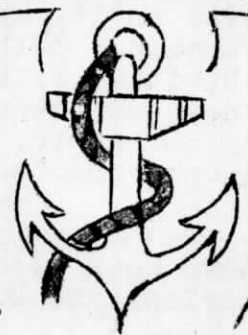


C O N T E N T S — D E C E M B E R
1948

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Edited by
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SKIPPER'S SCRAWL.

Many war-time inventions have subsequently been adapted to peacetime uses. An outstanding example of such adaptation is the use of Radar for enabling ships to avoid collision, and for bringing them safely into port through thick fog. Are there any portable Radar sets available for pedestrians and cyclists? How else can we account for the surprisingly large number of people who managed to find their way to the Group's Bazaar at the Y.M.C.A. and safely home again on Nov. 29th? The other explanation is the great keenness which parents, old boys, and other friends of the Group always display for everything connected with "Leander". This is also typified by the very gratifying response to the Appeal Letters sent out by the Group's Committee.

The Group's small band of Scouters have, for some time past, been devoting more time to the affairs of the Group than they can afford. In spite of this, many activities are not being carried on satisfactorily. At least double the present number of officers is required to enable the Group to maintain its traditional position in the Scout movement, and among other boy's Organisations in the neighbourhood. This is the Group's most pressing need - do YOU know of anyone suitable who would be willing to give their services as a Scouter in "Leander"?

As we go to press comes the very welcome news that R.R.S. "DISCOVERY", having completed a very extensive refit, costing several thousand pounds, will be re-opening on December 30th. During the whole of January a special Antarctic Exhibition is being staged on board. The whole of the proceeds will be devoted towards the maintenance of the ship. At various times during the month, a number of Leander's Senior Scouts will be assisting the Ship's staff in "piloting" visitors around the Exhibition.

Since our last issue we have been pleased to welcome into the Troop D. Huckson (brother of Charles) and D. Smith.

82 Miles up the Wye.

by N. Hanley.

One morning in August, about twenty scouts, including myself, left Paddington Station for Glasbury in Herefordshire, where we were joined by other scouts from all parts of the British Isles, with two from Iceland, and two from France. All together our party numbered 77 and we were divided into patrols of 7 scouts and a Scouter.

We were all up early next morning to commence our trip up the Wye in Canoes, and Oh Boy! was it cold: I felt like Rip Van Winkle and thought I must have slept through the Summer and woke up in midwinter.

After proceeding about 5 miles, we came to Boatside Weir negotiating which was great fun, and the beauty of it caused me to miss my breakfast through stopping to take photographs. That afternoon, meeting some rapids, there were two capsizes before we reached our camp site "Turner's Boat". As it was still very cold I turned in that night with a hotwater bottle for a companion.

It was raining when we turned out next morning, but soon stopped and we had a glorious sunny day. We shot many more rapids including Mannington Falls, and New Weir, and camped for the night at Bricton just over Hereford, and leaving our canoes went sightseeing. Returning to the boats we proceeded on our way and soon encountered more rapids and a very strong wind, which later turned into a nasty gale. By three o'clock the wind and rain reduced speed to about a mile an hour and as we were shipping water over the cockpit had to keep bailing.

Next day being Sunday, a Scout's own was held before starting, and after having dinner at Backney Common, we reached Ross where a good time, was had by all, viewing the scenery from the top of the castle and exploring the dungeons below.

That night we camped at Kern Bridge and the two French scouts in my patrol were invited to attend the B.B.C. for a broadcast to France about the cruise.

The continuous rain caused the river to rise two feet and when we reached Symonds Yat the next day, we were confronted with the biggest rapid of the whole cruise, with waves in some places six feet high. Going down this was grate fun and for a Light craft like mine was fairly Hair-raising, but even so I felt I would have liked to carry my canoe back and come down it again.

At Dexton I gave many people some free enjoyment by capsizing a Canadian canoe with myself in it fully clothed.

Next day was spent in Monmouth, where we "officially" arrived in the evening to be greeted by the Mayor, and Lord Raglan, and by a large crowd of towns folk for whom we staged a Regatta. Then cocoa, beans, and camp-fire at which prizes for the Regatta were presented by Col. Hamilton, the District Commissioner.

We returned to camp and held a final meeting about 2 o'clock in the morning, at which everyone present were sorry that our trip was over.

Well the weather had not been too kind to us, but believe me, I am looking forward to going to next years cruise, wet or fine, for it was great fun.

I should like, through the "Water Rat", to thank all those people who were responsible for the organisation of the Canoe Cruise 1948.

HEARD IN THE FO'C'SLE.

We send our heartiest congratulations to Vic.Paremain and his wife on the arrival of a second son, Graham, on 5th November.

* * *

Peter Phillips and Michael Chapman are home for the holidays. Peter is a member of the Scout Troop at Ottershaw. Michael belongs to a Scout Troop at his School.

* * *

Derek, son of "Teddards" (Edwards) has recently returned from a trip to New Zealand on one of the N.Z.Shipping Co's boats. The next voyage will probably start before 1949 commences.

* * *

Arthur Hall's younger brother John, sailed on 23rd December for Australia, where he is joining a Sheep farm. We wish him success in his new venture.

* * *

Roy Marchant is still in Hospital at Stanmore, - we all wish him very much better health in 1949. "Compliments of the Season,Roy!"

* * *

The Skipper and other Scouters of the Group; Akela; The Editor of the "Water Rat"; the Printing Department, The Despatch Department, and others connected with the Group and the "Water Rat"

wish all Readers

"THE COMPLIMENTS OF THE SEASON".

D. - Plus.

by L. Edwards.

As I mentioned in my previous article (see D.I. in May 1947 number of Water Rat,) D. day found me in the s.s. Winchester Castle lying off the beaches near Algiers, North Africa. When dawn broke we were in a Bay, with dozens of other large transports all with landing craft, rushing backwards and forwards to the Beach loaded with troops, transport, guns etc., while to seawards was a very comforting screen of all kinds of warships, from cruisers down to trawlers and M.L.s. not to mention the Monitor "Roberts" with her 15 inch guns trained on Shore. Daylight brought us quite a lot of attention from Jerry aircraft but no damage appeared to be done.

During the day Admiral Borough in the Headquarters ship "Bulolo" sent a Naval Party ashore equipped with W/T, to signal back information. I landed complete in full infantry marching equipment, tin hat, gas cape, etc., and iron rations for two days.

The Commander decided to leave me on the Beach to contact the main Naval Port Reconnaissance Party at daylight, and proceeded to Algiers. I deciding that nothing could be done before daylight, entered one of the numerous holiday Villas just behind the Beach, and finding a couple of Army greatcoats on one of the tiled floors, used them for a bed and was soon asleep but not for long, as I awoke with such a racket going on.

It was dawn and Jerry honouring us with his attentions. The noise was caused by a Bofor gun which the Army had kindly placed in the garden of the Villa during the night. I got up and soon located the Naval Party busily preparing breakfast in another couple of Villas.

After breakfast we embarked in Army Vehicles for Algiers. The object of our party being to prevent any sabotage of the dry docks or ship-repairing shops. In the party were Engineers, Shipwrights, Tugmasters, in fact everyone necessary to keep the docks and facilities running.

The Communications Party signalled the ships to start entering the Port. The first ship to enter was the "Bulolo" with Admiral Borough on board, and she was given much attention by enemy bombers and unbeknown to anyone on board, the engine room telegraph cables had been damaged by a near miss. The "Bulolo" came through the boom and approached the jetty at a good speed, and at the right moment the Captain order "Full speed astern". Of course nothing happened, and on sailed the "Bulolo" much to the astonishment of us all on the jetty. On she went right through two wooden lighters and buried her nose a good six feet into the stone jetty. The crowd of French and Arabs on the ramps overlooking the harbour thought it was all part of the show and cheered themselves hoarse.

After a few days of real hectic work, the Port began to get organised and handled a colossal amount of stores, vehicles and thousands of troops, which resulted in the victorious end of the African campaign some six months later.

* * * * *

Extracts from Consise Pocket Encyclopaedia. -

CHRISTMAS DAY: December 25. Devoted to the commemoration of the birth of Christ. It is said to have been celebrated in the year 98, but was ordered to be observed as a solemn feast by Pope Telesphorus in 137.

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BOXING DAY: (case-giving = making provision for).
The day after Christmas, when Christmas boxes are generally given.

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THE BAZAAR.

WHAT WEATHER! Have you ever seen such a fog? Yet in spite of it what a result! A clear profit of about £45. How was it done? Why, by the fine efforts of the Stall-holders, those who ran the Side Shows, etc. and the Refreshment Department, and thanks, also, to the splendid support we received from the parents and friends of the Group. Both the quantity and the quality of the things sent in for the Stalls was amazing. Mrs. Biden, Mrs. Manning and Mrs. Stoll ran the Xmas Gifts and Toys Stall; Mrs. Dodge, although far from well, managed the White Elephant Stall, with the help of her son Bob. Mrs. Harling, who was in charge of her usual Grocery and Preserves Stall has had a very worrying time lately owing to the ill-health of her husband, but fortunately for us he was fit enough to attend the Bazaar with her, and we were very glad to see him there. The Senior members of the Group ran the "Spiv's" Greengrocery Stall, where their fruit, vegetables and plants were soon 'sold out'. Mr. & Mrs. West made the journey through the fog from Worcester Park to run the Book Stall. Our keen supporter Mrs. Shell, in the person of Madame de Silvo had a busy time reading palms in the small room provided for her just inside the door, but must have had a pretty trying time making herself heard to her "customers", competing against the various Side Show enthusiasts.

The Side Shows consisted of "Numbered Corks," whereby everyone on payment of 6d. purchased a cork which was exchanged for a present, and this was in the care of a friend of Mrs. Harling, and the stand itself was made by, and all prizes supplied by the family and friends of Mr. and Mrs. Harling. George Goodall (at one time one of the A/S/Ms of the Troop, had the "Roll the Penny" Board, whilst Phil Day had "Spinning Bicycle Wheel". Bert Biden was in charge of "Pennies on the Billiard Ball" proving that it was not as easy as it looked. One of the most popular, and incidentally noisy of the side shows was the "Horse Race," made and run by Arthur Langridge, while his wife was in charge of the "Treasure Hunt." Mrs. Ervine had made a marvellous

collection of Christmas Party Hats. Messrs. Buer and Pidduck had a busy time on the "Darts", and the Misses Biden took charge of the Raffles for us, these including a Sea Scout Doll, almost life size, made by Mrs. Farley.

In the old Rover Hut there was an Exhibition of Photographs of the Leander Group and its members, from the earliest days up to the present time, - these had been mounted by Mr. Marrion, Senior, and he had expended a great deal of time on this job. His efforts were very much appreciated by all, and one old "Leander" said "It takes one back a few years".

As usual on these occasions, the Refreshment Department was in the capable hands of Mr. and Mrs. Fentiman, who were assisted by several friends, including Mrs. Phil Day and Mrs. Bass, and although the weather greatly affected the estimated number of teas, the results were very good. We say "Thank you" to them all for their very valuable help, and we must not forget, also, to say "Thank you" to the Staff of the Y.M.C.A. who were so helpful and spared no efforts to smooth out our problems on the actual day.

As some goods were still unsold when the Bazaar closed, it was decided to run a small "Sale of Work and Exhibition of Photographs" on the following Saturday, December 4th, and the Skipper and Mrs. Ebbage, with the help of Mr. and Mrs. Biden and family, and Bob Dodge had quite a busy time, as the room was not available till after 1.30 p.m. and had to be cleared again before 5.15. In this time £8.19.-d was raised, 25/- of which was from a Raffle of 4 new laid eggs and a bottle of Goat's milk, which was brought along by Mrs. Chapman, (mother of one of the boys, Michael, who is now away at Boarding School). After all expenses have been met, the total profit of the two days is £52. - (10/- of this being collected by some of the Cubs who went out Carol-singing.)

SCRUBBING OUT.

by W.Axton.

0800. Hands fall in! The hands are detailed off by the Jimmy and the Bos'un, Ginger and I move off to our appointed task, namely to scrub out the canteen Flat. If tackled with enthusiasm, this can be completed in about thirty minutes, but we have the whole forenoon for the job, and we work accordingly.

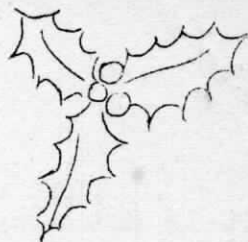
The unwritten law is that you must appear to be doing something, and everyone is satisfied as long as you remember to move a broom or a cloth whenever an Officer or Petty Officer passes by.

Working on this axiom I wander aft to the Tiller Flat, to collect the necessary gear - brooms, buckets, cloths, and soft soap - while Ginger pops off for a quite smoke. Next it is necessary to obtain hot water. To use cold is unthinkable. The only source at this time of the day is the galley. The time required to obtain it, it's temperature and it's quantity, are all dependant upon the Cook's humour. It is now time for me to have a smoke.

At last we are ready to start, but first we poke our heads into the E.R.A.'s workshop, which opens off the Canteen Flat, to see what is going on inside. There are usually two E.R.A.s in there busily making cigarette lighters, or else fashioning pieces of brass for their own purposes, known in the Service as "Rabbits".

Time passes unobserved - so do we. When we tire of watching these activities we discover that the water is cold, and while we are discussing our next move "Stand easy" is piped.

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WHISPERS FROM THE JUNGLE.

Dear Cubs,

First of all I would like to wish you all a Very Happy Christmas.

From all accounts we put up a very good Cub show at the Group's BAZAAR on the 27th November, in spite of the terribly foggy day.

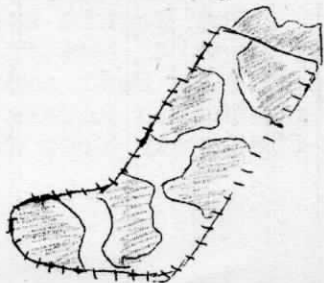
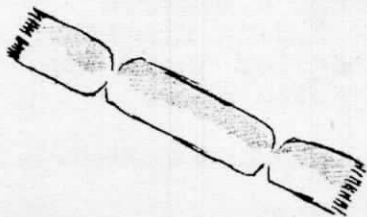
Talking of the Bazaar, "Thank you" to the little bunch of Cubs who went out Carol singing and collected ten shillings to help the Group's Funds.

It was grand to have such a good turn-out for the CAROL SERVICE at St. Luke's Church on Friday December 17th.

We will be closing down our Pack Meetings for the Xmas holidays, and returning to the Headquarters again on Friday January 7th, 1949!

Good Hunting,

AKELA.



NAUTICAL TERMS.

by J. Klinkert

That a Sailor has a language of his own cannot be denied, and it is not always, contrary to popular belief, like that of a trooper.

The peculiar names and phrases which a seafarer uses confirm his identity as may be seen when young Willie comes home after his first voyage and wants to help Dad "festoon the deckhead and bulkheads with bunting".

Each of the crafts and professions have their own language and during the coming months we shall vie with the medicoes who delight in prescribing aspirin by a couple of eight-syllable dead language curiosities!

We are indebted to Pay.Commdr.Loveridge, by whose kindness we now possess a splendid collection of words and phrases peculiar to the sea. We shall reveal these in small doses, since they are truly precious and must be guarded and used in support of old tradition by those who have connections with, and share the fortunes of Old Man Neptune.

Sea Scouts more than justify our confidence and by virtue of their special interests we feel that Commdr.Loveridge's secrets will appeal in full measure so that, soon we shall be riding flemish horses round the square of the hatch, while the martingales chase the flying fish away from the entrance of a large and majestic prow.