was again! Quickly he leapt to the electric switch which controlled the gong in the guard-room. The guard jumped up from their various occupations, and throwing on outer garments and grabbing rifles from the rack they quickly formed up outside, while the sergeant sped to the sentry-box to find out the cause of the disturbance. Even as the sentry pointed, the flying-boat's engines roared into life one after another, and were revved mightily in the process of warming up.

The guard's hob-nail boots sounded a hollow drumming on the planks as they threw themselves along the jetty and piled into a waiting launch. But even as they raced towards the spot, the flying boat cast off its moorings, taxied slowly along the water, and then, with increasing speed, rose gracefully into the sky and made off in a westerly direction, the single searchlight on the guard-house holding it in its beam till it was no more than a speck in the vast vault of heaven.

By this time the whole of the aerodrome's personnel had formed up by the hangars, and were receiving instructions to the following effect: "To search for and intercept flying boat F.B.-belonging to the - Squadron, last seen proceeding in a westerly direction, and believed to have been stolen; the thieves to be apprehended at any cost". Rapidly the seaplanes rose from the water squadron by squadron, and spread out to the four points of the compass on their appointed courses.

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THE FLYING DEVILS (Continued).

Jimmy McBlain, piloting the latest type of long-range single-seater fighter, was still flying west as daylight dawned behind him. So far his search had been unrewarded. As the light increased, however, he saw far below him a heavy trail of smoke such as a ship makes in stoking up. There was no ship, but only a cluster of small and barren islands. At once a vague suspicion filled his mind as he noted that on his chart the islands were marked as uninhabited.

Determined to investigate, he turned into the wind, and shutting off his engine while still at a great height, glided down to make a perfect landing on the further side of the island group. Here he dropped his anchor and awaited developments. No one, however, appeared to have noticed him, while the trail of smoke which had first attracted his attention could now plainly be seen to come from the funnels of a warship of sorts, heavily camouflaged, lying in an artificial harbour constructed between the islands.

Casting aside all thought of the risk, Jimmy stripped, tied his clothes into a bundle, together with his revolver, and slipped into the water, making towards the largest island in the group. Here he dressed again, examined his gun to make sure it had suffered no damage, and crept over the rocks on a tour of inspection. His discoveries left him gasping with astonishment. Here was a whole colony of low huts, all carefully camouflaged so as to be invisible from the air, surrounding the made-up harbour in which lay a fleet of fast motor-boats of the Coastal Patrol type used in the Great War, together with several giant submarines as well as the destroyer whose stoking-up had given the show away. Round about were a number of large sea-plane hangars, on the slipway of one of which he made out the flying-boat he was seeking, plainly revealed by the number on its wings. Here, then, was the end of his quest, but what was the secret? Into what nest of pirates had he stumbled?

He was busily engaged in making a rough sketch of the lay-out in his pocket book when he realised that something was afloat. Greater activity was apparent in the settlement. Creeping round a boulder, he was dismayed to see one of the motor boats leaving the harbour and making towards the spot where he had left his seaplane.

Suddenly uneasy, McBlain made all speed back the way he had come, but to his chagrin he arrived at the shore only in time to see his plane taken in tow by the motor-boat, which was obviously bringing it round to the harbour. His visit was discovered, then! Had they seen him also?

(to be continued)

ROVER NOTES.

ORIGIN OF HIKING.

Leanders have always had a camp at Easter. At one time the password was Easter Trek Camp. Great fun, always well supported, these trek camps of ours. Then as the mind of Scouting broadened out, it was seen how much more fun it was to reduce equipment to a scientific minimum, and carrying it all on our backs, go forth into the lanes and fields unhampered by our dear old barrow, with comfort actually increased by the efficiency of our gear. No soap-boxes or string these days!

Thus, folks, the byword became "Hike", many moons before English girls donned their Sunday shorts, grasped an "Evening News Ramble" in one hand, and sallied forth for a day's walk, returning to tell the office on Monday that they had been "hiking".

THEREFORE,

The tradition was upheld this year (only just) by Rovers Marrion, Turvey, Biden.T, and Napper, who had a very successful trip. The route, commencing at Guildford on Good Friday, lay up the Hog's Back, down through Puttenham to Elstead where tents were pitched for the night at Thundry Farm. It was a bright moonlight night, but very cold. Dick Napper, having to work on Saturday, was taken to Milford and duly labelled and dispatched. Since it was past closing-time there was then nothing for it but to walk back and turn in.

Next day, course was set across Hankley Common (dodging golf balls) to Frensham Ponds, where a hearty lunch was consumed. The party then pushed on to Churt, where a site had been kindly granted by Capt.Hunt, S/M of the Churt Group.

The evening was spent by a visit to our friends Mr. and Mrs.Cashmore, whose warm welcome was doubly appreciated owing to the distinct shortage of calories in the stmosphere outside. Mr.Cashmore gave further valuable assistance by collecting Dick by car from Haslemere station.

On Sunday, early Communion, breakfast, and late departure; with God-speed from all friends. A long walk, and a cold head-wind. Past Frensham Ponds again, over Crookesbury Hill to Sea le, thence along the Hog's Back once more. Here Ted began to experience serious trouble from a poisoned toe (it was/bad the week before that he very nearly didn't come). However, the party struggled on through the gathering dusk and at length reached Westwood Farm, Normandy, some 6 miles to the north of the Downs.

ROVER NOTES (continued)

It was very late, therefore pitch dark, and exceedingly cold; the field was full of cows, and the calves of the hikers ached, so bed was very welcome.

Monday morning was spent in camp, and concluded with an immense dinner at which all the stores were finished. Ted was wrapped up in brown paper and put on a bus, while the others walked to Guildford.

On the whole, a good camp, but the numbers were not up to expectations.

THE REST OF THE CREW.

I have interviewed most of the Rovers as to their Easter activity. To all it has been a profitable time, and accomplishments range from laying crazy-paving, laying in bed, etc. to getting married, with pastimes such as mending the mangle and birds'-nesting thrown in. I have it on good authority that the Skipper only worked out 420 schemes for the clubroom, that Tubby gained 1.47921 inches in circumference, and that Bert Biden cleaned his spats.

GOOD NEWS.

Bert Hawkey is back. I said he was a tough guy!

THIS MONTH'S FUNNY STORY.

Rover Langridge, official Scribe, of 97, Lime Grove, New Malden, writes postcard to Rover Leader Ervine. Owing to wrong number in address, P.C. is delayed. Infuriated R/L immediately sends return card to erring Scribe, severely choking him off for carelessness. Address on said card is 27 Lime Grove!

HEROICS.

The boat-repairs are rapidly nearing completion, and all craft will be ready for service at an early date. This should, indeed, be a season for reaping the harvest of much past effort. Let us take full advantage of our now almost unlimited resources.

CONCLUSION.

All I got out of last month's effort was abuse from old "Butter" Cole, so I have asked the Editor to ban song-plugging!

A.J.L.

