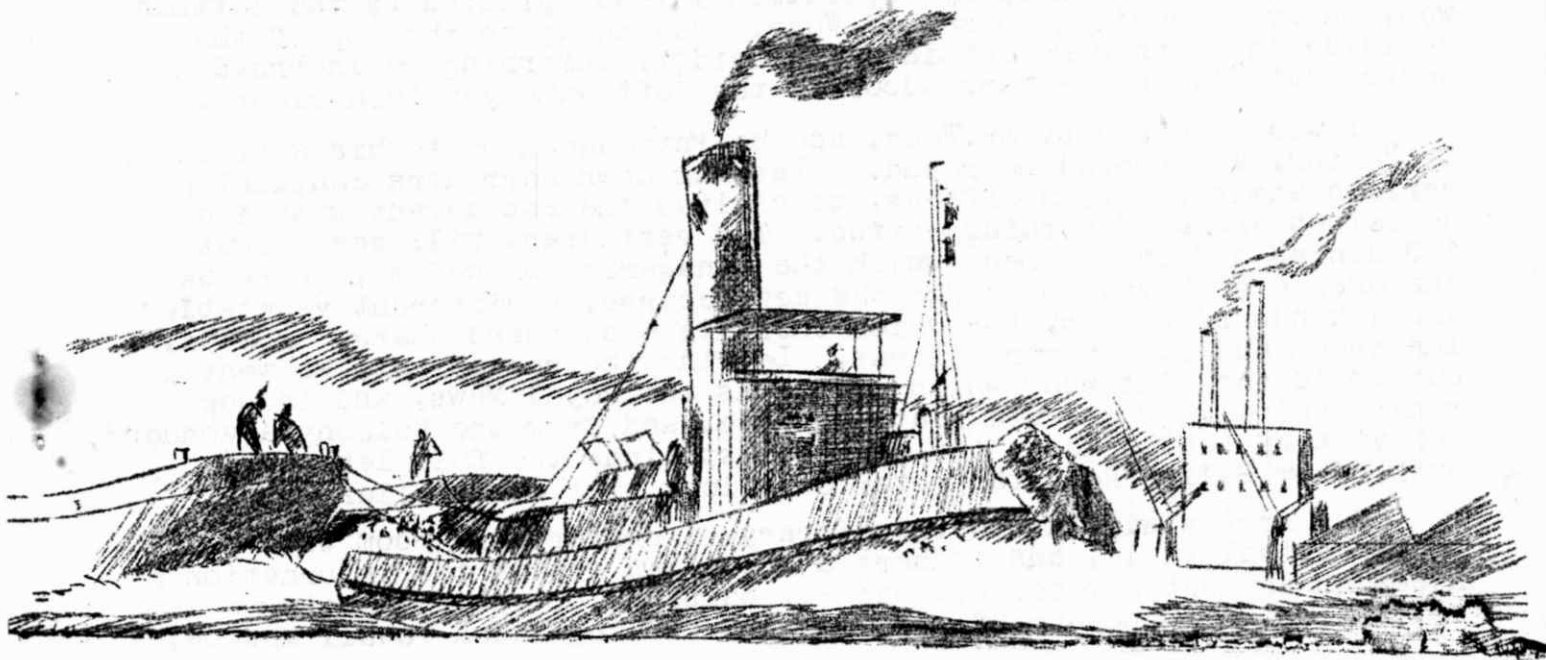


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Edited by W. ERVINE.
115, Sandringham Road,
Worcester Park.

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I V I S I T I.H.Q.

When I saw the shots of B.Ps room at Imperial Headquarters in the Scout Film "Knights of Freedom", I realised that I had never been inside I.H.Q., and wondered how many of the present-day Scouts had never visited it either, so I applied to the Publicity Secretary for some details, but receiving in return an invitation to visit I.H.Q., and see it for myself, an appointment was made for 11 o'clock on Saturday morning.

As I was walking up Buckingham Palace Road, along came a military band and I remembered that I was just in time to see the changing of the Guard at Buckingham Palace, which takes place at 10.30 each morning. Returning to keep my appointment, I was greeted by the liftman who, on my requesting to see Mr.Wood, took me up to the top of the building and turned me out in the corridor, informing me in broad Scots that "it is the first door on the left when you turn right".

I was welcomed by Mr.Wood, and he introduced me to his assistant, Mr.Newton, who showed me round. Passing down corridors containing various administration offices, we visited the Restaurant with its delicious aroma of morning coffee. The restaurant will seat about 100 diners and on the menu which the Manageress showed me, there was the choice of 8 varieties for the meat course, 5 different vegetables and 4 kinds of sweets, for which there is a standard charge of 2/3d. Ice cream and coffee were extras. Leaving the restaurant, we went out on to the flat roof which overlooks the Royal Mews, and indoor riding school. There are seats up here, and from the balcony a wonderful view of London meets the eye, whilst along the full length of Buckingham Palace Road the motor cars look like caterpillars.

Our next visit was to the library, a comfortable room with a large central table, and in here a Scout can obtain the information he needs on any subject for his badges, camping, or other scouting activities. At the end of this corridor is the Baden Powell Museum,

a room chock full of interesting relics of this great man. One case contained, amongst many other souvenirs of Mafeking, B.Ps bridle and lariat, and the flag flown during the seige, whilst another case held about 120 carved walking sticks which had been presented to him in various countries. In this room are represented the arts and crafts of practically every country in the world. According to the visitors book, about 100 Scouts visit the Museum every day, and there were signatures of Scouts from China, Egypt, India, Austria, and many other countries.

The ground floor of the building is entirely occupied by the Scout Shop, where every item of equipment and uniform can be bought. It was crowded with Scouters and Scouts making their purchases, and I was rather surprised to read a notice stating that this department closed on Saturday afternoons; a great pity I think, for the weekend is the only time that many of us who earn our bread and butter outside London are free to come to I.H.Q. Here in the shop I bade farewell to my guide and I was glad that at last I had visited I.H.Q. Why don't you go one day?

E A S T E R A T H A S L E M E R E

by W. Manning.

At Easter, Dick Riches, Keith Quinnan, John Sharp, "Snowy" Vaizey and myself, met at the Elite Picture House at 8.30 Friday morning to cycle to Haslemere. After passing through Guildford, we had a tough time climbing the hills to Ripley where a halt was called for refreshments. Arriving at Haslemere midday, we were met by Mr. Stan Davies, Scouter of Haslemere Sea Scouts who entertained us to dinner at the troop's Hqrs, after which two of their members took us to our camp site about a mile up a hill, and a very good site it was. Saturday was spent in Haslemere sight-seeing, and shopping, and the custard was the highlight of supper that evening. On Sunday morning Keith and I attended the local church for Holy Communion and for the remainder of the day we thoroughly enjoyed ourselves climbing trees, etc. On the way home on Monday, we lost "Snowy" and his pal John, but found them again with their bikes parked outside a drink shop at Ripley. The return journey being trouble-free was made in about 4 hours and we arrived home just in time to escape the rain.

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

The pages of this issue contain evidence of much Scouting activity during the past few weeks. This has included both adventure and a considerable amount of work leading to the award of Proficiency Badges. The contents page (for which we are again indebted to Mr. J. R. Bunkin) is symbolic of the wider waters in which the Seniors are now navigating. It will also remind many of our former members of happy adventures before the War. I want to call the attention of these to the appeal issued by the Chief Scout, Lord Rowallan, to ALL former members of the Movement to enroll in the B. P. GUILD OF OLD SCOUTS, and pledge themselves to foster the spirit of the Scout Promise and Law among those with whom they come in contact in their daily lives. I am looking forward to a large increase in the membership of our Old Scouts Branch and to an extension of its sphere of usefulness.

With the increased programme of boating and camping now possible, the Group's main difficulties are financial. Even when it is possible to obtain replacements of tents and boat gear, the cost is well-nigh prohibitive and the weekly subs. of the Cubs and Scouts are now proving barely adequate to pay such charges as Rates, lighting and insurance. The collection of jam jars, for which I appealed in the last issue, is going well, but I am sure we can do even better. If every member collected 4 jars a week, the resulting income would be £1, and if maintained, would relieve much of the Group Committee's anxiety.

In commemoration of the 40th Anniversary of the Foundation of Scouting, the Kingston & District Scouts are presenting a Pageant of Scouting entitled "From an Acorn Grew". There will be performances at 7 p.m. on June 25th & 26th at Cigarette Island, East Molesey, (adjoining Hampton Court Station), and 2nd & 3rd July at King George's Recreation Ground, Tolworth, (near Toby Jug). Unfortunately it has proved impossible to obtain a suitable ground in Kingston. Admission is by Programme (price 1/-) obtainable from any member of the Group. As a number of our Scouts are taking part, I know this Show will be well-supported by all parents, friends and Old Scouts of the Group.

A S T I T C H I N T I M E.

by Maurice Buer and Charlie Bishop

On Thursday evening, the Bos'un (Mr. Gordon Jewiss), Doug Child, Mick Pratley, Charlie Bishop, Bob Dodge, Ron Pidduck, and Maurice Buer, took a train to Chichester to join the motor launch "Celox" at Birdham. This entailed a three mile walk from the station to the canal where the vessel was moored, and we stopped halfway just after midnight to eat our hot-cross buns.

In the morning, passing through the lock, we left the canal and entered the tideway where, being unable to use our motor, owing to petrol rationing, we set sail for Chichester Harbour. We had proceeded only half a mile upstream when the dinghy broke loose. Ron Pidduck promptly stripped off, and dived overboard, but jumped straight back again when he found how cold the water was, and the dinghy drifted into some reeds. We beached "Celox" on some hard shingle and awaited low water to scrape her bottom. Two Americans, in their motor boat, took Podge and Charlie to fetch the dinghy, and they came back smothered from head to foot in mud. Later we rescued some girls who were becalmed in a sailing boat, and were drifting on to a mudbank. "Leanders" at your service, but hush keep it dark. As the water receded, "Celox" heeled over to an angle of 45° , and when we turned in after cleaning operations, found it rather difficult to stay in a bunk at that angle, but by packing up with kitbags, etc. we managed all right. High water at 3 a.m. all hands turned out to pole "Celox" off the hard, but the wind and tide were too strong and drove us further on to the beach, so we turned in again. At next high water, struggling waist deep in cold water, we hauled our vessel off, with Bob Dodge sitting high and dry pulling on the anchor cable, and sailing to East Head at the mouth of Chichester Harbour, anchored just in time to tune in our wireless and listen to the Boat Race. Podge bet us all that Cambridge would win, and so found himself "in the money". We then went ashore on the sand dunes to choose a campsite and the time here was spent in sailing in Chichester Harbour and playing rugby, with the bos'un showing us the correct methods of tackling and demonstrating cartwheels. In the evening he regaled us with yarns about previous camp experiences. On Monday morning we

sailed back to the entrance of Birdham Canal and having to wait an hour for the tide to rise sufficiently to allow us to enter the lock, we had a meal of spaghetti and Vita Wheat biscuits, which was all the food we had left, seven of us having, since Thursday, consumed 18 loaves. The bos'un took the opportunity of having a shave, using the panels of a new motor car for a mirror. The Canal being too narrow to allow sailing, Podge jumped into the dinghy and towed us up to our moorings. Then, catching a bus to the station, we waited a quarter of an hour for a train, and as it was full, we travelled first class. At the next station we had to change trains, and it was here that Doug. Child discovered a large rip in the seat of his pants and had to sit on the platform seat until the London train came in. This train also proved to be full, so we all piled into a "Ladies Only" compartment, and Doug. took off his shorts and proceeded to sew on a patch. Unfortunately, when the train stopped again at a station, he was still on the job and minus his nether garments so we had to crowd the windows to prevent anyone from entering. We finally arrived home about 10 p.m. after a most enjoyable Easter.

T E S T S A N D B A D G E S .

The following tests and badges have been passed recently:-

FIRST CLASS:	D.Brown.
SECOND CLASS:	A.Bond, M.Chapman, I.Finch, P.Phillips.
OARSMAN:	A.Bond, M.Chapman, I.Finch, D.Hopkins, P.Phillips, F.Riches.
JOBMAN:	R.Quartermain.
STARMAN:	E.Colman.
SWIMMER:	I.Finch.
MASTER SWIMMER:	W.Manning, F.Riches.

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

Congratulations to JOE BUNKIN and his wife Pauline, on the arrival of a son on 19th April.

We are sorry to hear that ARTHUR DAVIS recently had an alarming experience at his farm at Herne Bay. Finding that one of the buildings was on fire, he dashed inside to remove a can of petrol, which unfortunately exploded, causing serious burns to his right arm. We are glad to know he is making a good recovery.

We are also sorry to hear that ROY MARCHANT is in Hospital again. No doubt he will be very pleased to hear from any of his old friends who read this. His address is Hut 9, R.N.O. Hospital, Brockley Hill, Stanmore.

We are pleased to report that our old friend, MR. MACKENZIE of the Hampstead Troop is now out of hospital, and making good recovery after a very severe operation.

After twenty years with his previous employers, PHIL DAY has changed his job, and is now Assistant Manager of a firm of colour printers at Peckham. Good for you, Phil, and the best of luck.

JOHN GILMAN has now joined the Army, and is at Tidworth.

DICK KENT is in Germany, with the Royal Corps of Signals.

RON PIDDUCK has commenced his preliminary training in the Navy, at Corsham. He should be home for week-end leave about 5th June.

The Skipper received a letter recently from GERRY NEWMAN, who is now Second Officer of the Motor Vessel "King Stephen" and has sailed from Hull, on a round-the-world trip.

The Tower of London will soon have an 82ft. Flag Pole, a gift from the Boy Scouts of Columbia. The pole was cut at Franklin River, B.C., and after being processed at Port Alberni, B.C., it will be shipped to England to replace a flag pole destroyed during the war.

A Y L E S B U R Y D U C K S .

by R. Quartermain.

At Easter, Nigel Fentiman, Ernie Southey, 'Basil' Mustoe, 'Egbert' Colman and I, entrained on Thursday evening for Aylesbury, and were met at the station by a Scout of the 1st Aylesbury Troop who took us, in relays, part of the way to the camp site in a car.

Nigel and 'Basil' and 'Egbert' arrived first, and pitched the tents. The remainder of us lost our way in the dark, but were guided to the camp by a flashing torch signal. We shared the camp with the 1st Aylesbury, and the 128th and 184th London Troops.

Friday was spent in camp - cooking, making gadgets, etc., and Saturday sight-seeing and visiting the pictures in Aylesbury.

On Sunday we tackled parts of the Venturer Badge, which is a King's Scout Badge, and four of the tests were attempted.

The first was the crossing of a muddy river, on stilts. You can guess with what results! Next we had to go as far as possible on the river in a boat with cracked planks. Nigel lost the punting pole and baler, and the boat sank, leaving us to swim ashore in our clothes.

Returning to camp, and changing into dry togs, the fourth test was successfully carried out. This consisted of lighting a fire in a tree, with every member of the Troop in the tree.

After tea, the remainder of the day was filled in with games, and a camp fire.

On Monday we were greeted with a slight drizzle. After breakfast we packed our gear, and made our way home, arriving about 3.30 p.m.

Another Easter come and gone!

F A I R W E A R A N D T E A R ' !

The 'Surrey Comet', in a recent article, drew attention to how the Scout Movement supported itself without continual appeals to the public for funds, and how people just took this for granted, seldom stopping to consider how this was done.

Now this self-supporting is not only good morally, but makes the Scouts appreciate the value of their equipment, and here are a few facts to tell you how this training has borne fruit in the "Leander" Group.

The ship's bell, used in the Clubroom, made its first appearance at the Scout Exhibition attended by B.P. and Lady Baden Powell, when he received the Freedom of the Borough in the year 1913. The forms in the fo'c'sle were made by Mr. Baker, in 1911, when the Troop, (then the 2nd Kingston) used his paintshop in Fairfield Road, as a Clubroom, and this same gentleman built our present trek cart in 1912.

The Store Tent, used at Whitsun, was purchased in 1920, and our other tents are nearly as old.

In our fleet of boats we have 2 gigs which we bought, second-hand in 1930, and although now showing signs of the 18 years' Scout use, are still serviceable.

Nor must we forget that veteran sailing boat 'Hero', which has provided many years of pleasure to countless "Leanders", and has been sailed by them as far as Orford Ness. Repainted, repaired and re-rigged by the lads themselves, it is still capable of continued service.

So, when you go to a Scout function to raise funds, you are not only helping financially, but are actually assisting the Movement in its efforts to combat the destructive tendencies of youth and to instil into the boys, through their healthy open air activities, and games, a respect for property, both their own, and also other peoples.

W H I T S U N C A M P 1 9 4 8 .

Over the Whitsun week-end the Troop joined other Scouts (some 600 in number) from London, Middlesex and Surrey, for a Sea Scout Meet at the "Worcester" Establishment, at Greenhithe.

The Rovers and Seniors left on the Friday evening and pulled in the gig and 4 sailing dinghies to Mortlake where they spent the night in the Headquarters of the local Sea Scouts. Next day the boats together with those of several other troops, were towed downstream by the Mortlake pinnace. This enabled Scouts who had not previously been below "Discovery" to see the lower reaches of the Thames and the journey was further enlivened by the rescue of 2 canoeists who were in difficulties.

In the meantime, on Saturday, the Junior Troop had gone by train and lorry to the camp site in the grounds of Ingress Abbey, the shore establishment of the "Worcester". Tents were pitched and the camp was relatively shipshape by the time the boats arrived in the late afternoon. In the evening a camp fire was held, part of it being recorded for broadcasting.

On Sunday morning a visit was paid to the famous square-rigged ship "Cutty Sark" which, together with the "Worcester" itself, lies off Ingress Abbey and is used for the training of cadets. The rest of the day was spent mainly in sailing and pulling under tidal conditions and with a stiff breeze blowing on a wide expanse of choppy water, many exciting moments were experienced. The staff and cadets of the "Worcester" were particularly interested in the sailing dinghies, and the Headmaster himself took one out during the day.

3 of the Group, taking part in the Albert Hall show "Boy Scout", went over to Gilwell on Sunday for a rehearsal, and were apparently thought so well of that they were driven back to Greenhithe in a specially hired car. After a swim in the local Lido on Monday morning, camp was struck about midday. Except for a small party who remained to return with the camp gear next day, the Junior Troop came back

by train on Monday afternoon. The Rovers and Seniors returned by boats in tow to Mortlake, and pulled on from there, eventually arriving back at Headquarters about 11 p.m.

The weather was perfect the whole time, and the weekend provided useful experience in down-river boat work, while new Scouts were fortunate in having their first camp under such good conditions.

W H I S P E R S F R O M T H E J U N G L E .

Dear Cubs,

First I would like to welcome our 4 new Cubs, John Balcombe (who we all wish a speedy recovery from his illness) John Spratley, Paul Sanderson and Alan Saunders.

It was grand to see all of you at the St. George's Day Church Parade, It was a great success in all districts.

Don't forget to practise cricket at home when you can, as we would like to see "Leanders" beat other Packs and come out "TOP".

I mentioned in our last issue that I would like some drawings from other Cubs, but I still get the same little bunch coming up each week. If you can't draw, what about trying to make a model?

We were all very sorry to say "Goodbye" to Brian Feakes who is leaving us to live in Southend, but we shall be pleased to see him when he is visiting Kingston. Good luck in your new Pack, Brian.

Good Hunting:

A K E L A .

WE VISIT THE "PAMIR".
by W. Manning.

Last month, together with four other "Leanders", I visited the German-built, New Zealand-owned, four-masted barge "Pamir" in the London Docks. The first thing that struck me as we approached the district was the sight of the masts and rigging towering above the rather squalid tenements of London's dockland. The "Pamir" had just completed the voyage round Cape Horn with a cargo of grain. Naturally, most of the crew were on leave, although we saw one or two tough-looking young seamen doing their "dhobeying" and one or two other odd jobs. From the deck, a forest of ropes and wires seemed to lead upwards. Each, however, had its own belaying pin or winch, and it was clear that a smart crew would be able to manoeuvre the huge yards and sails "all by remote control". The ship was fitted with large fisherman type anchors, and indeed the forecastle was very similar to that of "Discovery".

In harbour at least, the crew appeared to live reasonably well - there was hot water on tap, and on peering down through a hatch, we saw four large turkeys being prepared for the evening meal! Other things of interest included the large double manual steering wheel, and the cat walks which lead from "island" to "island" above the Main Deck, and we visited the well-appointed chart house amidships, aft of the steering wheel.

Having completed our tour of inspection, Dick Riches, John Sharp, "Snowy" Vaizey, Ken Armstrong and I, strolled down the gangway, did a quick look round the rest of the Shadwell Basin, in which the "Pamir" was lying, and returned home, via the nearest Cafe!

* * * * *