

The New "Gilcraft" Series - Number One

SEA SCOUTING

by

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With an Introduction by
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It is the volunteers like they who are the strength of the Movement.

Editor's Note:

The reader is reminded that these texts have been written a long time ago. Consequently, they may use some terms or express sentiments which were current at the time, regardless of what we may think of them at the beginning of the 21st century. For reasons of historical accuracy they have been preserved in their original form.

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CONTENTS

You can click on the chapter name or
page number to jump to that part of the book

INTRODUCTION.....	4
CHAPTER	PAGE
I. What is Scouting?.....	5
II. What is Sea Scouting?	9
III. How to Start a Troop.....	14
IV. Headquarters and Equipment.....	18
V. Craft.....	24
VI. Adventure Afloat.....	27
VII. Basic Tests in Sea Scouting	31
VIII. Special Occasions.....	36
IX. Boats And Their Care	41
X. Scouts, Senior Scouts, Rover Scouts And Deep Sea Scouts	45
XI. Sea Scouts and The Group	49
XII. Organisation.....	52
XIII. The Training of Scouters	55
XIV. Wider Horizons.....	57
GLOSSARY OF NAUTICAL TERMS.....	60
APPENDIX	61

INTRODUCTION

For reasons that it is a little hard to define I find myself particularly glad that the first book in the new “Gilcraft” Series should be concerned with Sea Scouting, not because Sea Scouting needs more help than any other branch of the Movement but perhaps because the literature in regard to Sea Scouting has always lagged rather far behind what it has been found possible to produce for other branches and sections.

A book, however good, is no substitute for experience. That can come only through Training Courses and, above all, through working with Scouts, but at the very least a book should be able to fill in the theoretical and historical background, and this book seems to me to do very much more than that because it is written objectively and it is written by a man who himself has proved to be a successful Scoutmaster of a Sea Scout Troop. Whilst, therefore, you will find much of theory, necessarily so, it is theory based on successful practice.

It always seems strange to me that we, a nation which has rightly prided itself for so many generations on its maritime heritage, should have to contend with such comparatively small numbers of Sea Scout Troops, small numbers, that is, in regard to what they might be and in relation to the potential numbers.

One of the main reasons for the lack of development, I believe, has been the fault of many Sea Scouters themselves. They have tried to make out that their calling is a highly technical process that requires an incredible amount of knowledge, the learning of a new language (or perhaps jargon would be more accurate), and I am afraid that they have sometimes produced a sort of closed shop approach instead of what surely is right, an approach which says in truth that Sea Scouting is just another way of carrying out Scouting. Sea Scouting is Scouting on the water and the water itself is no substitute for the attributes of the backwoodsman and the explorer. The man who takes pride in being unable to distinguish between an oak and an ash would seem to be a very strange fellow indeed, and he is often the first to deride the efforts of the landlubber to distinguish between port and starboard. In Scouting it is never what we know that matters, it is the way we know it; it is all in the point of view. Sea Scouting, as with all Scouting, must be concerned with training and developing the characters of the Scouts. It is not our job to produce strings of admirals or yachtsmen. It is the aim of Sea Scouting, as of all Scouting, to produce good men.

In offering this book, therefore, not just to Sea Scouters but to all Scouters, I would enter a plea for a return to the simplicities of Sea Scouting which the Founder himself proved were sound and right by the example of his own experiences. I have always felt that “The Wind in the Willows” gives the clue as to the way in which Sea Scouting should be conducted and whilst we cannot, unfortunately, reach the delightful heights of fantasy, we can spend a great deal of useful time messing about in small boats. Surely Sea Scouting is primarily a matter of small boat work: the grandiose guardship and so on have their place, but it ought to be a secondary place. Most boys want to make a boat, and many do make one, and although obviously Sea Scouters must take all reasonable precautions it does seem to me right that most Sea Scouts at some time in their experience should fall in. It is many years since my first raft sank under me when I had tried to get to an attractive island in the middle of a pond; I can remember the seaplane floats that decided to submerge in the middle of a vast reservoir, and I can remember — how can I ever forget? — that to pull on a rope that is not fixed to anything is the best introduction to an unorthodox dive. These are just three random experiences I had as a boy and I hope all Scouts will have as many.

There is some danger today of losing the joy and the adventure of Scouting, and perhaps where we so often go wrong in Sea Scouting as in other branches of our Movement, is in taking the character training light-heartedly and the activities seriously when we ought to take the activities light-heartedly and the character training seriously.

Finally, to those of you who read this book and are not particularly concerned with Sea Scouting as such, do remember that the waterways of this country are there for all to use. You do not have to wear a different uniform and be separately registered to give some of your Scouts, and especially the senior fellows, the experience of doing some of their Scouting on the water. There are few better ways of holding the interest of the senior Scout than to introduce a measure of boat work into the programme. The problems and hazards are no less and no greater than a competent Leader should be prepared to accept.

J. T.

We are most grateful to Dr. John Masefield for allowing us to reproduce part of “The Wanderer of Liverpool” as headings to Chapters I and XIV.

CHAPTER I

What is Scouting?

*Go forth to seek, the quarry never found
Is still a fever to the questing hound,
The skyline is a promise, not a bound:*

John Masefield

It is a fair assumption that you who are reading this book are seekers in Scouting; searching for goals which are beyond the skyline of your own experience. You may be already struggling with the problems of running a Sea Scout Troop and looking for help in their solution. You may be concerned about your older Scouts who seem to have lost interest in the ordinary Scouting programme and wondering if Sea Scouting will renew their enthusiasm. Perhaps, though you have no experience of Scouting at all, you have a real love of boats and the water and, somewhere stirring within you, sufficient urge to pass this interest on to boys to make you look into this business of Sea Scouting. But whatever your reasons for reading, our purpose in writing may be quite simply stated. First to picture for you as clearly as we can, from the widest possible collection of experience, the target at which we should aim, and then to suggest some practical ways in which our score of successes in Sea Scouting can be increased.

We begin then with our target. We call it Sea Scouting, but only in the same sense that a traveller going from Liverpool to New York might describe his journey as a sea voyage. There may be many reasons why he selects to go by sea rather than by air, but these will have no real bearing on the real objective, which is to get there. So in Sea Scouting we have an objective, to train boys to become useful citizens through the methods of Scouting, using adventure afloat as both an interest and a sound training medium.

Scouting is not unique in its aim to lead boys into happy, healthy citizenship nor does it differ noticeably from other boys' organisations in its conception of the qualities which it should seek to develop. It is in the methods used to lead towards these ideals rather than in any difference in the ideals themselves that Scouting has blazed its own trails, trails which have been followed with delight and enthusiasm by boys of many nations.

These methods are as much a part of Sea Scouting as of any other form of Scouting and we have selected this chapter as our starting-point in order to make quite clear that however strongly our programmes may be flavoured with nautical essence they will not achieve their purpose unless there is, emanating from the Leaders and permeating the whole Troop, the true spirit of Scouting. There is a forceful reminder of this in the American Boy Scouts Handbook for Skippers, which says, "The occasional Ship or Patrol which lays all stress on sailing and seamanship invariably fails; it may succeed in making sailors but it does not produce Sea Scouts."

What is this spirit of Scouting which is the all important factor in our training? Let us turn to a quotation from B.-P.'s own writings. He says in Aids to Scoutmastership that Scouting is "a game in which elder brothers can give their younger brothers healthy environment and encourage them to healthy activities such as will help them to develop citizenship." There are some key words in this which not only throw light on the meaning of this Scout spirit but which also give us clues to the methods by which it may be developed.

The first of these is the word Game. We always talk of "playing" games, and playing is something we do as a recreation because we have a personal urge to do it. So we must remember that Scouting makes its appeal to the boy as something he wants to do. It must have in all its activities that lively urge to excel which is characteristic of all good games. It must have, too, something of the spirit which accepts hard knocks or

disappointments without complaint or despair. This happy spirit of purposeful play should show itself throughout the Scout programme and not be confined to a few periods of games as a sort of relief from work or tests.

Such a spirit is not of course confined to Scouting. It is apparent in the activities of almost all successful boys' organisations. In such there will also be, in the relationships between the adult Leaders and the boys, a large measure of that kindly understanding and shared pride in a family good name which the best type of elder has for his younger brothers. In enlarging on the elder brother attitude which is looked for in a Scoutmaster, B.-P. has made it clear that he must be neither a commanding officer continually issuing orders nor a Peter Pan playmate merely sharing in the games and easy triumphs of the boys. His is a much greater privilege and a much larger responsibility; it is to be their real friend, guiding through his greater knowledge, encouraging from his wider experience, and able, by his sympathy, imagination and example, to lead his Scouts into a happy striving for the best things of life and towards the satisfaction of sharing these with others.

Another key word in B.-P.'s description is "environment." Nothing is more powerful in its influence on a boy's character than this. From the healthy life in the open, seeing the inexhaustible treasures of God's creation, to the cheerful companionship of his Patrol in the playing of games or the doing of good turns; from the personal example of his Scouter to the testing out of his developing powers of leadership in the Patrol, the environment of a boy's Scout life helps as surely in the moulding of his character as wind, sunshine and rain guide the growth of a young tree.

Quite the most important of these many influences is that touchstone of the true Scout, the Scout Promise and Law. In these lie summarised the whole objective of our Scouting, and in those Troops where it is kept most clearly in view the spirit of Scouting becomes most cheerfully alive. So important are these that they are set down here as the focus of all our Scouting efforts. We can build nothing lasting or worth while in the Movement unless we keep them constantly in mind.

THE SCOUT PROMISE

"On my honour I promise that I will do my best —
To do my duty to God, and the King.
To help other people at all times.
To obey the Scout Law."

THE SCOUT LAW

1. A Scout's honour is to be trusted.
2. A Scout is loyal to the King, his country, his Scouters, his parents, his employers, and to those under him.
3. A Scout's duty is to be useful and to help others.
4. A Scout is a friend to all, and a brother to every other Scout, no matter to what country, class or creed the other may belong.
5. A Scout is courteous.
6. A Scout is a friend to animals.
7. A Scout obeys the orders of his parents, Patrol Leader, or Scoutmaster without question.
8. A Scout smiles and whistles under all difficulties.
9. A Scout is thrifty.
10. A Scout is clean in thought, word and deed.

We must not forget in planning our Scouting that its aim of producing good citizens is an adult conception. Boys have latent in them the capacity of being moved by an ideal, but they do not join a Scout Troop in order to be made into good citizens. The boy wants to satisfy his own urge for adventure and interest, or, perhaps more often, he joins because his friends have done so and he wants to be with them.

When he comes into a Troop he wants activity and excitement, he certainly does not want long addresses on citizenship. Speeches leave him not only unmoved but usually bored. He wants to do things, and if we can give him things which as well as being good for him are also interesting, he will do them. If we spend too much time in talk he will fidget and end up by following our example—he will talk too, which offends our pride and often ruffles our temper. We only need to cast our minds back to the many sermons and addresses we ourselves must have listened to as boys to realise how little, even of the best of them, we can recall. It is probably safe to say that if you questioned all boys between twelve and fourteen one hour after they had listened to an outstanding address at a school speech day none would be able to summarise it and very few to give you a coherent idea of any of its main points. This is of course not to say that these boys have been uninfluenced by the speaker. A boy may well be inspired by a fine speech or a good campfire yarn without being able to explain exactly what was said; but the genius of B.-P. told him that if a boy was to have a good working guide to right living it must be something he could not only easily understand but easily remember. So he summarised the fundamentals of good citizenship in the Promise and Law.

Here again talk must give place to action if they are to be effective. The application of the Promise and Law and the practical reminder of the good turn, both as an individual and as a member of the Troop, can so grow into the life of a boy that they unconsciously mould his character. Unless they do become part of the life of the Group they will not, through Scouting, become part of the boy's own way of living.

Perhaps, as you read on through this book, you will be disappointed to find so little technical detail and so much on the principles of Scout Training; so few references to the science of seafaring and so many to the spirit of Sea Scouting. You may claim that to have brought a boy to the stage where he can confidently match his skill against the relentless demand of the sea is in itself a worthwhile job, and you would be right. But it is even more worth while to add to this skilled mastery of fear the quality of character formed through his efforts to live up to the Law and Promise. The whole is greater than the part.

It would be quite wrong to leave out from this chapter the fellow who is the sole reason for all Scouting—the boy himself. However high our principles, however logical our methods or complete our technical knowledge and organisation, we cannot hope for success unless we really get to know the growing individual for whom it is all designed. Scouting is not something made up in stock fittings which we can take off the peg and hand out in identical form to a large mob. It is essentially a piece of individual craftsmanship in which the awkward corners and queer curves of each boy's character need to be fitted with painstaking skill into the pattern of the material.

This may sound rather alarming to the newcomer into the Movement, or to those with memories of school classes or cadet companies, but it is really one of the most happily satisfying aspects of the Scout method of training. It makes it essential to keep our units small and it preserves in those units something of the understanding friendliness of a family.

With this intimate knowledge of and interest in the individual Scout must go the realisation of the importance of the right selection of Patrols and their Leaders. The natural gang of friends usually provides a simple solution of the first of these problems, and shrewd observation will detect the natural leader. When the Troop gets older and newcomers have to be placed, a little tactful guidance may have to be used, but if the Troop has once caught the spirit of Scouting real difficulties in running the Patrol System are rare. Just as the Scout is the focus of the Movement so is the Patrol System the centre of its system of training. The Patrol is the unit for all the best adventures, for camping, for games and for most instruction. All the Patrol Leaders with their own chairman and with the guidance of the Scoutmaster form the Court of Honour, the body which plans programmes and settles almost all the detailed problems of Troop administration. The Patrol calls out the boy's loyalty, arouses his enthusiasms and it gives him in his turn the opportunity of leadership. It differs from and scores over the school class or cadet unit in being a natural gang of boys getting together for their own enjoyment and adventure, and the successful Troop is the one which makes the fullest use of this advantage.

The main unit of organisation built up round the Scout and his Patrol is the Group. A complete Scout Group consists of four sections:

- The Wolf Cub Pack for boys from eight to eleven.
- The Scout Troop for boys from eleven to fifteen.
- The Senior Scout Troop for boys from fifteen to eighteen.
- The Rover Crew for young men from eighteen to twenty-three.

The Group Scoutmaster is the leader and coordinator of all the sections, and he acts as the chairman of the Group Council which consists of the adult Leaders or Scouters of all four sections. This council frames and guides the training policy of the Group and decides upon the allocation of Group funds. The link with the local community, both for promoting outside interest and for obtaining help, both financial and in other ways, is the Group Committee. This is composed of parents and friends of the Group, and though the G.S.M. is a member ex officio he should not be its chairman. This office is best held by a layman.

We cannot hope to do more in this chapter than give a summary of the complete organisation of Scouting and the remaining parts of the picture must be very briefly sketched. All the Groups in a given area, which may be a city or a part of a city or a country district, are looked after by a District Commissioner who may have one or more Assistant District Commissioners to help him. He is a kind of captain of the team of Scouters in the district charged with the responsibility of keeping up to the highest possible level the standard of Scout Training in his area. Linking him with Scout Headquarters in London is the County organisation presided over by the County Commissioner. Presiding is perhaps hardly the right word to describe the work of an active County Commissioner whose advice and practical help are constantly devoted towards keeping in the happiest and most productive balance the interests and enthusiasm of all sections of the Movement in his county.

Gently but firmly holding the reins, though only exerting any real direction when any of their lusty team shows signs of pulling off the wide road of sound policy, is Imperial Headquarters at 25 Buckingham Palace Road. Here the Chief Scout and the Council lay down for us the boundaries of that road and keep alive for all of us the spirit of B.-P. which is our lasting inspiration.

CHAPTER II

What is Sea Scouting?

Although the official records state that Sea Scouting began some two years after the founding of the Boy Scout Movement, it is very doubtful whether they were really separate ideas in their origin. Both alike must surely have grown in our Founder's mind out of his own boyhood memories, out of his love of open air adventure, sometimes in the woods, sometimes afloat in the ten-tonner with his brothers, sometimes paddling a canoe between the green banks of an inland river. Those who have to carry on their Sea Scouting on fresh water far from the coast will find, as he did, that good fun, adventure and real training are as plentiful there as by the sea. It needs no greater effort of imagination to turn the quiet inland stream into dangerous unexplored waters which must be navigated and surveyed than to invest the grimy surroundings of a tidal harbour and the commercial bustle of a big port with the sort of happy adventure which makes Sea Scouting something more to a boy than merely pulling an oar in a boat.

Imagination—that is the word which more than any other spells success in Sea Scouting, and makes it more than merely the good fun of messing about in boats. Imagination will not only add the romance and colour which make the programme attractive to the boy, but it enables us to keep in our minds the big objective of our training—better citizenship.

Let us make clear at this stage that the use of imagination does not mean that we should constantly indulge in extravagant fantasy or story-telling, it can perhaps be even more valuable in disclosing the real interest which lies in ordinary things and familiar scenes.

How much more fun, for example, B.-P. and his brothers got out of this adventure than if they had been taken over the same route by public transport. “We not only sailed our boat round most of the coast of England but we also made boat expeditions inland in a small folding up canvas boat, which was great fun. We explored the Thames pretty nearly up to its source in the Chiltern Hills, and we got on to the Avon, which rises the other side of the same hills, and went down it through Bath and Bristol to the Severn; then we crossed the Severn and went up the Wye into Wales. We carried our tent and cooking pots with us, and slept out in camps every night and had a real good time.”

In another article B.-P. wrote “How I became a Sea Scout? Well, it was this way; there were five of us brothers and between us we owned a ten-ton cutter. Of course she was the finest boat the world had ever seen, at least that was what we thought of her, and she really wasn't a bad boat either. Her performances proved it. We tried her pretty high in different ways, fishing in spring, cruising in summer, racing in autumn, wild fowling in winter. We were at it whenever we could get a holiday, at any time of the year, anywhere round the coast of England.”

Perhaps that last paragraph, slightly modified to suit our own kind of opportunities, is the best description we can find for successful Sea Scouting in practice, and we have not far to look in the same article for his equally apt description of the character of the man who was the inspiration and the driving force of that first Sea Scout Patrol, the man whom we may take to be not only the first Sea Scouter but who was, undoubtedly, the source of the expression which came so readily to B.-P.'s mind when describing the relation of the Scoutmaster to his Scouts — “the elder brother.”

“The eldest brother, W., had been a sailor, so he knew all about the navigation of a ship and we others picked up our knowledge from him. But we learnt not only navigation and boat handling, but all about bending the sails, rigging and painting the ship, deck scrubbing, cleaning and carpentering, etc., and then, of course, we all had to be able to cook, just as we had to be able to swim.”

When, in 1910, Scout Headquarters laid down its official policy for Sea Scouting it suggested how this sort of real adventure could be made more widely available to boys through the Scout organisation, stressing the importance of Scout methods and principles in character training. It is worth reading again today, for after forty years there is nothing which needs to be subtracted from its statements and little indeed which experience has shown really necessary to be added to its comprehensive summary.

“The idea of Sea Scouts is to sound the call of the sea in the ears of boys of our cities and seaports, and to give them an elementary training which may be useful, whether in starting them on a seaman’s career or in making them handy men for any branch of life.

“The method is to form a Troop of from thirty to fifty boys in Patrols of eight, each under its Leader, on similar lines to all Troops of Boy Scouts. They would have for their Club some old hulk fitted up as a guardship and moored in the harbour or river where they can meet every evening and for weekends. The guardship would have a complement of boats. Preferably several of these boats would be of the same pattern for competitions, etc., and capable of being manned each by a Patrol, i.e. with four oarsmen, one bowman and one coxswain. The uniform is the same as for other Boy Scouts except that a naval cap is worn.



“The instruction includes boat management, singlehanded and as crew, steering, elementary navigation by chart and leading marks, a general knowledge of compass, stars and tides, steam and hydraulic winches, knotting and splicing, throwing a line, sounding, etc. Also swimming and lifesaving in the water, fire drill, ability to climb a rope or spar, and mending and making clothes.

“Development of character and discipline by the usual Boy Scout methods (not merely by the out-of-date system of drilling). Also the duties of members of a ship’s company, other than seamen, such as mechanics, clerks, engineers, electricians, carpenters, smiths, sick bay attendants, signallers, etc., which can be taught through the ordinary test for efficiency badges. Practices can be obtained through cruises on sea, river or canals.

“Coastguard Troops can be trained and practised at the work of watching the coast for vessels in distress in bad weather, or for enemies in time of war, and reporting the same by their own field or wireless telegraph or signalling. Also when possible, in the use of rocket life-saving apparatus for life-saving.

“To assist lifeboatmen and coastguards at wrecks in beach duties, in holding back crowds, in launching lifeboats, rendering first aid, salvaging goods, etc.”

It is difficult to make an accurate comparison of Sea Scouting today with this original plan, for there will be quite as wide a divergence between the methods of different Troops as between the ideas of H.Q. on training methods in 1910 and those of today.

Perhaps the most useful approach is to consider how the world in which our Sea Scouting is done has altered during this period. It is a world in which the opportunities for filling in spare time have multiplied far

more rapidly than the spare time itself has increased. It has become the paid occupation of more and more people to fill in this time for us, whether by “going to the pictures,” attending night school, or joining one or other of the clubs and youth centres which provide a wide range of practical and cultural activities.

This means that if in Scouting we content ourselves merely with providing the opportunities without the right sort of personal inspiration and stimulus and expect to evoke the same degree of enthusiasm which marked the introduction of Sea Scouting, we shall be disappointed. It means that the capacity to feel in himself and to arouse in boys an enthusiastic urge to develop new skills is more than ever necessary for the successful Sea Scouter. It is not that the heart of boy has changed. There is the same readiness to respond to right leadership, the same capacity for hero worship and boyish affection, the same gaiety and infectious humour which make up part of the Scouter’s reward. It is rather that the boy, bewildered by the spate of activities offered to him either takes the easy way out leading to idleness and boredom, or succumbs completely to the direction of authority, whether parents, schoolmasters or employers, so that he may look for nothing more in Scouting than an easy-going respite from compulsory study. These are, of course, extremes, but the tendencies are there and experience shows that there is quite a danger that a disheartened Scouter may seek in them all the reasons for all his disappointments in Scouting. The steering of the right course through the shoal waters of the modern boy’s spare-time interests demands careful pilotage by the Sea Scouter, but it can be done and, like any tricky piece of passage-making, its successful accomplishment brings a great and lasting satisfaction.

In some cases the Sea Scout programme is confined to boys over fifteen by having either separate Senior Patrols run as Sea Scouts, or by having, within the Group, a separate Senior Sea Scout Troop to which boys can be transferred at that age. In these cases the ordinary Scout programme of training is used for the younger boy. In America the whole Sea Scout organisation is limited to boys over fifteen and its programme is planned with a view to its appeal to these ages. More usually a Sea Scout Troop consists of boys of all ages from eleven to sixteen or seventeen and, although there may be one or more separate Senior Patrols undertaking more advanced work and wider adventure, all alike are linked by a common interest in Scouting afloat as well as in the brotherhood of the Movement.

It would not be right to dogmatise on the relative merits of these two methods, but the following summary may be found useful in arriving at your own decision.

1. The Over-Fifteen Sea Scout.

- (i) The reservation of Sea Scouting as a Senior activity satisfies the desire of the older boy for special privilege and gives him an incentive to grow into greater responsibility.
- (ii) He is given a new interest at an age when the natural urge is to put away childish things and to seek activities which he can regard as manly.
- (iii) Physically a boy over fifteen is better suited to the more strenuous adventuring afloat which, particularly in open waters, might be too great a strain for younger boys.

2. The All-Age Sea Scout Troop.

Against these may be set the following points in favour of running Sea Scouting as an activity throughout the whole age range.

- (i) There is a sufficient variety of interest in Sea Scouting to maintain its appeal throughout a boy’s Scout life, and the desire for privilege among the older boys can be met by more advanced instruction and more adventurous cruises.
- (ii) Basic Scouting can easily be incorporated in a Sea Scout programme and can in most cases be given a nautical flavour which often provides added realism. Knots have an obvious practical value in a boat, and what is navigation but another form of tracking?
- (iii) The break with childish things can be as well made by moving up to a Senior Patrol doing more advanced work as by taking on a completely new interest. The background of

early elementary training will in most cases give confidence and pride on which to build new experience. For some the new status of approaching manhood brings the desire to “show off.” Often this takes the form of a tendency to shed disciplinary restraints and to the form of independence which expresses itself in a careless slouch and an almost studied negligence. By giving older Scouts some definite responsibilities as instructors this exhibitionism can often be usefully tapped and the independence of spirit, which is really a most valuable characteristic, be given a more useful and satisfying outlet.

- (iv) The economy of a single uniform throughout the Troop should not be overlooked.

Perhaps the most useful way to round off this chapter is to give a very brief summary of one Sea Scout Troop’s activities, prefacing it with the reminder of the point already made that though the principles and the general framework of training are the same in all Troops you will not find the programme of activities exactly duplicated anywhere.

What better time could we select for starting this review than Nature’s opening time, the spring, and what more natural than to find all hands busy doing spring cleaning. There is an air of purposeful activity in the little groups busy scrubbing the galley, painting their cabins or overhauling their boats, for they are a British Admiralty Recognised Unit due to be inspected by a visiting naval officer in a few weeks. Such Admiralty recognition, which applies only to British Sea Scouts, does not imply either naval control or any departure from Scout training principles, but it does provide a very definite incentive to efficiency, and the naval authorities realise that a well-trained Sea Scout, though his objective is peaceful citizenship, is a real asset to national security.

This is a ship maintenance night and there is a happy informality about the place which is largely the result of completely voluntary participation in a job which all feel to be worth doing. Friday night is Troop night, selected mainly because the bugbear of homework is eased by the week-end and because the local night school leaves that evening untouched. This, while retaining the atmosphere of happy recreation, has its pattern of more formal discipline and ceremonial. Each Patrol of from six to eight boys under their Leader is responsible for the cleanliness and tidiness of a part of the headquarters or guardship in addition to its own cabin, and the first part of the meeting is devoted to “cleaning ship”. These parts are given nautical names, such as cabin deck, boat deck, foc’sle, main deck, etc. and this helps to create the right ship atmosphere.

At 7.45 p.m. — the notice board has it 19.45 hrs. — the Troop falls in by Patrols on the main deck for “colours,” a simple ceremonial breaking out of the Union Flag and, in this particular case, hoisting of the Admiralty pennant which flies proudly from the foc’sle head during every meeting. Attendances and subscriptions—the boys each pay twopence per week — are recorded, preliminary announcements made and the Patrols break off for the first session of the evening. This may be elementary instruction under their own Patrol Leaders, more advanced seamanship, boatwork, etc., under a Senior Scout or a Scouter, or a session by a visiting instructor.

At 8.30 p.m. there is a short stand-easy during which the canteen is opened for tea and light refreshments at prices which attract the boys and still show quite a useful profit for Troop funds. Games, and perhaps an inter-Patrol competition or a yarn which gives life and colour to our instruction, bring us to 9.30 p.m. and the closing ceremonies. In these the colours are lowered by the same colour party responsible for hoisting them, and final notices are given out. A simple prayer read by one of the Leaders before lowering the colours brings the right emphasis as the last memory of the evening.

Some such weekly meeting forms the basis of almost every Troop’s indoor training programme, and added to this there should be opportunities for separate Patrol meetings and perhaps small classes for special badge instruction. Scouting is, however, essentially an open-air activity and this applies with special emphasis to Sea Scouting. A Sea Scout Troop which confines its meetings regularly to its headquarters, however well fitted and shiplike in atmosphere, is like a vessel permanently tied up in harbour, it never gets

to new ports and seldom meets with real adventure. The headquarters or guardship must surely be a starting-point for “going places,” and doing things, whether in the form of wide games or expeditions ashore, or in boating practices afloat, must be at least as frequent as the indoor meeting.

Though most of the special events of the year, such as displays, regattas, inter-Troop visits, Sea Scout Meets, shows, parents’ nights, etc., will be dealt with in later chapters they are mentioned here to indicate the importance of scattering red-letter days judiciously throughout the year. There should always be “something round the corner” to keep expectancy alive and to act as a stimulus to progress. This is not to suggest that the year must be a continued succession of stunts or shows. There must be periods of sheer relaxation and good fun; in fact the most successful kind of annual plan is probably one which takes the sea itself as its model and is a succession of moving waves of interest and enthusiasm on the crests of which the Troop may ride to its farthest objective.

CHAPTER III

How to Start a Troop

Whether these problems of starting a Sea Scout Troop arise from your own or from other people's convictions of the local need, there is one preliminary step which should always be taken, and that is to consult with the local District Commissioner. It may be of course that he has seen the local need first and has picked upon you as the right man to fill it. If not, and you can't find him in any other way, you should write to the Secretary of the Boy Scouts Association and ask for his address and for any other available information about starting a Troop. We could with equal truth have changed this order and suggested that the D.C. should first get together the nucleus of the Group Committee, these find the Scouters and they together find a suitable meeting-place, the boys, being the easiest to bring along, coming last.

The next essentials in order are, the boys, a Group Committee, a place to meet, assistants, instructors, and later, badge examiners.

From the first boys will have to be picked your Patrol Leaders, on whom to a very large extent the success of your Troop will depend, so they must be the very best fellows you can select and have the best training you can give them. To this end and to ease your own organising problems in the early stages it is essential to start with small numbers. If a fairly large gathering has been called to explain to the boys what is intended you should make clear to them that though you will take the names of all those who wish to join, only about eight or twelve will be admitted at first. When these have been partially trained, which may take about two or three months, you will be ready to take in the others. Some of these may have cooled-off in their enthusiasm in this period but this should only help to ensure that you have only those with some stamina as the first members of the Troop.

Perhaps the best way to select your potential leaders is to hold a preliminary evening of mixed games and simple instruction, giving as many as possible a chance to exercise some leadership and using your own observation to pick out those who show the greatest promise.

In these early stages of training a suitable meeting place should be easily found. You or possibly one of the boys' parents may be willing for this small gang to meet at their home, and in the fine weather much of the stuff can be done and should be done in the open.

Let us at this stage leave the actual training programme to seek out our Group Committee. In this chapter, since we are considering the birth of a new Group, we shall assume that it begins with only a Troop so that in spite of what we have stated in Chapter I the two terms will here mean exactly the same thing. The job of a Group Committee is to be responsible for Group property and to help the Scoutmaster with finance, propaganda, obtaining accommodation, camping grounds, employment for the members of the Group and for its general welfare. It is not concerned with the training of the Scouts, which is your responsibility as Scoutmaster. That training, which means not only knowing and planning the sort of programme required, but, even more important, knowing the boys and their home environment, will keep you pretty fully occupied, and if you have not a good Group Committee the jobs which they should do will either fall on you and ruin your effectiveness as a Scouter, or will not get done. A Group Committee is an essential part of your organisation so get out after a good one as soon as possible.

Their appointment is your responsibility but there are many advantages, particularly in a new Group, of giving the whole of the parents a voice in their election. The field of selection should not however be limited to parents: genuine interest and the capacity to help should be the first considerations. Your responsibility should, however, be made clear to them and one way of doing this is for you to fix the size of the Committee and make the nominations. The Chairman and Secretary are the key members. The former should, if possible, combine a certain degree of local influence with the gift of leadership and the wisdom to know

how far it should be exercised. The Secretary, if he is the right sort, will relieve you of much which would otherwise absorb valuable training time.

If the initiative in forming the Troop has come from a church or school they will probably want to restrict the choice of Scouters and limit membership to those who fulfil certain conditions. In this case you must be registered as a "Sponsored" Group, and the church, school or other body will become the sponsoring authority whose rights and responsibilities are defined in the rules of the Boy Scouts Association. You will have a copy of these given to you as soon as you are registered as a Group and you must apply to the D.C. to be registered as soon as the first Section is formed. It is impossible to do more than give the outline of a few of these rules which have a special bearing on your job as a Sea Scouter so, although our intention is that this book should be self-contained and not assume that you have access to a large library of Scout reference books, an exception will be made in the case of these rules, or "Policy, Organisation & Rules" to give it its full title, usually abbreviated to just "P.O.R."

Your immediate requirements will form the agenda of the first Group Committee meeting. and broadly these will be

- (i) The use of a large room or hall for meetings.
- (ii) The provision of funds for initial equipment.
- (iii) The discovery of Assistant Scoutmasters.

At the outset simplicity and limited responsibility should be your policy for the first two of these. It is much better for a Group to concentrate in its early days on doing practical Scout Training and let its plans for more elaborate headquarters develop gradually than for it to start off with a building of its own which may have been obtained by a great-hearted Group Committee. In both headquarters and equipment the value of the boys themselves having a real share in the growth is very great. You may well be astonished to find, as you read through the requirements of the tests for the Tenderfoot, Second Class and First Class Badges, how small an amount of equipment is required, and much of this can be and should be improvised. The Union Flag, rope, twine, a few triangular bandages, some signal flags, and a box to keep them in if you have to meet in a room used by other organisations during the week, will enable you to carry out all the indoor training up to Second Class. The building up of a more comprehensive set of equipment and suggestions to whet your ambitions for a home of your own are left to the next chapter.

With the Group Committee well launched on to useful channels, a minimum of essential training equipment and a place in which to meet, we are ready to begin our training of the first six or eight boys. You could invite any prospective assistants whom you or the Group Committee have found to help with this training, but you must know enough about them first to be assured that they are men of the highest possible character who will have the right influence on the boys. Their technical knowledge of Sea Scouting matters must be completely subordinated to this first essential.

As one of your aims for this training is to produce Patrol Leaders you should run from the start as a Patrol with yourself as their Leader. Each meeting should demonstrate ways in which they could run one of their own Patrol meetings as well as giving them instruction and practice in the Tenderfoot and Second Class tests. It should have some simple ceremonial opening such as an inspection and hoisting of colours and close with their lowering and, whenever appropriate, simple prayers. The instruction and the tests themselves can, in most cases be given a nautical twist. For example, in the Tenderfoot tests, the boating experiences in the life of B.-P. and the development of Sea Scouting in the history of the Movement can be emphasised. You can add to the bare story of the origin of the Union Flag that of the origins of the three ensigns, and tell them as Sea Scouts they ought to know the difference between the Union Flag and the Union Jack. Did you, for example, know that it is only properly called a 'Jack' when flown from a Jack-staff at the bowsprit end or in the bows of a vessel?

There will not be time to teach them all the essential flag etiquette at sea, but some of this, such as where and when to fly the Red Ensign, and who are entitled to fly the White and Blue Ensigns, the method of

“dipping” as a salute and the lowering of flags to half-mast for mourning having first been hoisted “close up,” should find a place in the yarn on flags.

The beginnings of first aid can be coloured by the picture of emergencies on board ship with no doctor available to show that ambulance work can be very closely linked to the job of a sailor. Woodcraft signs may not sound very Sea Scouty but the essential ones are so easy and the opportunities of adding a few nautical ones so obvious that you should be able to carry your Scouts quickly past the arrow, the cross, the “Gone home” and the “Letter hidden” signs, to some of the special tracking signs used on charts, the Plimsoll mark or the shapes and colours of buoys. All these are part of the observational training required before the art of tracking at sea — merely another name for navigation — can be mastered. In fact there is so much which can be added to the ordinary Scout tests to give them a nautical interest that there may be a temptation to call upon the unfortunate Sea Scout to pass twice as many tests as his land Scout brother before obtaining his badge. This is probably an excellent thing in so far as it gives him a real increase in efficiency but a thoroughly bad one if it produces either a false pride or appears as an unfair and disheartening barrier. Knots are so obviously a part of Sea Scouting that if you make a point of linking each to its practical use in a boat proficiency in them will soon become traditional in the Troop.

Spread over all this practical instruction will be the learning of the Scout Law. You may help them to understand the practical meaning of this by a series of short yarns, but you will probably make it more really a part of themselves by getting them to suggest their own examples of the Law in action. One way of doing this is for little groups to act a short scene which illustrates one of the Laws while the rest try to discover which it is. You can either relate yourself or get one of the boys to tell of an incident in which they have to spot the Law to be applied. The introduction of a few good turns which you can carry out as a Patrol will have the double benefit of creating a live spirit of Scout service as a tradition and of showing then how they can get similar good turns going when they later have Patrols of their own. It is impossible to over-emphasise the importance of developing this Scout spirit of happy helpfulness in these early days. You can plant its seeds so much more easily with these small numbers than in a large Troop, and it is upon this spirit more than on anything else that the future success of the Troop will depend.

Some, if not all, of the Second Class tests can be completed in this leader training period, for it is a good plan to get your Leaders at least one stage ahead in Scouting achievement. In these, as in the Tenderfoot tests, the Sea Scout flavour is easily provided. In the observation test, for example, there is a wide range of nautical objects for Kim’s Game from different types of rope to pictures of ships or ship given fittings. The tree test could be a slight twist to be linked with the woods used in boatbuilding but the importance of knowing their value for fire making should not be overlooked. The knots and lashings can be given a very direct application in rigging sheer legs and the construction of these or of a working derrick could form part of the test. There is no need to detail all the Second Class tests in this way. Once you have sensed the value and seen the method of bringing this Sea Scout interest into the tests a mere glance at the requirements in P.O.R. will give you the ingredients for any number of training programmes.

Sometimes these tests will be built into a story or a wide game or both, sometimes they will be put over as a direct purposeful piece of instruction.

Make sure that you provide ample opportunity for the boys to be tested, for there is nothing more disheartening for a youngster than to prepare himself for a badge requirement and then to find that the training programme and the S.M.’s time are so crowded that the promised test has continually to be postponed. It is comparatively easy with this first small gang to keep abreast of both instruction and testing, but when your Troop begins to grow the need for careful planning and for other helpers becomes increasingly important.

This brings us back again to the problem of A.S.M.s. You will be looking for those who first and foremost have a sound and healthy outlook on life and who will exert the right influence on boys. You want them to be young, enthusiastic and loyal. You want those whose lead in the ideals and practice of Sea Scouting the boys will happily follow. You will indeed be lucky if you discover even one man at once with

all these qualities, but if you are wise you will not be too easily satisfied or seek to become too quickly satisfied. You will not recommend for a warrant the first whose persistent keenness to help appears to ease your burden. On the other hand, you will appreciate that a young A.S.M.'s outlook is not a static thing. A fellow of eighteen or so may quite mistakenly feel that he is a social misfit and turn to work among boys as an escape from the bigger problem; you may, if he is made of the right stuff, be able through Scouting to help him to face these problems with a more balanced outlook through seeing that his job as a Scouter is to lead boys along the path to full manhood. But, it is hardly necessary to add, you must not let your desire to help an A.S.M. lead to take the slightest risk with the boys. If there is any suggestion that his influence on the boys is in the smallest degree unwholesome, he must go, however great his loyalty or enthusiasm. The question of training of Scouters will be more fully considered in a later chapter, but you should certainly do all you can to persuade your A.S.M.s to take advantage of the training facilities available—and example is, of course, one of the most powerful of all persuasive forces.

At this stage we may say that our Sea Scout ship has been successfully launched. We have our potential Leaders well on the way to Second Class and grasping something of the meaning of the Scout spirit. We have our Group Committee feeling a lively interest in the Group and having a hand in its successful progress. They have helped to produce us a place to meet in and promised to look after its financial security. The problem of an A.S.M. seems nearer solution so that we can take our vessel round into the fitting-out basin with something of pride in her design and confidence in her successful completion.

CHAPTER IV

Headquarters and Equipment

There will probably be a world of difference between the meeting-place in which your Troop begins its Scouting and the headquarters which you intend eventually to possess. That such a difference should exist is one of those good things in disguise which are the raw material of satisfaction, providing that you really do intend to make your dream come true. Perhaps if you are bent on giving the greatest possible satisfaction to all the continuing succession of Sea Scouts in the Troop you will never allow yourself to be convinced that your ideal H.Q. has been completed. Each generation of boys should taste for themselves the joy of feeling that they have added something of their own to the Troop's home, but ambition must be tempered with discretion and related to the needs of the present members of the Troop as well as to those of the future. It would be quite wrong to sacrifice the training and interests of a whole generation of Scouts on the altar of a grandiose building scheme.

What are the basic essentials of a Troop headquarters? Can we do better than quote from Scouting for Boys?

“It must be well lit and well ventilated to prevent depression and boredom. Pictures of incidents (not landscapes or old portraits) help to make attraction. A bright fire in winter. Interesting illustrated books and magazines.

“This can generally be got, furniture, games, etc., being given in the first instance by well-wishers.

“A coffee bar, commencing on the smallest lines, will generally succeed, and, if carefully managed, may develop a regular income for the upkeep of the clubroom.

“The Scouts themselves must do the cleaning and decorating and making furniture. . . . The clubroom must not be made cosy like a lady's boudoir, as the boys must be able to romp in it occasionally, or play handball or ‘Bang the Bear,’ etc. So you want furniture that will pack away into a corner.”

A Sea Scout H.Q. should have all these and in addition those touches which give the ship atmosphere which is so important. Different parts of the building can be given names such as boat deck, main deck, quarter-deck and so on, and nautical terms used wherever possible. For example, windows are called ports, ceilings become deckheads, stairs are ladders, companion-ways or hatches, and if small rooms are available for the Patrols they are obviously cabins. Sea pictures, ship models, lifebuoys with Troop names painted on, all help to create the right atmosphere, and there should grow up too a tradition of well-washed paintwork and clean scrubbed decks.

Let us then begin with the simple essentials and suggest the sort of additions which you will plan to make as the Troop grows in size, experience and resources.

It is, we will suppose, only a single room, say 20 ft. by 30 ft. which we are able to use on only one night a week. It would hardly be wise to start a Troop with much less; though one Sea Scout Troop which now boasts its own building with separate Patrol cabins and many other extras met for a considerable time in an old slaughterhouse, lit only by a paraffin flare and with a drain in the centre of its paved and sloping floor towards which in wet weather a small torrent of muddy water rushed from the yard outside. It would certainly have been condemned outright by modern standards as quite unsuited for any form of youth centre, but in it flourished a grand spirit which saw in its dark and smoky discomforts only a challenge to triumph over them. On its blackened rafters were built the Troop's first Patrol cabins and in it was rehearsed the first of many Sea Scout shows whose proceeds made possible the headquarters they now possess. There is a real

joy in living through this pioneering period which boys who have once experienced it will always remember. You have every right to be discontented with your first inadequate meeting-place so long as it is the sort of discontent which brings dreams of better things and the resolution to make those dreams come

true. Let us think then of our first requirements. You will need something on which to hoist the flag, and in a Sea Scout Troop this obviously means a mast, or a jack-staff. If you are ingenious you will perhaps devise one from gas piping which will telescope and pack easily away. If you seek the simplest solution you will no doubt be content with a pulley tied to a hook on the wall. You may provide the ship atmosphere with the minimum of trouble by merely naming the parts of the room as bow, stern, quarterdeck. etc., but you will find it much more effective, even if, or perhaps because, it takes just a little effort to make a set of gas-pipe stanchions on weighted bases and to fit to these a couple of rope rails to mark out the outlines of your ship or at least the most important part of her, the quarter-deck. You can indicate the port and starboard sides of your vessel by coloured lanterns and you can add interest and value to an old ship's wheel, even if it is made out of a salvaged handcart wheel, by making it turn a small platform on which a compass has been mounted. It is much more fun to learn your compass headings by steering on to them than to chalk them on the deck or read them out of a book. All sorts of rule of the road problems can be worked out with a device of this kind, and you can give the simple story of compass deviation to the more advanced Scouts.

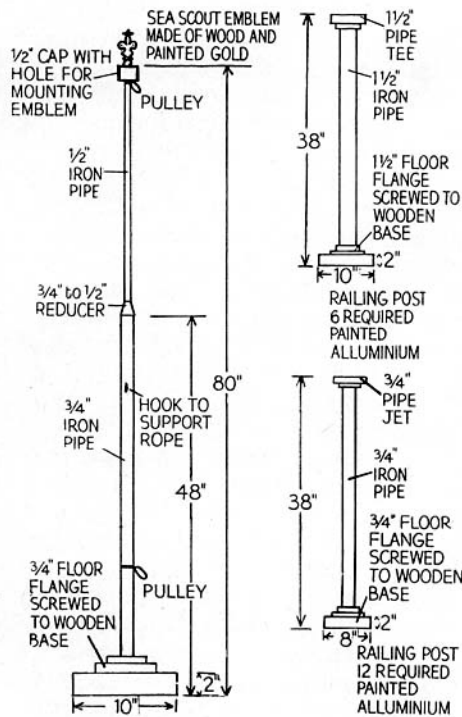
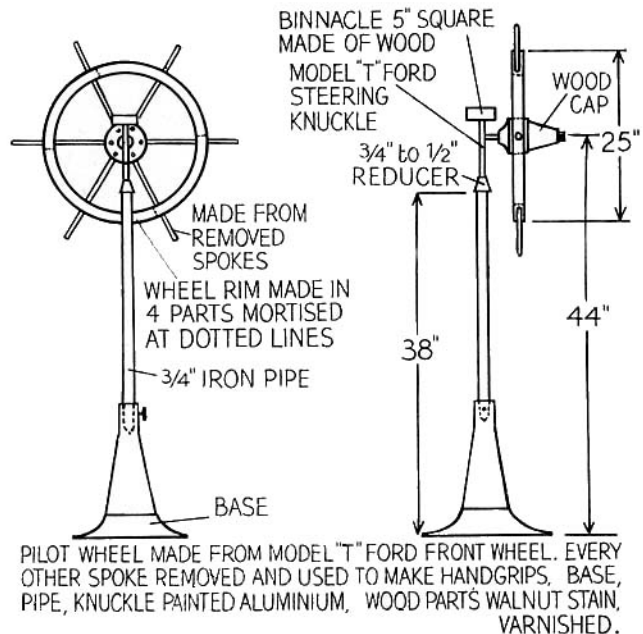


FIG. 1.

All these little extra gadgets call for some storage space which can be made secure when others are using the room. Whether this is an actual small room reserved for your exclusive use or one or two lock-up chests will depend on local conditions, but some safe storage is essential. These little extras will not come at once and there will be no doubt others which you or the boys will dream up for the improvement of your headquarters.

However ingenious you and the Troop may be in devising such additions, so long as you are able to use it only once a week, you will find the development of a strong Patrol spirit difficult. For a P.L. really to feel that he is leading his Scouts some place where they can meet and work as a Patrol on their own is essential. In summer, and indeed fairly regularly all round the year, in many countries, they can meet outside, while a P.L. who has sold Scouting successfully to his parents can often arrange for the Patrol to meet at his home, but neither of these is quite as effective as having their own Patrol meeting-place. This is, ideally, a separate cabin to which they can have access at any time and which they can



PILOT WHEEL MADE FROM MODEL "T" FORD FRONT WHEEL. EVERY OTHER SPOKE REMOVED AND USED TO MAKE HANDGRIPS. BASE, PIPE, KNUCKLE PAINTED ALUMINIUM, WOOD PARTS WALNUT STAIN, VARNISHED.

decorate themselves to their own ideas and taste. It can be part of the H.Q. or quite separate. It should be equipped with all the essentials for elementary Scout training — rope, maps, flags, bandages, pencils, notebooks and so forth. A small grant can be made from Group funds for its basic equipment, but a keen P.L. will usually find he needs some little extras for their special interest and he can be encouraged to collect in by small subscriptions, or other suitable method, sufficient funds to buy them. A number of items diagrams, models, etc. can be either made or presented by the members of the Patrol.

By the time you are ready to translate your plans for your own headquarters into reality you will have had enough experience to know pretty definitely what you need. So perhaps the following suggestions had better be taken as the raw material of your dreams rather than as the catalogue of your actual requirements.

The site will no doubt be controlled by many factors other than just where you would like it to be. You will naturally look for one conveniently near to the water where you can use your boats, but you will weigh also its distance from where your Scouts live. You will not expect that that spate of enthusiasm which will urge them to trudge long distances over muddy fields to get their first boating will bring them to a Troop meeting over the same course in the cold, dark dreariness of winter. It is certainly an advantage to have your headquarters handy for boating, but the more important factor is its suitability as a meeting-place when indoor meetings are essential.

For a normal Troop of four or five Patrols you should have a large room which you may call your main deck for ceremonial, games, gym or other activities calling for plenty of space. Your storage space can with advantage be divided into compartments for camp, instructional, and boatswain's stores, and partitions of

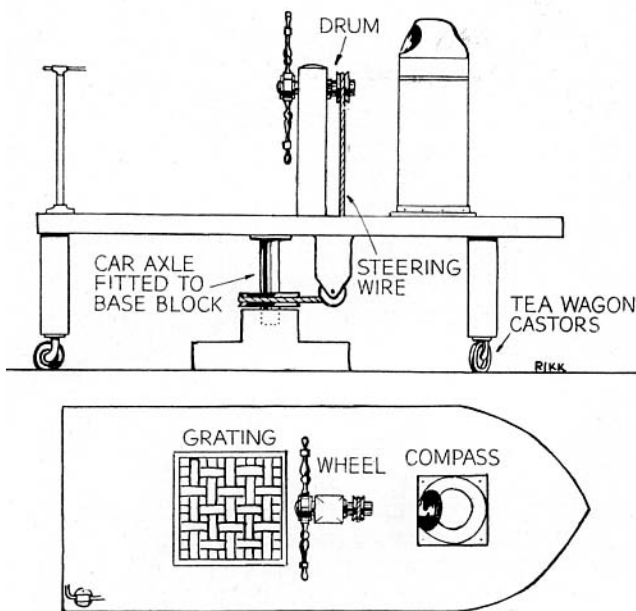


FIG. 2.—Steering Platform.

wire netting are cheap, give good ventilation and enable you to see quickly the general condition and tidiness of your stores. You will need sanitary arrangements and washing facilities. The galley, if fitted as in a ship, need not take up much space and will help in this way towards ship atmosphere. A gas stove is desirable, though primuses if well looked after are very effective. While on the subject of stoves the method of heating the whole building should be considered. Shall it be by open coal-fires, gas or electricity? The only useful comment which can be made here is that if they are available and you can afford them the two last have tremendous advantages of convenience, speed and cleanliness but it is worth having a fireplace in the big room if only for the sake of the cheery blaze on special occasions. Lighting by electricity will no doubt be your first choice and you will doubtless have many intermediate alternatives before you come down to the smoky paraffin flare mentioned earlier.

Now let us get rather more expensive ideas and consider some desirable additions. Patrol cabins should rightly come under a higher priority, and some would put a Scouters' cabin or wardroom in the essential class. A chartroom can be used for quiet instruction as well as for storage of charts and navigation instruments. A flag locker could be included here, and gradually it might be furnished to resemble a real ship's charthouse, though Radar may be some time in arriving! A workshop with an undercover boat-store alongside and a separate paint locker are very useful additions, and that is where we may leave our list of suggestions, for you will have your own pet ideas to add to an already expensive catalogue.

It may be that your dream headquarters is a ship, and you feel that as Sea Scouts your home should be a floating one. There is a real ship atmosphere in such a headquarters which helps to make practical seamanship a living tradition in a Troop, but if this is to become more than a dream you will have to decide whether your guardship is to be big enough to take the place of your shore headquarters. Will it provide enough covered deck-space for games and so on in the long winter evenings? Can you find moorings or the right mud berth for her which will be at the same time reasonably accessible for the boys? Can you afford not only the original cost but the considerable annual outlay for maintenance which can be as much as £300 or £400 for a large vessel? If you can find satisfactory answers to these questions you may well decide that a guardship is the goal for which you are going to work. One London Troop, for example, has a 78-ft. yacht-converted barge for their guardship. She is kept fully rigged and in very active commission, to the intense pride of her sixty-five or so members. Her running expenses average £350 per annum, which presents the Group Committee and the boys with quite a nice little financial problem.

Having built, at least in imagination, our dream headquarters, or launched our visionary guardship we have to spend some thought on her equipment. The rest of this chapter could so easily slide into a sort of catalogue, listing the things we ought to have under such headings as Furniture, Training Gear, Camping Equipment, H.Q. Maintenance, but all we shall try to do is to offer a few suggestions on these sections. For example, almost the only furniture you will need is some form of seat or should we have said just—forms. You will find it hard to improve on them for handiness, strength and cheapness. You will want something which stows easily when you need to clear the room for games, something which stands hard wear and which seats a Patrol, if you want to be more romantic you may think of half-barrels and give a sort of pirates' den appearance, but forty barrels take up quite a lot of room, If your mind runs on modernity and efficiency you may go in for nesting chairs, but these always seem more suited to a public meeting than a Scout H.Q. You must, however, take your choice.

Training equipment is best collected gradually as need dictates and opportunity allows. Some of the more important items are mentioned here but you will be wise to make your own list, based upon your own training programme.

You can hardly have too much rope. New rope should always be bought for boats and for rigging any tackles used for lifting heavy weights. Old rope may sometimes be obtained from friendly yachtsmen and this can be used for knotting and splicing practice. Get the boys to make their own knot boards and to include on them samples of different kinds of rope as well as the usual knots and splices. The most useful size of rope is probably one inch for general purposes, and a good supply of flag halliard for knotting. An assortment of blocks, thimbles, sail needles, seaming twine and marline with marlinspikes and wood fids should be collected for the boatswain's locker, which should also hold sewing palms and canvas. Your flag locker will begin by having just your own national flag, but will no doubt grow to include a complete set of international code flags as well as other ensigns and your Troop flag.

One or two pocket compasses for map-reading practice will suffice to start with, but later a boat compass with a sighting arm or azimuth mirror for taking bearings will be most valuable. Maps and charts will be accumulated gradually, but if you do any actual boat work in coastal waters you must have an up-to-date chart of your own area, and you will need protractors, parallel rulers and dividers for a modicum of practical navigation.

The first aid box should be in two quite distinct sections. One for practice gear and the other strictly reserved for real emergencies. One could go on indefinitely listing stuff which it would be fun to have, and though such things as barometers, wind and tide gauges have undoubted training value, though you may decide you must have a set of models to show rule of the road or systems of buoyage, these are things on which you will have to decide for yourselves.

In dealing with camp gear we must break once again with our resolve to be self-contained and refer you to the I.H.Q. booklet *Camping Standards*. This not only gives lists of all the essential equipment but sets the

standards which all Scouts should aim to reach in camping. You can no more afford to be without it than without *Scouting for Boys* or P.O.R.

All your camping gear can really be regarded as training equipment and some of it will be in use throughout the year. Other items such as tents will need periodic checking and overhaul to ensure that they are in good condition for the first camp of the year. Under this heading may be included hammocks which are used for overnight camping in the headquarters, if suitable facilities exist for washing, cooking and sanitation. The galley will probably have its own cooking gear and crockery if it is used regularly for running the canteen.



Maintenance equipment other than that required for boats is a small item. A few brooms and mops, soft soap, soda and sand for scrubbing, a few simple tools and materials for running repairs and additions, and a tin or two of paint with the necessary brushes, will fill all your normal requirements.

Quite as important as the collection or purchase of your equipment are the arrangements for its storage and issue. Perhaps it is even more important, for there is no clearer demonstration of failure in the ninth Scout Law than ropes frayed for lack of whipping, paint brushes spoiled by being left uncleaned or paint made useless by being left uncovered.

It is quite fatuous to insist on verbal accuracy in repeating that a Scout is thrifty, and in explaining its meaning, if rusting cooking pots and torn or mildewed tents show clearly that the Troop does not carry it out in practice. Responsibility for their own gear and for certain clearly defined sections of Troop property should be given to Patrol Leaders and they should be encouraged to train their Patrols to keep all these in good condition. This is, however, only half the story. Equally necessary are regular checks by Scouters who will assume

a wider responsibility. The stimulus used should be that of encouragement rather than coercion, and a scheme of regular points towards the Patrol competition is one way of helping the Patrol Leaders in their job.

There should be guidance too in planning the system of storage and issue. A place for everything which, either by labels or a plan, is clearly recognisable, is a first essential. Arrangements for issue should be simple and, as far as possible, foolproof. The rules must be rigid as regards the careful use, the certain return and the reporting of damage, but may be elastic as to the method of issue.

There is no place for issue vouchers in triplicate in a Sea Scout Group, but there is equally no sound reason for allowing everyone free access to everything at any time. A graded system of responsibilities and privileges is desirable here as in other Troop matters. It gives the stimulus to earn the greater privileges by a demonstration of a fitness to hold them. One such system might take the form of an issue of points for Scouting efficiency based on badge tests, for camping experience, and, either on a positive basis for good jobs done or by deductions for failure to look after equipment, for reliability. Access to more and more of

the stores for those with scores over a certain level could be used as one method to keep the highest possible standards of thrifty maintenance of Troop equipment.

Perhaps this chapter can usefully be ended with a motto — :

“It’s not what you have, it’s what you do with what you have which makes for success.”

CHAPTER V

Craft

Though there are many different types of boats suitable for Sea Scouting they will, for the majority of Troops, have one thing in common. They will be small, both from consideration of cost and of general usefulness in training. In his classic book, *Small Boat Sailing*, E. F. Knight wrote, “the smaller the vessel the better the sport” and that is almost certainly true when the sport is Sea Scouting. Naturally there is a minimum size and sturdiness which will depend first on the nature of your local waters, but once the demands of safety have been satisfied you will get better value all round from the smaller craft.

This must not be taken to belittle the value of taking a crew of Sea Scouts out in a larger vessel for more advanced work. If the Scouter himself owns a yacht capable of taking several older Scouts, either for short passage-making or more extended cruising, they will naturally learn more seamanship and pilotage than they could in a dinghy. They will in time taste the fierce joy, not only of challenging the wind and sea, but perhaps of testing their endurance and conquering their fear. There is real value in such experience for men in the making, but it needs not only sound seamanship but a high degree of real leadership in the Scouter before such responsibility can be conscientiously undertaken.

But we are leaping ahead far too quickly in our suggestions, for it is much more likely that you are as yet only pondering on the purchase of your first small boat than on the problems of taking Scouts afloat in a ten-ton cutter. Getting your first boat is always a thrill, and the more you have searched and saved to acquire her the bigger the thrill you get when she is really yours. You will want to give the boys their share of this satisfaction, so the Court of Honour will have examined and discussed all sorts of saleable and unsaleable vessels before the right one comes along. Some you will have been able to rule out at once on the cost factor or other equally obvious point, but you may at other times have felt the need for some scale of values on which to measure their suitability. While it is quite impossible to provide an exact measure which will apply to every condition, the following will serve as a starting-point and by adding your own special requirements you will, no doubt, be able to decide just what sort of boat you need. Of course the chances of getting exactly the sort of boat you need, unless you have her built, are quite remote, but if you have brought the Court of Honour to the point where they really know what they want you will, incidentally, have accomplished quite a valuable piece of training.

The most important factors are undoubtedly those of safety and soundness. You will have to weigh up stability, in the worst conditions you are likely to meet, after all due precautions have been taken against unhandiness, but with any bias leaning over towards safety. She should not be so heavy that a crew of twelve to fourteen-year-olds cannot handle her with a margin of strength to spare. For while there is real value in the occasional stretching of a crew's powers of endurance against strong tides or heavy wind, if you have an adequate safety margin, if their strength is continually taxed in handling a big boat it can only quench enthusiasm and may kill completely all interest in boat work. The best all-round type of boat for Sea Scouting is the dinghy capable of carrying from four to six boys. She should be big enough to allow of rowing with one Scout to an oar but small enough to be managed single-handed when required. A transom stern with a sculling slot is a real training advantage, and she should have a rudder and tiller for crew work. Above all, you must make sure in selecting your craft that they are really suitable for the waters on which they are to be used. Considerations of ease of handling must never be allowed to override those of safety.

If you are offered a boat as a gift you may be ready to sacrifice some of these requirements, but you should be tactfully firm in refusing any boat which is clearly unsuitable.

If you have no experience in the purchase of boats the best thing is to find, either from or perhaps through your Group Committee, a friendly expert who will make a survey for you. It is quite unreasonable

to expect that the mere reading of a few guiding notes will be as effective as his experience, but if you cannot find the expert and you are reduced to making your own examination these suggestions may reduce your risk of buying trouble. Test the soundness of the wood, particularly near the keel and along the water-line by pushing the blade of a penknife into it. The difference in resistance between sound and soft wood will be quite easily noticed. Any really soft parts will need renewal or at least covering with a lead or copper patch called a tingle. (See Chapter IX.)

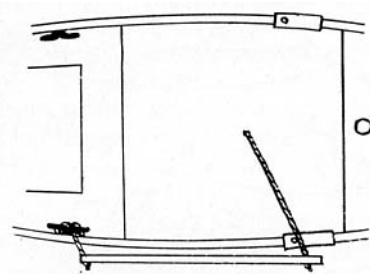


If the stem, or stern post, or keel are soft the boat should be rejected, for to replace them practically means rebuilding the boat. Cracked planks can be patched or replaced but extensive cracking should be taken as a danger sign. Look for signs of rust streaks below the nails, which are signs of loose nails —

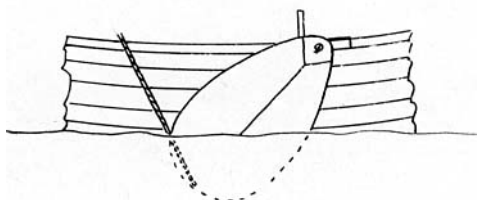
“nail sickness” — in iron-fastened craft. It is an expensive business to refasten a complete boat. Beware of old boats freshly painted to disguise these signs or other defects. Be suspicious too if you find concrete or a thick pitch-filling in the bottom of the boat. This will probably have been put in to cure a leak in the easiest and quickest way and the cure is rarely permanent. Sooner or later the pressure of water from outside forces up the pitch or concrete and the leak is back. Wood decays more quickly too when covered up in this way, and when a gap develops between the filling material and the wood.

On the other hand, you are not buying a yacht, or even a yacht’s dinghy, so that you should not be influenced adversely by a certain roughness of appearance, by bruised planking, worn gunwales or a tarred bottom though they may well be used as an argument to lower the price.

Almost all the other points you will want to consider are related to the size of your craft and to the local conditions. For example, if you want to be able to carry a complete Patrol of eight, you will need something about 16 ft. long and 5 ft. beam. This will be fine for crew-pulling, but when the Patrol is shorthanded, moving her will call for a good deal of hard labour. Then, again, if you have to lift your boats out and carry them ashore for storage, you will have to limit your boating outings to those occasions when you have enough hands if you decide on large craft.



At this point the question of sailing may come up for discussion. An ordinary pulling dinghy does not sail well unless fitted with a centreboard, and this is not a job to be lightly undertaken by amateurs. A small, centreboard sailing dinghy is however a good dual-purpose boat, and if you are in the mood to dream and plan for a Troop fleet of standard boats, you could hardly beat the 12-ft. sailing dinghy as a type. The Thames Sea Scout Committee have had a number of these built for Sea Scout Troops in their area at a cost of about £60 each.

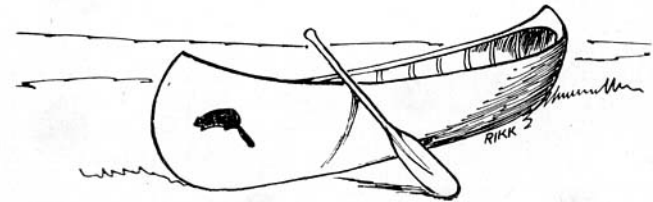


Old ship’s lifeboats are often fairly easily and cheaply obtained near large ports but they are quite unsuitable for normal Sea Scout use. They can be converted into effective motor cruisers if you have the necessary facilities and skill amongst your Rover Crew or Scouters, and with leeboards they make sturdy, if somewhat unhandy, sailing craft. E. F. Knight as a boy sailed from London to the Baltic in

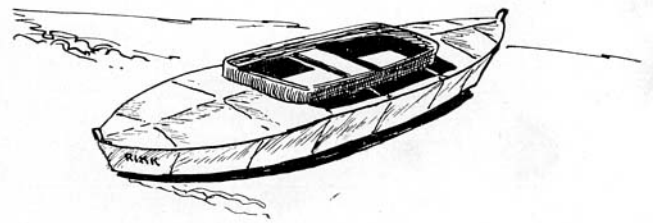
an old P. & O. lifeboat which he rigged as a ketch and fitted with leeboards.

Sometimes ex-naval cutters, whalers or gigs can be picked up cheaply, but these are all too heavy for boys under fifteen to use regularly, and they should only be considered if you have a hefty crowd of Senior Scouts. You should remember too that they take up a considerable area of water under oars and are quite unsuited to a narrow river.

For inland waters, canoes or kayaks have many advantages. They can be fairly easily and cheaply built by amateurs from designs which are available at I.H.Q., so that a fleet of one-design craft is a practical proposition even for Troops of limited means. They are light and easily handled both when afloat and when making portages around locks on canals or to neighbouring waterways. They can be housed well away from the water if a light two-wheeled frame is used. Well packed, they carry a surprising amount of kit. In this respect the Canadian type is far superior to the kayak or Rob Roy, and its stability when well loaded with the heavy stuff at the bottom is very good indeed. Until you have proved its capacity by experience it is a rather terrifying business to set off across choppy, open water in a canoe loaded until it has only a couple of inches or so of freeboard. The sort of canoeing described by Stewart F. White in his book, *The Forest*, is real adventure, whether challenging the waves in wind-swept lakes or paddling quietly up a lonely tree-girt stream. Who could read this, for example, and not feel the wanderlust creeping over him?



Canoe.



Kayak.

“About noon we came to the last island and looked out on a four-mile stretch of tumbling seas. We landed the canoe and mounted a high rock.

“ ‘Can’t make it like this,’ said I . . . ‘Let’s see that chart.’ We hid behind the rock and spread out the map.

“ ‘Four miles,’ measured Dick. ‘It’s going to be a terror.’ We looked at each other vaguely, suddenly tired.

“ ‘We can’t camp here — at this time of day,’ objected Dick, to our unspoken thoughts.

“ ‘And then the map gave him an inspiration. ‘Here’s a little river,’ ruminated Dick. that goes to a little lake, and then there’s another little river that flows from the lake and comes out about ten miles above here.’

“ ‘It’s a good thirty miles,’ I objected.

“ ‘What of it?’ asked Dick, calmly.

“ ‘So the fever lust of travel broke.’”

If you are not satisfied with second-hand, bookstored adventure and what true Sea Scout would be completely satisfied with merely reading? — you can almost certainly find it nearer home. Canals, the upper reaches of rivers, and lakes or broads, all have their discoveries to offer to the would-be explorer. The whole of Sea Scouting should really be a sort of adventuring afloat, and as it is such an important subject it deserves a chapter all to itself.

CHAPTER VI

Adventure Afloat

You have only to glance at the cover of any popular boys' magazine, or read the posters outside any cinema which caters for youngsters, to realise that the spirit of adventure is very much alive in the boys of today. The only trouble is that so much of it is the spirit of second-hand adventure and that so many of them are content to enjoy the shadow instead of the reality. Sea Scouting can provide real adventure in its best form for boys of spirit, and most boys come into Sea Scouting expecting to find it.

What are the essentials of the best sort of adventure? First, the acceptance of risk in achieving something which we feel to be worth while. The risk may be merely that of getting wet, or of suffering some other small discomfort, or it may involve an element of real danger. The objective may be merely the completion of a wide game or a treasure hunt during a Troop meeting, or it may be the exploration and survey of a tract of unknown country. Certainly if it is to be an adventure at all it must have something new about it. The completely known so easily becomes the absolutely dull as an adventure. A voyage which is thrilling when first made becomes a dull routine after repetition though there may be just as much risk involved and just as worthy an objective at the end. The game or treasure hunt which captures everyone's interest when first played may become a regular feature of your programme, but it cannot claim to be an adventure when it is really just a habit. This does not mean that a good idea cannot be repeated, but that if it is to be classed as an adventure it must have just that touch of imagination which provides the interest of the unexpected.

For example, to the newly joined Sea Scout there is adventure in just being afloat. The possibility of messing about in boats no doubt attracts many boys to Sea Scouting just as it makes the letting of craft on inland streams and pools a profitable business. But there is no need to tell you that your Sea Scouting will fail if it goes no further than providing a cheap afternoon afloat. By example and challenge the Sea Scout should be led from this first stage of his adventuring afloat to the next, that of the quest for skill, first as a member of a crew and later as a coxswain in charge. All through this quest for skill there can be a glimpse of purpose given to the boy hints of bigger adventure that is possible for efficient boat crews; examples of the training which great adventurers such as Scott, Wingate and Watkins considered necessary for themselves and their teams and a modicum of praise, where earned, to encourage the right kind of personal pride in his own seamanship.

What adventures are possible for the reward of skill? The most obvious are those wide games into which boat work can be introduced wherein the crewing and then the leadership will go first to those who have proved their watermanship.

There seems little point in setting down detailed examples of these games, for they must clearly be designed to suit your own local conditions. Let us consider rather the principles of their planning so that only a sound knowledge of these local conditions and a modicum of your own imagination are required to produce a whole series of them.

The main ingredients of most such games are:

- (i) Two or three rival parties.
- (ii) An objective to be reached and captured or defended.
- (iii) Opportunity to practise scouting skills such as stalking, quiet rowing, map reading, signalling, etc., under varying conditions of difficulty.
- (iv) A story to appeal to the imagination and to add continuity and interest to the whole.

It is probably best to start simply with two competing parties but in this case we will assume that three are to be used. Next we will decide that we want to bring in quick, efficient boat-handling, stalking, map

reading, fire lighting and message passing. It will usually not be practicable to bring in quite so many activities but it will be useful here to use them as illustrations of method. With these ingredients the story and the method of playing the game emerge together. Two rival parties attempting to establish a trading base in a coastal region inhabited by wild and independent savages. One party will approach in safari overland, the other by water. The savages will be lighting their cooking fires and preparing their meal while their outposts watch out for the approach of any enemies and give warning to the main body by passing messages secretly, silently and quickly. The party which can convince the natives by the exercise of "big magic" will succeed in getting the concession. Merely to attack and kill them would only reduce their chances of getting them to grant concessions. The natives, on the other hand, will win if they can prevent either of the parties from establishing themselves. You can arrange so that either party can "kill" their opponents by taking the usual wool "life," or with slightly more complicated procedure you can arrange that only the uncivilised native can kill; the merchants can only take prisoner, using the same method of breaking the wool band. The difference between killing and being taken prisoner is that the "dead" merchant can obtain a new life from the umpire, whereas the natives, being the larger in number, can only retake their prisoners by assaulting the merchant base where they are imprisoned.

Next the question of the "big magic" has to be considered. This could be a small wireless set which would no doubt impress the natives, but it would be safer and certainly cheaper to have an alarm clock in a box. This could be set to go off at a certain time which would mark the end of the game. If the merchants had succeeded in getting this put in the given base before that time they would win. The boundaries can be defined by map references to give practice in map reading, or by cross bearing or transits on the chart. It should be selected so that there are several ways of approach both by land and water.

If you have only one river on which boats are visible from anywhere on either bank you will obviously have to set your boundaries so that the landing parties have a reasonable chance of stalking up, or, with more experienced crews, use darkness as cover and to add to the interest. You could devise other methods of scoring, but probably to confine your decisions to the number of prisoners and "dead" and to the actual success of attack or defence, will be best at first.

The adventure journey, with or without a story, has a strong appeal to the Senior Scout and these are usually best organised on a circular route with each Patrol starting off at a different point. At each of these points an "incident" is staged which brings in various sorts of seamanship or Scoutcraft. You could have, for example, the rescue and treatment of a drowning man a dummy is more resistant to prolonged and perhaps inexpert handling than a live subject! At another point the Patrol might be required to dive or grapple for two ends of rope or chain which represent a broken telegraph cable and to join these with a specified knot or splice. Other possibilities are

- (i) Taking a line of soundings.
- (ii) Erecting a seamanlike flagstaff from given materials and sending a given code message.
- (iii) Being told that their boat has been holed, to get themselves and their gear across a stream with given materials. Clothes and gear to be kept dry.

If a story is required what better plot could be suggested than the true records of the hazards and accidents of some of the great explorers. With a copy of *South with Scott* or, say, *Northern Lights*, with the addition of a little imagination almost any number of first-class adventure journeys, with stories complete, could be built up.

For some the best possible adventure afloat is the thrill of racing under sail with rivals in identical craft, and this enjoyment is one which can last a lifetime.

Perhaps the reason there are so few Sea Scout regattas is that one-design craft are so expensive, and if this difficulty is overcome by purchasing boats for the use of an area, there are further difficulties in the effective maintenance of boats under such joint-ownership which do not arise with Troop or personal ownership. Perhaps a local sailing club might consider the idea of apprentice crews from selected Sea

Scouts, and the honour of being included in such a selection might well stimulate efficiency. There are many ways in which a suitably sited Sea Scout Troop could repay such a good turn by the local yacht club. At first they would no doubt sail just as crews with the owner at the helm but later perhaps special races might be organised with Sea Scout coxswains and the owner acting as pilot and adviser and to look after the safety of the vessel. There is room for a good deal of co-operation of this kind and with wise selection it would be of double benefit; it would be a grand experience for the boys, and, with the right boys, a fine advertisement for Sea Scouting.

Even if you have only one sailing boat and cannot get any help from a local yachting club the adventure of sailing races need not be completely abandoned. You can have each crew timed over a given triangular course and your timing could include hoisting sail and getting under way as well as stowing and anchoring. The crews may not have exactly the same conditions but these must be included in the luck of the draw.

With the older boys we have a chance in Sea Scouting to help them to grow up from the games of adventure to the real thing, and we ought to do more to lead them from the fun of finding something which is just new to themselves to the satisfaction of discovering things which are completely new. Only a few can have the bigger opportunities of taking part in an organised expedition to unknown parts, but there are two aspects of discovery which can be much more widely followed up. There is the real satisfaction of adding to the Troop's, as well as to our own, store of experience; and, after we have exhausted the opportunities of finding the completely new, we can go on looking for new discoveries about old and familiar parts.

What better example can we quote of the adventure of personal discovery than B.-P.'s voyage with his brothers up the Thames to its source and then down the Avon, across the Severn and up the Wye into Wales. What a grand idea for a Sea Scout Troop to copy. What about your own local rivers? Have you ever explored any of them to their source — or as near as you can get with a portable shallow-draft boat or canoe? Difficulties? Of course there will be difficulties; it wouldn't be a real adventure without them.

Then there are canals and lakes. In all these cases the careful balance between the risk of the unknown and prudent precaution must be the basis of your plans. In any exploration of new waters some acceptance of unknown hazards is inevitable, but not only must the safety rules in P.O.R. be most strictly observed but such additional safeguards as the wearing of life-jackets and the most careful watch on weather conditions should be insisted upon.

The summer camp should normally be the opportunity for the whole Troop to discover new waters and new countryside for themselves. If you cannot take your own craft you should consider when deciding upon the site whether local craft can be hired at a reasonable figure. Sometimes it is possible to come to a mutual arrangement between two Sea Scout Troops who are camping near each other's headquarters to use each other's boats. Whether you hire or arrange such an exchange, a definite programme of use should be organised so that they are not just used for "Drifting down the river on a Sunday afternoon." In any case a preliminary reconnaissance by the Scouter, and perhaps the P.L.s, should be made, not only to make the normal camp arrangements for supplies, etc., but also to discover something of the safe possibilities for water expeditions so that plans can be made to take the greatest possible advantage of them.

For example, you could hide a tin box with an explorer's last letter inside at the point you want them to reach, and at the first camp-fire give them a yarn about the expedition which set out to reach the source of the great Bongawonga river and were never heard of again except for a few reports which have gradually been gathered from the neighbouring tribes. These all suggest that they may have left some message of considerable value at the farthest point of their journey, which seems likely to have been at _____ and here you can give or refer to the detailed navigating directions. You could make it a single Patrol adventure with set difficulties to be overcome floods, sickness, thieving tribes — or you could turn it into a normal wide game with rival parties. Knowledge of the river, its tides or currents, its depths, its course relative to other landmarks should all be brought in to add interest and give value to the training.

Another way would be to give each Patrol an antique-looking sketch of the area which they would be told was all the previous explorers have been able to discover. They are thought to be generally correct, but inaccurate in several details, and lacking in some information now of special value. The patrols are asked to check these particular points and insert the required information.

The ways of turning such camp explorations into exciting games are legion, and there is really much more fun for you in devising your own than in wading through lengthy descriptions of other people's ideas.

Let us end this chapter with some suggestions on exploring the familiar and finding new interests in our everyday surroundings. If we were inclined to be highbrow we might call this sort of thing Sea Scout research for it is really adventuring for knowledge. Usually it will be the job of the Scouter to prompt the questions and, at first, some stimulus of example will be needed to start the boys off on the quest for the answers. When the idea gets hold of them, however, you may find that you will have more suggestions from them than their experience or their time and patience can possibly answer. It will then be for you to hold the balance.

What sort of questions? These may range from finding the rate of flow of your river or tidal stream to the more complex problem of an elementary survey of some local channels. You will have to consider carefully before undertaking anything which requires long continued observations, for arduous work which fails to achieve useful and reliable results will kill interest. The testing of such things as paint, varnish, rope, etc., by exposure to weather or immersion in water can awaken quite a live interest and lead on to useful results. The collecting urge which most boys seem to possess may be satisfied by getting together samples of all the varieties of sea-bed shown on the local chart and mounting these on a relief model of the local estuary or channel. To others, samples of local marine plants or the making and stocking of an aquarium may be adventures of absorbing interest and, in case all this should seem somewhat academic, it should not be forgotten that most real explorations make such collections an important part of their programme.

The adventure of useful service should not be forgotten. Not only was this a central part of B.-P.'s original Sea Scout plan but experience has confirmed that this meets a demand which is part of the natural urge of the growing boy to take some useful part in the adult world, and it certainly provides a satisfaction much greater and more valuable than is generally realised.

The obvious danger of undertaking too much must be avoided, but life-saving patrols for limited periods, especially at seaside resorts during holiday times could be undertaken; some sort of co-operation might be arranged, after suitable training and testing, with the local coastguard station. The older boys of Gordonstoun School, for example, have a coast watching scheme which is manned whenever a bad-weather watch is put into operation by the local coastguards. They have their own watch hut and rocket apparatus in which they keep proficient by regular practice drills.

There are no doubt many other ways in which a trained Sea Scout Troop could provide valuable community service, but care should be taken not to engage in any work which might have the effect of causing local unemployment or of competing with local trade or paid services.

CHAPTER VII

Basic Tests in Sea Scouting

The difference between the tests of basic Scouting which make up the Second and First Class Badge requirements and the basic tests in Sea Scouting which are dealt with in this chapter lies only in the methods suggested for carrying them out and not in the tests themselves. We have already stressed that the Sea Scout is first and foremost a Scout, and he should be trained, as all good Scouts are, to look after himself in the open whether ashore or afloat, with a sufficient margin of knowledge and skill to be able to help others when the opportunity offers. We must be on our guard lest as Sea Scouts we become merely aquatic instead of amphibious, and we have a reminder of this in the First Class Journey in which only part of it may be done by water.

We have already made a number of practical suggestions for the Tenderfoot and Second Class tests in Chapter III so that here we shall go on to consider the First Class tests from the Sea Scout angle. The camping tests can legitimately be made to include one or two nights spent afloat or at least as part of an expedition by water. It should be noted that these camping nights are not strictly testing periods but training requirements, and a more experienced Scout or Scouter should normally be with the apprentice First Class Scout so that unwise risk does not arise. On such journeys an immense amount of practical seamanship, pulling, anchoring, sounding, pilotage, etc., can be learned by example and imitation. It is probably not sufficiently realised what an important part of the First Class tests this is, especially for Sea Scouts. Certainly it should not be a mere totting up of nights spent under canvas.

In the emergencies at least two of these should have to be dealt with in a boat. Fire afloat is one of the gravest dangers and, in craft fitted with petrol engines a knowledge of fire extinguishers and their use is a real essential.

You can't, of course, go lighting petrol fires in your best boat but it should not be beyond the ingenuity of a Sea Scouter to devise a floating bonfire of sorts which has to be either towed and beached or extinguished afloat. There are obvious possibilities here for a game based on the Spanish Armada and the fire ships which Drake sent among them. An old oil drum cut longitudinally, ballasted and having some oily waste burning in it, is merely a starting-point for your own ideas. The degree of realism which you permit must depend on the experience and discipline of your Troop, but you must make allowances for excitement in the heat of battle and frame your precautions and rules accordingly.

How about combining a rescue from drowning with a fractured rib? How does one do artificial respiration under these conditions? Presumably the rocking method would be the only appropriate one, for the Schafer method would be much too likely to result in more serious injury. Bandaging afloat needs to be preceded by adequate practice ashore, and here one must be careful not to make Sea Scout standards too far in advance of those demanded from their brothers ashore. A nice judgment is required to select the right mean between whetting their appetite and dampening their enthusiasm.

In the observation tests the underlying objective should be kept in mind when devising suitable Sea Scout examples. There are two complementary parts to this test, the ability to observe and the ability to make reasoned deductions from those observations. In an article in the *Scouter* for April 1944 the Camp Chief gives an example of these two from the Sea Scout range of opportunity. The Sea Scout observes the lines of driftwood, seaweed, etc., which indicate high-water mark and deduces from these the precautions for securing his dinghy.

It is but a small step from this to lay out a complete tracking test on the shore. This might be simply the beaching of a dinghy and the unloading of stores and passengers. The Scout would be required to say how long it was since the boat was grounded, whether stem or stern first, how many passengers and something

about them, e.g., whether male or female, and what sort of stores from small clues left about. One should avoid over elaboration or highly artificial incidents.

Another permissible variation of the ordinary tracking test would be to stage a Tenderfoot picnic in which sufficient signs are left of some of the worst faults of inexperience; do not overcrowd your stage; five or six faults of varying difficulty will be enough, and if you need more detailed suggestions, what about a boat left unattended above high-water mark and having to be dragged down to the water, many matches and half-burned remains of fire, crutch lanyard used to tie poles together over fire and left, for obvious ones and, more subtly, deep impressions on one side and shallow impressions on the other side of where the boat was first carried indicating the character of the fellows doing the job.

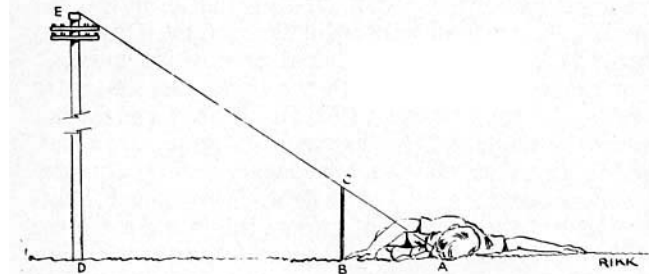


FIG. 6.

The recognition of trees and birds can be given a Sea Scout flavour by taking sea birds and using the woods required for boat building, but this is one of the tests where a broader outlook may well be encouraged. In estimation, on the other hand, there are tremendous opportunities for special Sea Scout practices, and we should not only bring in such nautical distances as the sea mile and the cable, but gently tie on to the well-known methods of measuring heights and distances the elementary beginnings of more accurate navigational measurement. For example it is but a short step from finding the position where one's horizontal distance from an object is equal to the height of the object by using a Scout staff, to finding the same thing by means of a sextant. With the staff you move it until, when your eye is placed a staff-length from its base, the top of the staff and the top of the object appear in line (Fig. 6). The simplest of geometry shows that we have found one corner of a right-angled triangle whose vertical side is the height of the object and whose other angles are each 45° . In such a triangle the two sides adjacent to the right angle are equal. So we can set an angle of 45° on a sextant and then walk until the top of the object seen by reflection appears level with the base of the object seen direct (Fig. 7). As before the height of the object is the same as the observer's horizontal distance from its base. It may well be that you will find some of the textbook mathematicians among your older fellows will point out the horrible inaccuracies of these statements but we must leave them to add their refinements. There may be those who will want to know how the sextant can be used to find the position of a ship at sea, and we can go a fair way to satisfy their curiosity without embarking on a navigational treatise, if they had observed the angle between the top of a lighthouse and its base to be 45° they would know that their position must lie somewhere on a circle with the lighthouse as centre and its height as radius (Fig. 8). If they are farther away the angle will be less than 45° and tables can be obtained which give the distance away for any given angle and any given height. If two such lighthouses or other objects of known height are available the observer can find his exact position by drawing two of these position circles and noting where they intersect. Lastly, the sun and stars can be regarded as very tall lighthouses and by finding their angles above the horizon position circles can be drawn using the point immediately below them on the earth as centre. To go further here would be to embark on that navigational treatise which we have already disclaimed, but it is quite possible that you may awaken in some such way as this a genuine interest in navigation among the older chaps and arouse a real determination to master its elements. In one Rover Crew a series of weekly "Nibbles at Navigation" were maintained through a whole winter session from just such a beginning.

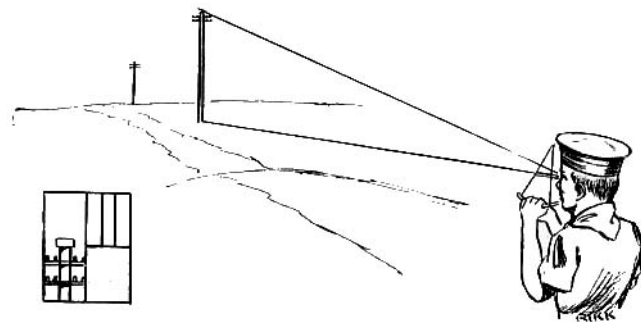


FIG. 7.

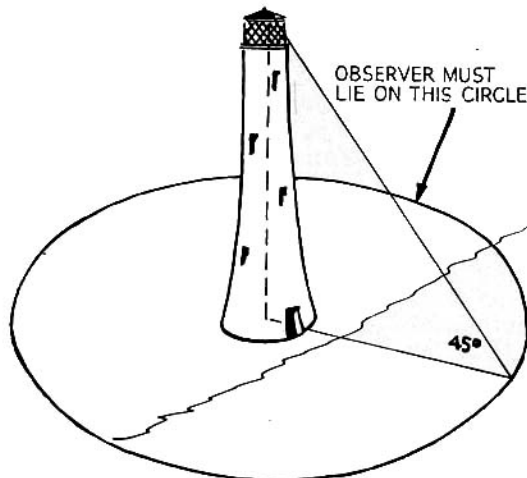


FIG. 8.

thing with the hilt three times its length from the point, your distance is three times the height of the object, or your distance in yards is the height of the object in feet. You can mark off your staff either in numbers which show how many hilt lengths from the point, that is the number by which you divide your distance from the object to get its height, or in degrees, as were the original staffs. With this brief hint we must leave the problem in the hands of your tame mathematicians as their piece of navigational adventure, only adding for their encouragement that a carefully made staff will under suitable conditions give you your latitude to the nearest half-degree, or even closer.

In the Pioneering test the erection of a model, or even better, a full-sized flagstaff, complete with topmast, cross trees and gaff, and properly rigged with guys, vang and halliards could usefully combine the sheer lashing of the First Class with the repass of the Second Class lashings as well as being good preparation for camp. A Sea Scout Troop in camp should take special pride in the seamanlike appearance and smartness of its flagstaff. The area around it is their quarter-deck which sets the level of neatness and tidley decoration for the whole camp. The splices, too, find their place in this job for each of the two

halliards needs an eye splice in one end and a back splice in the other. While on this subject of ropes, see to it that an unwhipped frayed rope never betrays your reputation for sound seamanship.

An axe is almost as much a sailor's as a backwoodsman's friend, and though to the sailor it is more often looked on as a piece of emergency equipment which can be relied on to get him out of a tight corner, if he is to depend on it when emergencies do arise he must see to it that he is at least as efficient in its use as the fellow who is handling it under easier conditions ashore.

When we come to signalling it is difficult not to expect something more of the Sea Scout, for good signal communication to a vessel otherwise out of touch with the shore almost amounts to a necessity. Accuracy and careful checks are more important than speed, and points in signal competition should be weighted accordingly. By devising simple codes involving only a limited number of letters interesting games can be introduced while the alphabet is being learned. For example, signallers can be stationed by each of two observers taking bearings at given times of an approaching boat. These bearings can be signalled back either as figures or by any ten-letter code to represent them. In the H.Q. the position of the boat can be plotted by

Perhaps you feel that this is all very well for those lucky Troops which can get hold of a sextant, but if you have no chance at all of even borrowing one you can turn this apparent handicap into a useful stimulus by making your own Jacobs Staff. This will bring not only something of the romance of the old merchant-adventurers who used it in their navigation, but be linked with a real piece of Scouting history for it was the symbol of the 1937 International Jamboree in Holland. In its simplest form it is just a kind of wooden sword with a sliding hilt (Fig. 9). To use it to find the height of a lighthouse, place the pointed end against your eye, slide the hilt until it is its own length from the point, and then walk until the length of the hilt exactly covers the lighthouse from base to top. Your distance from the lighthouse is then equal to its height. If you do the same

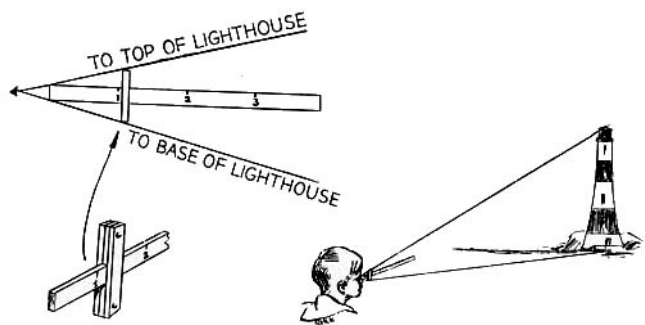
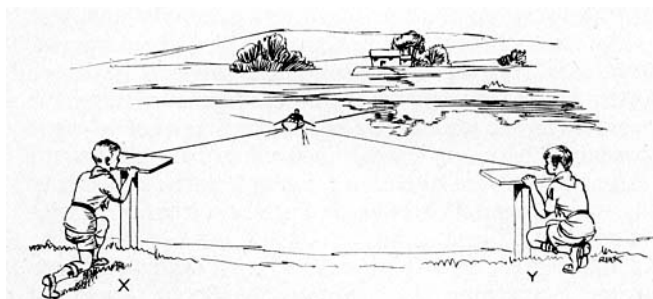


FIG. 9.

laying off these bearings on a large-scale chart or map if the positions of the observers are accurately known. In practice it is easier to use a plotting board with two arms pivoted at points representing the observers and having a graduated circle at each point. Any convenient scale can be used. There are all sorts of amusing additions which can be made to this scheme to increase the interest. For example, the boat can be an enemy raider, and a defending craft can be signalled to steer certain courses to intercept it. It has been played in this way with Patrols on foot over the sands of an estuary at low water. The boats can be brought through an imaginary tricky series of channels into a harbour marked on the plotting board, while an umpire decides on penalties for running aground or colliding with buoys or other vessels. The crews have to assume they are navigating in fog and only act on the signals received from base.

There is a lot, however, to be said for some steady signal drill in the early stages, and boys will cheerfully go through this if they can see the success of those who have previously been through the same process. In camp, for example, the morning P.T. could consist of, say, three complete alphabets of



From post "X" to post "Y" to scale.

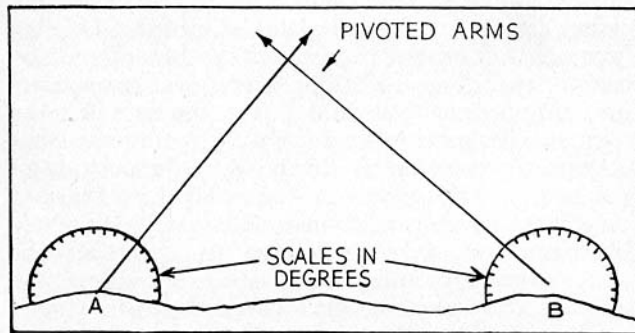


FIG. 10.—Plotting Table.
A-B is length of base line.

semaphore. If correct positions are insisted upon and the movements are kept brisk and vigorous not only is it really good exercise but a good standard of signalling can be quite rapidly obtained. There is usually a longer delay in getting most boys through this test than through the others because fewer boys are ready to put themselves through the dull routine of early signal practice than to try their hands at knotting, fire-lighting or cooking. Once the ability to send and read simple messages has been gained, enthusiasm for practice is far more easily aroused.

In the exploring test the first objective should undoubtedly be proficiency with the local one-inch map. For the inland Sea Scout there may be a tendency to stop there, but they will feel more like men of the sea if they have at least some acquaintance with charts and their uses. The Sea Scouter should mix the two to suit his boys and the local conditions. In an estuary where they will be using channels regularly a knowledge of buoyage and an understanding of soundings ought certainly to be possessed by First Class

aspirants, and their compass work should include the ability to take bearings and to lay them off on a chart to fix position. By way of compensation they would not be expected to have quite such a detailed knowledge of, say, footpaths or of conventional signs on an ordnance map that would be required of the inland Scout. All Scouts should have a working knowledge of the Four "D's" of map reading and know how they are represented on a map or chart. They are:

- DIRECTION — Magnetic or True.
- DISTANCE — Scales and how shown.
- DIFFERENCE of level — Contours. Soundings.
- DETAIL — Conventional Signs.

Lastly, except for the Public Service section on Highway Code, which is the same for all, there is the Journey as the test of the completely trained First Class Scout, one who can look after his health and comfort

during a 24-hour journey by land and water, who can observe with intelligence and keep a satisfactory record by log and sketch map.

One sometimes finds a trace of resentment among Sea Scouts and even among Sea Scouters that this test cannot be taken entirely afloat. They will tell you that as they have so often to know their own nautical applications of a test in addition to the ordinary basic test itself that here, where a straight alternative could be so simply given it should surely be allowed. The real point, of course, is that the Journey is the culminating test of all-round Scoutcraft and it would be quite wrong to make it a specialist's corner. A sailor is traditionally an adaptable handiman whether ashore or afloat, whether in the humble but useful domestic fashion of Marryatt's Masterman Ready or on the grander scale of the great sailor-explorers Cook, Scott and Shackleton.

How are all these tests to be fitted into a Troop programme? In the early days, when all are more or less at the same stage of progress, instruction can be fairly simply planned, though even here the varying needs and interests of the individual boy must be borne in mind. As the Troop develops, much of the Second Class instruction can be left to the P.L.s provided we are careful to check the instruction and to supplement it when the tests are being given. It is not a bad plan to have the P.L. along when the test is being given so that he can refresh his own knowledge. With a Troop of, say, thirty-two Scouts this is quite an impossible task for one Scouter if every boy is to progress regularly. The amount of repetition and the hours of time taken up when each boy is thus separately instructed and tested makes two things quite clear; first, that a Sea Scout Troop should never be allowed to become too large. and secondly, that we should have ample assistance, a ratio of one Scouter to every ten or twelve Scouts should be our aim. Even so, regular planned periods of group instruction are necessary if each boy is to have the opportunities he should have. There is no single best method of planning. You may have weekly Patrol meetings with a Scouter available but not taking part unless required for testing. Alternatively you can set aside a part of each Troop meeting for such instruction and testing.

For First Class work, separate sessions of instruction by a Scouter are appropriate though some of the simpler parts of these tests can be included in ordinary Patrol instruction. A convenient scheme is to divide up the Troop into as many groups of different stages of progress as you have Scouters or instructors available. The risk of injury to the Patrol spirit is very small if such sessions form only a small part of each meeting, and the gain in opportunity which can be given to each Scout is ample justification for the temporary break up of the Patrols.

Every boy between joining the Troop at eleven or twelve and moving on to more senior activities at about fifteen should have a chance of being instructed and tested in basic Scouting up to First Class and in at least some of the King's Scout Badges as a regular part of the Troop programme. In a Troop which meets only once a week for a couple of hours and with, say, only forty minutes of this given over to instruction and testing by two Scouters who attempt to give individual attention to each of the thirty-two boys, the simplest of arithmetic will explain why they find themselves constantly repeating a wearisome routine of Second Class tests. In other words, unless there is some planning and group instruction combined with a full use made of P.L.s for Second Class work it will become another Troop from which boys leave because they are always doing the same old stuff.

A three-year cycle of special badge instruction is one way of ensuring that every Scout has at least a chance of reaching the King's Scout goal, but it is a mistake to let your planning be too rigidly centered on badge instruction. Scouting is not a curriculum but an inspiration for finer and happier living, and towards that objective the finest system of instruction and in fact the whole of the badge system, are but helpful stepping stones.

CHAPTER VIII

Special Occasions

We have already suggested that the Sea Scout's progress should not be one dull slope of uniformity but that it should be marked by wave crests of interest and achievement. These crests are the special occasions of the Sea Scout year. Some of them, such as Troop birthdays or other anniversaries, parents' nights, camps, cruises, entertainments and special good turns, are purely domestic events within the Group, while others like sports, regattas, special wide games, Jamborees, call for the Group to cooperate as one unit in a wider organisation. The great value of these events, in whichever category they fall, lies in providing a strong focus of interest, a great stimulus to effort and an opportunity of showing, by both example and instruction, how loyal and continued effort can overcome obstacles and achieve the apparently impossible.

Since much of the fun and satisfaction of the Group events lie in making them really your own, both in the planning and the execution, we will not attempt to give you ready-made designs but merely throw out suggestions which you can either build into your own schemes or use as detonators of your own imagination.

What do you do on your Troop birthday? Bless you, it doesn't matter whether you know the exact day on which the Troop was started so long as you pick on one and persuade the Court of Honour to name it so. It might well be in that in-between period of winterish days before Easter when the memories of last camp lie buried and plans have yet to be made for the great events of the summer ahead. The theme of your programme could then be a mixture of flashbacks and prophecies. If you are a plutocrat with a cine camera, you will show reels of last year's camps; you could collect all the worthwhile snaps of the Troop's photographers and either mount them temporarily round the walls, project them with suitable commentary in an epidiascope or run a competition for the most appropriate titles for a selection of them. Even if you've no photographs at all you could draw on the collective memory of the Patrols who could be asked to reproduce the most outstanding memory of camp. It will not matter if they all pick the same one, for their ideas on putting it over are not likely to be identical. Prophecy might take the form of a staged forecast of the season ahead with some good-natured caricatures of little weaknesses; it could offer a number of sketched or described camp sites or areas, drawn from a hat by each Patrol, who have to point out the advantages or drawbacks. Some more active games, and of course food, would fill the rest of the evening.

Parents' night is your opportunity to show samples of Scouting activities, to give them a chance of talk which may answer some of their questions and your own problems, to make, in fact, the domestic party into a real family party, no less intimate but wider in its interests. You may make it just a sample Troop meeting with the parents as spectators and one or more Scouts rehearsed to give a suitable running commentary; or you may have a composite programme in which demonstrations by the boys alternate with items in which the parents can join, perhaps in competition, perhaps in co-operation with, their sons. There should be just enough simple ceremonial to show the working of the fifth Scout Law in the Troop. For example, a gangway watch of two Scouts to salute arriving visitors and another to show them where to put coats and so on. The S.M. or his assistant should of course be on hand to welcome and not be so absorbed in running the programme that he appears to ignore their arrival. There should most certainly be time set apart for just talk and mixing up, and the refreshment period can be extended a little for this, while an A.S.M. or P.L. runs some games to keep the Scouts interested if it is thought desirable for the parents to have a chance of quieter talks with the S.M.

Here is a suggested programme.

- 7.30 to 8 p.m. **Parents arrive.** Guides show them round H.Q.
- 8.00 p.m. **Colours.** S.M. welcomes and outlines programme. Inspection of a Patrol with brief explanations of defects and, of course, praise where due.
- 8.15 p.m. **Game.** Twenty Questions and the Answers. A variant of the familiar game in which a question about the Scout uniform is either asked by, or told to, the parents, and a team of Scouts then come in and try to find out both this and the answer by questioning the S.M.
- 8.45 p.m. **Demonstration.** Competition in underwater lashing. One quick and efficient lashing should first be given in the open.
- 9.00 p.m. **Refreshments.**
- 9.30 p.m. **Game in which parents can join,** it should have a reasonable mixture of activity and intelligence to spread the chances fairly. "Old Rope" mixes these two with good fun and noise and has proved popular. Samples of as many different kinds of rope strands as you have teams are first handed out for inspection and then set on view for reference. With four teams they could be sisal, manila, white hemp, tarred hemp. Each team is then given an envelope with, say, ten different strands and a slip telling them to collect ten strands of a certain kind. Collecting is done by putting two, three, or four strands which they wish to exchange in a bag, taking them up to the table at the far end of the room which forms the rope exchange, and shouting the number until they find someone from another team shouting the same number; they go together to a broker sitting at the table and make the exchange through him. There must be one broker for every two teams, and all exchanges must actually pass through the broker's hands. As soon as a team completes its collection the captain shouts "Old Rope," a whistle is blown, and the exchange is stopped. If they are correct when checked by the umpire, that team wins, if not, the whistle is blown again and the rope market re-opens.
- 9.45 p.m. **Flag down.** Notices. Thanks to parents. Dismiss.

This assumes that the parents night is at a time when outdoor activities are not possible. In summer it might be combined with a regatta or other outdoor show, but do not try to combine a parents' gathering with a public, fund-earning function.

The suggestions which follow are for the latter in which publicity and financial support are the main objectives. The events must have good entertainment value, they must be well advertised and the comfort and convenience of your audience must be well looked after. In attracting the public you must consider what they will want to see as well as what you want to show them, and arrive at the best compromise which will avoid pandering to vulgar taste or dull if well-meaning propaganda. Consider too the value of inviting some well-known person to open the proceedings. You may form valuable contacts this way with a tactful approach, as well as gain wider public support. You will not, if you are wise, attempt to do all the organising and preparation yourself. The Group Committee ought to be very active on a job of this kind, and divide up among its members such sections as publicity, tickets and admission, car parking, refreshments, reception of special guests, etc. You and the other Scouters will doubtless be responsible for the planning of programme, rehearsals and the general stage management, including the provision of the necessary judges, marshals and other officials. You will probably have mixed in your programme some well-rehearsed ceremonial, some comedy relief, as well as displays of Sea Scout training and competitive swimming and boating. The exact planning will have to fit in with such things as the site and water available, boats, standard of training and acting talent available. But if your own ideas are well thought out and definite in detail it is surprising what

steady rehearsal and the right spirit of enthusiasm can produce even with the most unpromising material. As before we give a sample programme to prompt your thinking.

1. The special guest embarks for the Sea Scout base.

Sea Scouting has no set pattern of ceremonial laid down in a drill book and the majority will build on their own naval customs. Whatever form you adopt let it be marked by a friendly courtesy rather than rigid formality. The crew, for example, should row in silence but there is no need to freeze your guest into silence by making him feel you place more emphasis on correctness of procedure than on his interest. On the other hand, nothing should be lacking in preparation and drill; the boat should be in the best possible condition, gleaming with fresh paint—not wet paint as misplaced enthusiasm for a spotless finish has sometimes provided ! A cushion should be provided and the coxswain will of course salute as the guest steps on board. One Scout should be at hand to assist any ladies in the party, but the rest of the crew, except for the bowman and sternman, should be seated, alert and upright, with oars tossed if in a double-banked boat. See that you have sufficient space for the size of the party. A separate boat should be provided for the special guest and the S.M. should receive him as he disembarks rather than go with the boat to fetch him. The most important guest should embark last and disembark first. Correct boat orders, as set down in Appendix A, should be used and the crew be well drilled in their use.

2. The special guests disembark at the base.

This will be the display site and the point of disembarkation should be conveniently near the point from which they will watch the events. Two Scouts should be stationed to welcome them with a salute as they step ashore and one or more to assist as required in the landing. It will give a good impression of efficiency if two are ready to take the bow and stern painters and make fast under the coxswain's orders. The S.M. should be at hand to welcome the guests as they land. The rest of the Troop could be formed up by Patrols for a formal inspection and all called to the "Alert" by a whistle or boatswain's pipe for the actual landing, but it is more in keeping with the Scout tradition to keep the welcoming party a small one and to have all the others carrying on with their activities except for a very short "Alert" just as the distinguished guest steps ashore followed by two blasts to indicate the "Carry on." A combination of ceremonial and activity, if you have sufficient craft and crews to man them, is to have these drawn up bows on to the course taken by the visitors' boat, the crews of dinghies or other small craft resting on their oars, those in double-banked boats with oars tossed and the coxswains in all cases at the salute which the visitors pass. After the landing, some simple massed boat evolutions, wheeling in line and forming up in various patterns,



most effective in kayaks if well rehearsed and done to broadcast music.

3. Comedy landing of Neptune and his Water Sprites.

The simplest of plots should be worked out and the most made of pageantry, processions and broad pantomimic humour. Dialogue in an open air show is impracticable and the humour of situations must be built up by clear deliberate action. For example, you could open with a Greek runner handing on a torch to Barnacle Bill who, overcome by age and infatuation for a bevy of mermaids who appear on a floating sea-shell raft, falls into the water, puts out the torch, calls for help and is rescued by a mermaid. On the raft he points to his dead torch and appeals to the mermaids for help. They summon Neptune by blowing on a bugle disguised as a sea-shell. Neptune arrives, accompanied by a rather weedy-looking bunch of sea sprites or sea spivs, and by their influence obtains an electric torch which cannot be extinguished. He tries unsuccessfully to light the Olympic flame from it and is about to throw it away in disgust when a small Scout appears and lights it with one match. Barnacle Bill hands him the torch and goes off to join the mermaids and the whole form up into a triumphant procession.

4. Dinghy-pulling race.

Patrol crews. Dinghies are made fast, with crews fallen in ashore. Crews to embark under coxswain's orders, pull round course and finish in same position as start. Three judges award points for first to finish and efficiency.

5. Mop fighting in canoes or dinghies.

6. Obstacle race in canoes.

Suggested obstacles—floating pole, canoe to go over and crew under; overturn canoe, right, and get back inboard; discard paddle and use saucepan; swim and tow canoe.

7. Swimming races.

Suggested that two or three of the usual races be included here for Troop championships and that a Patrol team race be the climax.

8. Comedy boat race.

Could be between a straight crew of younger Scouts in uniform or vest and shorts and an older crew handicapped by extravagantly comic dresses. A quarrel in the comedy crew might give an easy victory to the youngsters and result in an upset with a final rescue by the winning crew.

9. Inter-Patrol sailing race.

If you have not your own boats and experienced crews the suggestion already made of trying to arrange with the yacht club to run a race with Sea Scout crews and owners as helmsmen or pilots might help.

10. Sea Scout Display.

This should be full of activity, designed so that the audience can see and understand clearly what is going on, and be well rehearsed. It should not last more than five to ten minutes. With two comedy events already in the programme this one should have the emphasis on efficiency. Examples of possible items are: rocket life-saving, signalling to music, climbing a specially rigged mast with synchronised movements to music, introduced at one or two points. It might be possible to stage a sea accident such as a broken mast and the rigging of a jury mast, but this sort of work, unless speeded up to an extent which makes it quite unreal by means of prepared gear, is liable to be drawn out and boring for the onlooker.

11. Presentation of prizes or token awards. Closing ceremonial.

This should be kept short, ending with a few words of thanks to your distinguished guests who would be re-embarked and taken back through the same avenue of manned boats as at the beginning.

Uniform is of importance always but especially so on these public occasions. The Sea Scout uniform at its best with a trim cap at the right angle, smoothly folded scarf and neat jersey and shorts, not forgetting well-gartered stockings turned over evenly at the right level and equal lengths of tab showing, is not only smart and workmanlike but it gives to the public a satisfying sense of efficiency which almost compels their support. On the other hand, it only needs one boy with a grubby, shapeless cap perched on the back of his head or slung round his neck, a dirty creased scarf and drooping stockings, to suggest to the public that Sea Scouting is something with which they would rather not be associated. It is as well to remember that every time we go outside our H.Q. or our homes it is a public occasion for showing our uniform, and we should try to set our Troop standards accordingly.

Every one of your public functions will be in some way a window display of your Scouting standards and will add to or subtract from public opinion of Scouting generally and of your Troop in particular. Most of your affairs will be designed to secure funds for the running of your Troop, and in the long run you will be successful only if you give value for money. Whether you put on an open-air fête, a stage show, a bazaar or a jumble sale, or whether you explore newer avenues of approach to the public's purse such as a messenger service for odd jobs, ferrying, toy repair or other services, Scout mannequin parades, freak shows or public treasure hunts, if the verdict given is just that it was "quite good for Scouts" then your stock needs overhauling and revaluing.

Whatever form your public efforts take they should be clearly, but not blatantly, a good advertisement for Scouting. You can provide atmosphere by an exhibit of well-kept equipment, boats, models, or just a couple of oars and a lifebuoy at the entrance to your show; you can include a short display of Sea Scout training, but if you neglect the simple friendly consideration for the comfort and happiness of your audience their appreciation will be indulgent rather than enthusiastic. At a recent hospital fête near London the reputation of the local Sea Scouts was increased more by the persistent loyalty of those who stayed outside, despite bad weather and the attractions of the show, to sell their programmes, than by the fine display of another Troop who grumbled after because they were not given the attention or the tea they expected. It would be quite wrong to let this example detract from the value of a well-rehearsed display. The standard of Scout shows, whether in the open or on a stage, has steadily increased, largely due to the inspiring lead set by Ralph Reader and his Gang Shows, and there is fine training value in "drill with a purpose" of regular rehearsal. Team-work rather than star performances is the keynote of the best kind of Scout show, making the best use of concerted movement, grouping and choral singing to focus the attention and capture the interest of the audience. If you have individual talent you should of course use it, but your audience will soon tire if you build your show entirely round two or three who think they can act, though they may be too kindly or polite to indicate their boredom. On the other hand, a producer with ideas and the right kind of enthusiasm can, with the most unpromising material, turn out a show which will send your audience away amazed and delighted, provided your Troop spirit is strong enough to struggle sturdily through the drudgery of continued rehearsal. In public occasions, as in the more intimate life of the Troop, it is the right spirit which only can ensure success.

CHAPTER IX

Boats and their Care

If the public judge Sea Scouting largely on the appearance and courtesy of Scouts in uniform, it is even more certain that men of the sea will judge us on the appearance of our boats and the care with which they are maintained. Clean, well-kept craft not only increase our reputation among seamen who know the vital importance of attention to detail in ship maintenance, but the tradition in the Troop of keeping them so has an almost magical effect on the self-respect of the Scouts and on their pride in their Troop. Even if your boats are worn and scarred by long usage they can have the appearance of being well looked after, so do not be discouraged by the fact that your boats are old ones.

Let's go down and look at our own boats, pick out the worst of them and see what we can do about it. That 14-ft. rather heavily built pulling boat lying alongside the dock wall is a fair example of the neglect which makes some seamen use the name "sea scout" to describe the careless inefficient sailor. She has great patches of bare wood, already a grimy grey where the weather has bitten into the grain. Her bow and stern lines lie in limp, sodden masses with stranded, unwhipped ends; two of her crutches are shipped, one lies on her dirty bottom boards covered with that black, oily-looking water which only docks seem able to produce; the oars—but we have gone far enough in our catalogue of neglect to show that the Troop to whom she belongs is not merely failing to make the best use of their opportunity but they are positively a bad influence, training by example in slovenly habits. So let us get to work to put things right before the S.M. comes along to explain to us why the circumstances in his Troop make it quite impossible. Such arguments will constantly be put forward in all sincerity and it is quite useless to combat them with words. The only answer is to lay in a big enough stock of energy and enthusiasm to overcome the difficulties and then go in and do the job.

Good habits and Troop tradition in these things are all-important, and one of the biggest difficulties to overcome is an attitude of mind which has been allowed to develop in the boys that because of this or that it is quite hopeless to try and keep the boats clean. Even though this may be quite literally true as in the grime-laden air of some of our docks, the boats can always be stowed clean and given a wash down or a mopping over before going out. To say that this is wasting time which could be spent in boat handling is to forget that training in looking after a boat is every bit as important as that in rowing or sailing. In some respects it is even more so for it is character-forming by good habits. We can use the same stimulus of competition here as for keeping a good standard of uniform; if disciplinary action is called for—and the discipline of keeping to the rules of the game is an essential part of Scouting — the use of boats can be made conditional on proper maintenance. The standard demanded will be a long way below perfection to begin with, but it should be built up to approach it more and more closely as pride in a tradition of efficiency increases.

Let us imagine, then, that we have convinced ourselves and the Court of Honour that something must be done about our uncared-for and perhaps even unnamed craft, and that we have decided that as an example the C. of H. will form themselves into a Patrol to be called the Beavers. The immediate job in front of the Beavers is the refit of this old vessel with the promise of a special party to be held for her naming and relaunching when the refit is complete. Whatever else we may have failed at we have at any rate convinced them that in these times, when boats are both expensive and hard to come by, this sort of neglect makes nonsense of the statement that "a Scout is thrifty."

The first task is to get her out of the water and laid up where we can work on her conveniently. This in itself poses a problem here, for there are no cranes or convenient slipways. However, a request for advice from a dock foreman produced both the use of a crane and an old truck to move her to the required spot. Your problem will no doubt be solvable by similar local enquiries. Small craft can be manhandled or dealt with by simple pioneering methods. She now lies ashore with her keel resting on two old baulks of timber

and with two chocks, padded with old sacks, to keep her upright. We take out her crutches, bottom boards, painters and all other removable gear, stowing them securely for separate overhaul. Then we set to work to scrub her both inside and out with fresh water. Examination shows that her planking is sound though the paint has flaked off over large areas. It is worth while therefore to burn off all the paint and rub down with pumice and water to produce a good surface. In the burning off rig up a canvas screen to keep off draughts and have a good edge on your scraper. This should be filed to give a slight burr on the under side and, in general, triangular scrapers are best. Be careful not to tear the wood. In our ease we find that the water-line is already lined in so we mark it by a series of lightly chiselled indentations so that we have a guide when the paint has been removed. Blocks of prepared pumice are best and these are dipped in water to keep them wet while working. The surface is finished with fine sandpaper wrapped over a block of wood to make the job easier. Sweeping out the last traces of paint and wood dust is very tiresome but very necessary, for we can be sure that if we leave any an uncalled-for gust of wind will blow it over the very piece of wet paint we want to look best.

Next comes the painting. One coat of flat oil paint and one of good gloss will be needed, both of outside, or better, of marine quality. A few extra shillings spent on paint are usually well invested if the work is properly prepared and the paint carefully put on. Our colour scheme is white topsides and green below the waterline with a varnished gunwale. Inside, white down to the level of the bottom boards, and grey below. White may show dirt quickly but it is as easy to clean as any other paint and certainly repays work spent on it. We do the inside first and, as she is clinker-built, we work the paint well into the landings, where the planks overlap each other. Not only the parts which show but those which are out of sight and difficult to get at must be properly covered. We argue for a while whether to varnish the thwarts or keep them unpainted and scrubbed.

Varnish wins as being easier to keep clean with our limited time, and this, with all the other varnishing, is left until all the painting is finished. In painting the topsides we take the undercoating just below the waterline so that we can cut in the green exactly to our chiselled guide and leave no part uncovered. The order is then—both undercoats, rub down with fine sandpaper, brush clean, topsides finish with gloss white, bottom finish with gloss green, varnishing. One chap who had put in a grand evening's work painting nearly lost his points bonus by going off at the end leaving his brush lying full of paint and the lid off his paint pot. He had it explained very carefully to him that the ninth Law applied to paint and brushes just as much as to boats, and he was shown how to wipe most of the paint off on an old piece of wood and wash the rest off with paraffin. And he was told to put the lid on the paint pot tightly.

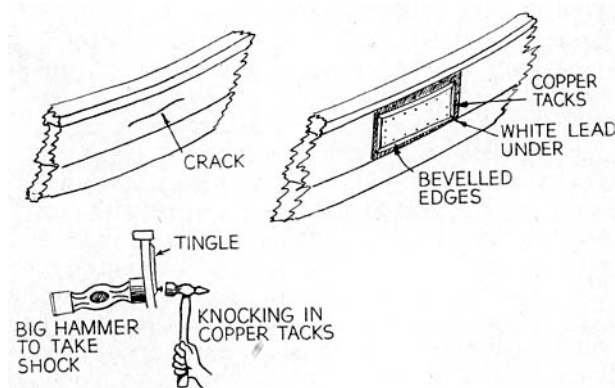


FIG. 11.

or leak, and between the plank and the tingle before nailing this in position with copper tacks. When nailing get a Scout to hold a heavy hammer or piece of iron on the inside to take the shock of hammering. A copper tingle can be similarly applied but the tacks must be put closer, about every $\frac{3}{4}$ in. In both cases holes must be drilled before nailing. Complete the job in both cases by a good coat of paint.

What a difference there was when the job was done. We stood and gazed with very comfortable pride at our handiwork and felt that here was not only a difference in appearance. We had put something of ourselves into that boat and she was so much more our own and so much more to be valued.

It may be with your boat you have a repair to deal with; perhaps a leaky seam or a creaked plank. if these are small you can deal with them by putting on a patch or "tingle." In a clinker-built boat this can be of wood, cut to the same width as the planking and bevelled off fore and aft to reduce water resistance.

Plenty of white lead putty should be put into the crack

Such repairs are in a sense makeshifts and if your boat is a new one you will want to avoid projecting patches, either by scarfing in a new piece or by replacing the plank entirely. If you have a good craftsman in the Troop he will not need printed instructions; if you haven't it is better to get the job done, or at least demonstrated, by a professional boat repairer.

Now let us look to the equipment of our boats. Oars may be varnished, treated with boiled linseed oil, or, if of ash, may be kept unpainted and scrubbed. If they need releathering this should be fitted wet and tacked with copper tacks put in along the shaft and never round it for this would weaken the oar.

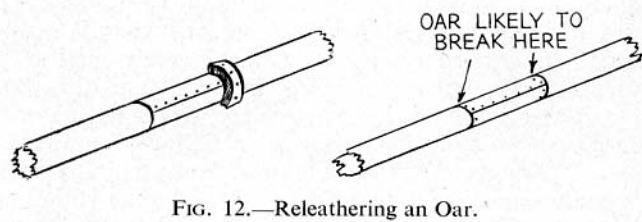


FIG. 12.—Releathering an Oar.

Both oars and crutches should have their own stowage in the headquarters or boathouse, as should all your boat equipment. Well-stowed gear can be made part of your scheme of decoration and this will be an incentive to efficiency. Look to the crutch sockets and refit these if they are worn. Good rowing cannot be done with crutches which wobble in loose sockets. Painters and any other ropes must be kept whipped, preferably with a Sailmaker's whipping which stands up to hard wear better than most.

If you have buoyancy tanks keep them well painted and remove them once a year to make sure that rust has not weakened them. They are worse than useless if no longer watertight for they may tempt you into taking risks in deep water and prove useless if that extra gust you hadn't expected fills her.

Sails deteriorate quicker than any other equipment if not properly looked after. You cannot prevent them getting wet but you can make sure that they are spread out to dry as soon as possible afterwards. Mildew can ruin sails very quickly, and to furl them wet with a sail cover lashed tightly over them is the best way of starting it on its destructive rampage.

The proverb "a stitch in time saves nine" applies with special emphasis to sails, for a small tear will quickly spread when the strain of a stiff breeze comes on to it. The boat bag should contain palm, needle and suitable material for sail repairs. It will not need to be carried for short trips within a few hundred yards of base, but it should be kept ready and always put in the boat in a dry stowage for longer passages. In a small dinghy it is difficult to find dry stowage in a fresh breeze with a flurry of spray coming in over the bow. A sealed tin is as good as anything, but even this is apt to get damp and it should be regularly checked over and dried as required.

Life belts similarly need good dry stowage when not in use, and immediate attention to damage. Kapok are perhaps the best type for general use but canvas-covered rubber inflatable are good provided they are inflated before setting off, and are properly put on. The rule should be that in open water, when any part is more than four feet deep, life belts must be worn by all crews of sailing boats.

Fenders save your own and other people's paint-work and they should always be put out

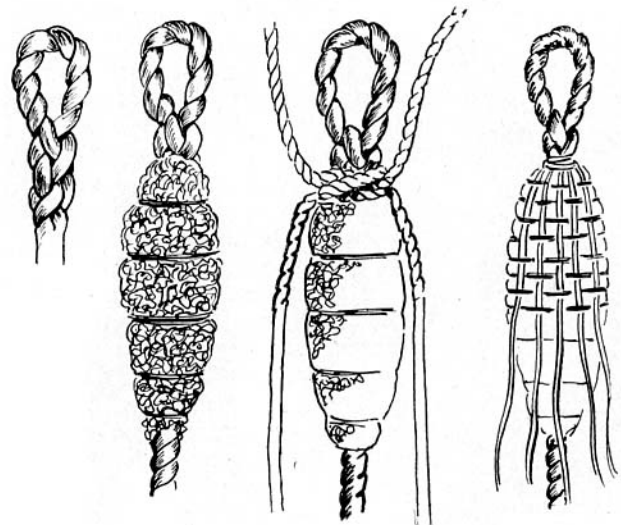


FIG. 13.

when coming alongside if only out of consideration for the other boat. The queer thing to beginners is that however many they put out there never seems to be one just where the bump comes. There are really three answers to this problem; one is provided by the coxswain who puts the boat correctly and gently alongside; one given by the bowman and sternman who fend off and correct any minor mistakes of the coxswain; one, in the case of larger craft, by a hand who has a fender which he lowers over the side and moves to take up the shock of impact at the right place. Sea Scouts should be warned not to have hands over the gunwale of their boat when coming alongside, especially in a heavy boat and in a bumpy sea. It is far too easy and horribly painful to get fingers crushed between two boats in that way. The most serviceable fenders are made by winding old rope yarns round a stretched length of rope in which a short eye has been spliced. This is then covered with strips of canvas seized in place with marline. The whole is either covered by grafting or by a sewn canvas cover.

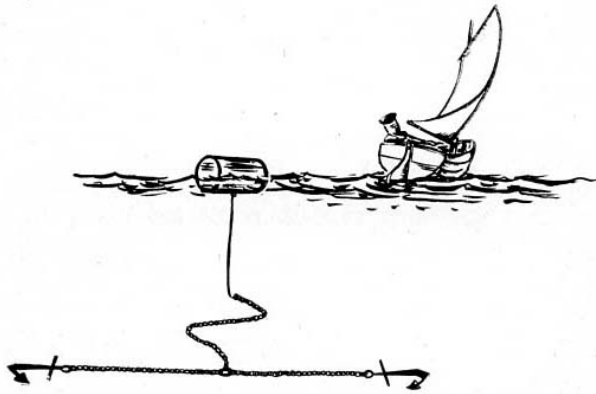


FIG. 14.

14- to 16-ft. boat. The length of ground chain and its weight is far better determined by sound local practice than taken from any general rule for they will vary tremendously with local conditions. When in doubt, however, choose chain on the heavy side. To the centre of your ground chain is shackled the mooring pennant, one and a half times the greatest depth plus sufficient to make fast inboard. For light craft a wire pennant with a canvas-covered eye large enough to slip over her samson post or mooring cleat is handy. Take care to secure the eye by several runs of rope over the cleat otherwise in a popple of sea it may easily come adrift. Another important point is the securing of the shackle pins; these should either be wired in place or riveted over so that they cannot come unscrewed. It is surprising how even a very tightly screwed up pin can work loose. One Sea Scout Troop which had a converted lifeboat moored in a tidal estuary arrived, all ready to go aboard for their week-end cruise, only to find that their vessel had vanished. There was much scratching of heads and speculation until a local resident told them that she was up on the beach about half a mile away. As she had gone ashore on the top of a spring tide a large slice of their week-end consisted of violent exercise in the small hours. The moorings of that Troop are now well secured and their lesson of experience was cheaply bought. It might easily have been an expensive episode for a drifting boat on a strong tide can damage many other craft as well as herself.

Whether you leave your boats on moorings in tidal waters, or tied up to the bank in a quiet stream, or carry them ashore to be stored under cover, they should always be left clean and ship-shape with oars, crutches and other movable gear taken out. Plan your boating activities to leave time for this essential job and see that you establish it as a tradition.

Most Sea Scout Troops have to leave their boats unattended for the greater part of the week. If your boats are small enough to handle and you have the facilities, it is best to secure them under cover, putting an inch or so of water in the bottom to prevent opening up the seams if they are to remain ashore for long. In inland waters you will probably be able to tie your craft up to stakes in the bank, preferably in a dyke or backwater. In tidal waters, especially if there is a large rise and fall, you must either get permission to tie up to a floating pontoon or allow them to swing to the tide on a well-laid mooring. In laying these the general rule is to have two anchors each about twice as heavy as you would use for normal anchoring, say 28 lbs. for a

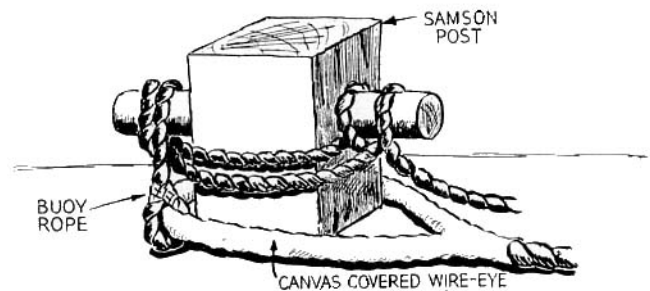


FIG. 15. — The wire under the canvas should be inspected at least every winter to make sure it has not become weakened by rust.

CHAPTER X

Scouts, Senior Scouts, Rover Scouts and Deep Sea Scouts

Sea Scouting, like any other form of Scouting, must grow up with the boy and keep pace with his developing powers and changing interests. The wording of Rule 244 in P.O.R. makes quite clear that this is a definite obligation laid upon the G.S.M.

"A Scout on reaching the age of fifteen must receive special training and treatment suitable to his years."

Though the name "Senior Scout" may not be universally used for these boys, and though a separate section of the Group may not be considered essential everywhere, this need for special treatment of the boy approaching the broader and deeper waters of young manhood must be met if we are to help him to hold the right course.

For example, though all sections of the Group are united in accepting the same Law and Promise, there will be a considerable difference between the simple explanation given to the Tenderfoot of eleven and the expanded idea of applying the Law to the more difficult personal problems of the older boy.

Let us review then some of the other ways in which the training of these different age groups will vary. The under-fifteen Sea Scouts will, generally speaking, be more quickly interested and have their enthusiasms more easily aroused. The basic tests of the Second and First Class Badges, the goal of the swimming qualifications for boating, the elementary pulling practice, the games, short voyages and camps, will, without a great deal of further stimulus, keep them happily active. In this sort of atmosphere the character-training by example and opportunity, the leadership training in the Patrols, the right sort of pride in the traditions of their Patrols and of the Troop, can grow and blossom effectively. In case this seems too rosy a picture of the ups-and-downs of the ordinary Troop let us add, without going into detail, just enough of those little shadows of failure and disappointment to give it reality. Even so we shall find that the planning of a suitable programme for the younger Scouts is a much simpler problem than it is for their older brothers, and the very fact that we have made a success of things in the junior part of the Troop may lead us, not only into failure with the over-fifteens, but into putting the wrong construction on to our failure. If, for example, we jump to the conclusion that lack of interest in badge winning by a Senior is necessarily a sign of failure on our part or on the boy's, we may be looking at our job too narrowly.

Naturally our first concern in a Sea Scout Troop is to provide more advanced instruction, to tackle more adventurous cruises, to devise games which make a bigger demand on developing skill and stamina, but we must at the same time be prepared to find many boys who at fifteen or sixteen can no longer be attracted by the same interests which aroused their enthusiasm at thirteen or fourteen. You may take the view that there is no room in a Sea Scout Troop for the boy who has lost interest in seamanship and boating and either lay down such standards for continued membership that he will have to resign, or allow him to drift away through lack of interest in your programme. You may, on the other hand, honestly try to find what his interests are and be baffled to discover nothing except habitual cinema visits, table tennis, billiards, watching football, dancing and talking to girls on the streets. You may probe for any signs of an intellectual awakening and find that he considers his weekly attendance at night school sufficient to satisfy all his urge for improving his mind. These are the boys we so often lose at the threshold of their Senior Scouting and for whom the inspiration of fellowship in a lively movement with high ideals could prove so valuable. Often they are apprentices whose days are largely spent in physical activity in the open or in a workshop, and they sometimes shy off strenuous activities in a Scout programme unless the interest factor is one which makes a strong appeal. They may be working in an office or factory earning wages which give them a new conception of their growing independence, and they will be largely in the company of men whose limited ideas on the use of leisure will do much to lower their own standards. If this chapter does nothing else but

help you to produce a plan which will hold in active membership some of these less responsive Seniors it will have been worth the writing.

We must, however, be first assured that there is an adequate programme for those whose interest in Sea Scouting is still lively and genuine. This might be done by a division of your Seniors into “seagoing” and “shore-based” patrols. The former would consist of those who clearly wanted your active Scouting programme and they should have vigorous Scouter leadership. These will flourish with a strong, good-humoured discipline and will form the smallest of your Senior Scouting problems. It is even possible that their success and enthusiasm will attract some of the other group to join them, but they will in any case give valuable example of worth-while, advanced Sea Scouting to the younger members of the Troop.

In the case of the shore-based patrol one of your first considerations must be to set the limits of your concession to their diminished interest. If they are to remain members of a Sea Scout Troop they must be prepared to obey the rules of the game. You can accept lower standards of interest and enthusiasm but you must not be misled by your anxiety to hold all your Seniors into giving them nothing but games and social activities without obligation or responsibilities. Their obvious interests are the starting-point, and to them can be linked both the sense and the satisfaction of community service, by first enlisting their help in the arrangement of social functions for the Group and later by giving them more and more responsibility for their planning. These are starting-points also in the sense that they may enable us to lift the barrier of reserve and be received some way into the boys’ confidences by discovering deeper interests which can be nourished by sympathetic encouragement into satisfying hobbies.

Let us be quite clear at this stage that we are not suggesting that a Sea Scout Troop should attempt to cater for every interest; we are suggesting that we should try to help boys who, having been keen and loyal during their first years of Sea Scouting, now find that most of its activities no longer attract them. If we can discover a new interest emerging we may be able to link the boy up with a means of satisfying it, either within the Scouting programme, or by finding some other club or organisation which can do so. We shall be better able to help a boy to find his true enjoyment of living, in this way, if we have not ourselves confined our interest too closely to Scouting.

In searching for the reason for any such loss of interest in Scouting at the senior age we should not forget to examine our own programme for monotony. One government report on Youth Service says “it is part of the leader’s job to be always starting afresh, undeterred by the transience of adolescent enthusiasms; for such short-lived eagerness is of the very nature of the adolescent.”

What kind of freshness can we bring to the programme of Senior Sea Scouting? We need projects that, while difficult enough to demand a real effort, are adapted to the boys’ standards so as to be within their capacity; they must appeal to the boy as being worthy of his effort; they must be such as will increase, in his own eyes and in those of others who watch him, his reputation for manliness, that is, they must not be too closely associated with small boy’s play. A demonstration boat’s crew, either for display work or for a training meet; a challenge to other Senior Scouts for rowing or sailing races; a cruising exploration either of canal, estuary or, with proper guidance and pilotage, of coastal waters. All these present the challenge of combat or difficulty and demand the self-discipline of training. In the next category come activities such as the building or improving of boats or headquarters, the making or repair of equipment, which beckon on to the responsibilities of leadership and the satisfaction of service.

There should be privileges to be earned, not obtained only by the passing of the years, privileges such as using special rooms or boats, remaining after younger Scouts have gone. Other suggestions are to have a special boat for their use after they had shown their ability and willingness to keep it in good condition. They could be allowed extended cruising limits provided that reasonable safety conditions were observed. They could have a right to invite outside friends to an occasional special meeting with tea and buns, and a generally social programme. There is every reason why this should sometimes be a mixed gathering giving an opportunity for the older boys to meet girl friends in a happy and natural atmosphere. They could form from themselves a “Sea Scout Team” to represent the Troop in any appropriate competitions or

demonstrations, or occasionally be asked to form a "Sea Scout Brains Trust" for a short programme for the whole Troop. They could have first opportunity to go on special visits either to other Troops or to ships or other places of interest. Some of these privileges should be regular and accepted rights of Senior Scouts who maintain a prescribed standard; others should have the added zest of a surprise or be used to mark special occasions or achievements.

The practice which is all too frequent in Troops with small numbers of Seniors, of expecting them to turn up regularly to meetings of the younger Troop and merely be on hand to give instruction, to run games, or to test as required, without any special meeting or programme of their own, is bad, and the more spirited and ambitious of these older boys will quickly decide that there are far better ways of spending a free evening. Scouting is a voluntary movement, and like all voluntary movements, it can only hold its members while it provides a programme which appears to them to be worth while. If it only makes demands upon their loyalty without reinforcing this by interest, who can blame boys if they leave?

We have barely mentioned the Senior Sea Scout Badges, for the demand for them will grow out of the enthusiasm we have been able to arouse in the general programme. The technical information for these is already provided in the badge handbooks, and the provision of the necessary instruction is not one of the big training problems. At seventeen and a half a Senior Scout is eligible to become a Rover Squire. The conditions of admission make clear that in addition to being recommended by his Scouter as one who is trying to act up to his Scout obligations, he must be willing to learn practical Scouting and pursue the open-air life. The implication here is surely that by seventeen and a half he knows much more definitely what are his real recreational interests and whether the Rover programme in his own Group is likely to satisfy them. If they do not appeal to his developing manhood he will either seek them elsewhere or, if he has sufficient enthusiasm and strength of purpose, he will seek to change the customs and programme of the Crew. Rightly and wisely guided this sort of thing can add vigour and flexibility to a Crew programme but it must not be allowed to get out of hand and become merely critical or destructive of Crew unity and loyalty.



In many countries today the demands of conscription make it very difficult to run an effective Rover Crew within the Group, and this of course applies to Sea Scout Groups equally with others, but if a fellow has grown steadily in Sea Scouting up to seventeen and a half and has a firmly established interest in boating, he will not need much encouragement to seek admission as a Rover Squire and to be invested as a Rover after he has successfully served his period of probation. He may be able to link up with a Rover Crew in the Forces or he may find others who share his enthusiasm for recreation afloat and discover opportunities to enjoy with them the healthy satisfaction of rowing or sailing, in the spirit, if not in actual membership, of a Rover Crew. The quiet reflection of the vigil and the sincerity of a carefully prepared ceremonial investiture will give him a new and deeper conception of the Scout Law and Promise to serve as a guide through the shallows and rapids of young manhood.

Where it is still possible to form an active Rover Sea Scout Crew, balance is the keynote of the successful programme. There should be balance between the opportunities for happy cruising or racing and those responsibilities to the Group and the community which the Crew should shoulder. There should be balance between the physical and social enjoyments and between these and the quieter and more reflective interests. At one stage in the development of Rovering there was a tendency to spend so much time in talk that there was a dearth of active doing—too little getting out into the open air and exercising the skills of

exploring and camp-craft. A Rover Sea Scout Crew should find plenty to keep them very actively employed. Even in these days of shortages there are boats for sale, there are boats which can be built, and there are ways and means of earning funds to be found by a determined Crew. The painting and fitting-out of a boat can be quite an absorbing interest and, with just the right amount of experienced guidance, a programme leading up to quite ambitious coastal cruises can be built up. If the Crew is fortunate enough to capture the interest of a capable yachtsman they may be able to get their sailing adventure and sound training in seamanship and navigation in exchange for regular crewing and help with maintenance. In one case of this sort of co-operation a party of Rovers made a summer cruise over a considerable part of the Northern Irish Sea and had some lively and memorable passages. A schedule was worked out so that those who could only manage a part of the cruise could join and leave the yacht at intermediate ports. Such a project makes a real man-sized adventure, and more of these are needed in Senior Scouting and Rovering if they are to call out the finest qualities of spirit in our youth. It is more than likely that one reason for the failure of Rovering to attract a high proportion of young men is that it has too often merely gone on playing at Boy Scouting instead of providing a man-sized challenge to the best skills and the highest qualities of spirit.

Balance is most necessary here for, as B.-P. reminds us, "Youth is full of go but empty of gumption," and wise and understanding guidance is called for both in the selection of craft and of the conditions under which they should be used. The amount of control should be smaller for Rovers than for Senior Scouts, but it should be firm and definite. The Rover is at the young soldier stage when it is not the strength, but the unreasonable fussiness of control which is resented. It must, however, be the firmness of one whom the Rover recognises as having greater knowledge than his own.

We must here emphasise that Rovers are a brotherhood sharing the spirit of service, and the pattern of our Rovering will be incomplete if either the fellowship or the helpfulness is lacking. The special way in which a Rover Sea Scout Crew can show the strength of their Scouting bonds and the sincerity of their resolve to go on active service in Scouting is by helping with the training of their younger brothers in the Troop or Pack, first making sure that their own knowledge and skill are adequate. For those who have not gifts as instructors there are many ways in which they can be of service to the Group. They might form and run a library or workshop, operate a Group wireless or weather station, act as electrician either for a stage show or for headquarters extension, run a Group magazine, or make a survey of local waters making a relief map of the sea or river bed. There are certainly more possibilities of useful and interesting service within the Group than any Crew could find time to exhaust.

But Rover service need not, in fact should not, be confined to help within their own Group or even within the boundaries of the Scout Movement. We should not feel we have lost Rovers who decide that their resolve to serve can best be expressed in some voluntary service outside Scouting, in a Boys' Club, Territorial Army, in Church or as a member of the Red Cross. Nor should we always expect to find our Rovers only helping where their Scout training has fitted them to lead. Often those who will be outstanding leaders in their full maturity will look first for opportunities to join as learners, under recognised experts, in all sorts of spare time activities from Civic Service to Astronomy, from Drama to Religion. Perhaps we may be able to preserve some of the feeling of brotherhood through some form of Old Scout Club. but even if we cannot do this we shall have the satisfaction of knowing that we have helped him to lay-off his course and given him a reliable compass by which to steer.

It is possible in this chapter to give only a very brief outline of the present Deep Sea Scout organisation which has recently been completely revised, and which as not been working long enough in its new form to see how successfully it will meet the needs of those at sea who wish to maintain a close link with Scouting.

The objects of the Branch are:

1. To facilitate contacts with Scouts all over the world.
2. To afford an opportunity for Scouts to continue their Scout training in their sea-going profession.
3. To enable hiking and camping to take place on leave.
4. To be of service to all as opportunity offers, particularly by instructing Scouts in ports of call.

CHAPTER XI

Sea Scouts and the Group

Having considered in some detail the Sea Scout, the Senior Sea Scout and the Rover Sea Scout we must now collect our ideas on the Group which unites all these in one Scout family. P.O.R. states quite definitely that “the unit for Scout organisation in the District is the Group,” and this means that although there is no such thing as a Sea Cub, a Sea Scout Group is still incomplete without a Cub Pack. Our aim is to provide a complete sequence of training from eight to eighteen years each with its programme suited to its own range. Should the Pack attached to a Sea Scout Group have any sort of nautical flavour in its training programme? The answer is that the nautical atmosphere should only be brought in by way of a sideline. There should be no suggestion of any sort of specialisation in the Pack, and the Cubs of a Sea Scout Group should not regard themselves as different in any way from any other Cubs in the Association. There may be a little more encouragement given to swimming so that they can get on to boating without long delay when they go up. There will certainly be occasional contacts with the Troop, at Group parties, combined shows, or perhaps a picnic visit to see the Troop in camp, but any suggestion of cutting down the normal Pack activities to prepare them for entry to the Troop must be avoided.

The unity of the Group is the special concern of the Group Scoutmaster. He may be a Scouter in charge of a Section, but there are great advantages in having a separate Scouter who can give impartial help and guidance, based on experience, to those actively engaged in running the separate Sections. Most of his plans for co-ordination will be worked out in the Group Council, and when these require any large-scale spending of funds or help from outside the Group he will look for help from the Group Committee.

The Group Committee has already been referred to in Chapter III and all we would emphasise here is that it is not in any way concerned with the training programme or its co-ordination. The Group Council is composed of the Scouters of all the Sections of the Group meeting under the chairmanship of the G.S.M. It should meet regularly but these meetings need not be frequent if there is close personal contact and friendship between the Scouters. It is the job of the G.S.M. to foster this close co-operation and to see that the efforts of all the Scouters are co-ordinated into a progressive programme of training. The atmosphere of the Group Council need not be formal though a record should be kept of all decisions made. In many Groups it is just a monthly or quarterly gathering of the Scouters round a tea table, ironing out difficulties, discussing problems, whether of individual Scouts or of Sections, and making plans for the improvement of training or organisation. Here will be decided such questions as transfer between Sections, the Group support of Association activities or the staging of a combined effort for raising funds. Here too the problem of spending those funds will first be discussed and the principles of sharing or dividing training equipment. In a Sea Scout Group the special problems will be those connected with activities afloat, the framing of local safety rules, the purchase and insurance of boats, their sharing storage and maintenance. The detailed working out of these plans and the divisions of responsibilities will be found in the next chapter, but broad principles of policy should be laid down in the Group Council.

The unity of a Scout Group is essentially one of corporate spirit and feeling rather than just the centralisation of control. The more self-contained the Sections can be within this framework of genuine loyalty the easier this loyalty will be maintained. It is better, for example, to allocate boats completely to a Section and let them understand their responsibilities for use and maintenance than to frame elaborate rules for their shared use which may be difficult to administer. This family spirit can be fostered by a few judiciously selected combined functions. “Going-up” ceremonies, whether from Pack to Troop or from Troop to the Seniors or Rovers, are obvious opportunities. The Cub ceremony can well be given a nautical atmosphere to mark the boy’s entry into the Sea Scout Troop. For example, the Cub could pass over a gangway rigged between the Troop and the Pack. This could be rigged with decorated and pipeclayed rope

rails and kept for such special ceremonials. If your H.Q. is suitably situated Cubs who can already swim could be brought to the going-up ceremony by boat and received on board by the S.M. A privilege of this kind might be a grand stimulus to swimming in the Pack and leads on to Sea Scouting without any suggestion of going outside the Cub training programme. Going-up ceremonies are probably best held at the beginning of a Troop meeting with the newly promoted Scouts stopping on for the Troop activities and the Pack going back to their own den, after the ceremony is over. There is a lot to be said for the Pack meeting-place being quite separate from the Troop headquarters in a Sea Scout Group especially if this is by the water and boats have to be left so that the Cubs cannot escape the temptation to play with them. To boys of Cub age such a temptation is almost irresistible, and it is quite certain that their ideas of the use of boats will be very different from those of the Troop. With the right sort of tradition, built up by firm and understanding leadership in the Pack, the difficulties of necessary sharing can be overcome, but it is as well to be aware of them and to avoid them if possible.

Though there should be nothing of Sea Scout activity in the Cub programme this does not mean that Senior Sea Scouts cannot act as Cub Instructors in the Pack. One or two keen Scouts to whose leadership the Cubs respond can not only be a very great help to the Cubmaster in running games or teaching tests, they can also provide a valuable link between the two units of the Group. It has, for example, been found that the very thing which increases the pride and satisfaction of the Sea Scout in his Troop, the tradition for cleanliness and smartness, will sometimes make Cubs reluctant to leave the Pack. His fears that the customs of washing down boats or scrubbing headquarters, being, to him, only hard work of a rather uninteresting kind, calling for a stiff discipline, can be much better dispelled by the right sort of personal contact with Scouts at his own Pack meetings than by the persuasions of a Scouter who is still perhaps a rather remote personality.

The importance of "Group Spirit" can hardly be over-emphasised. A recent article in a Canadian Scout publication explained this as "that certain something which makes every member of the Group determined that everything the Group does shall be well done." This spirit grows out from that of the team of Scouters under the captaincy of the G.S.M. It comes from putting the good of the Group before that of any Section of the Group; from a willingness to fit into the wider pattern instead of being concerned only with their own little piece of the design. There is no room in a Scout Group for jealousies over frontiers of responsibility, just as there is none for the fellow who tactlessly jumps in to put right faults in someone else's Section of the Group while resenting any criticism of his own. In all voluntary activities where enthusiasm runs high and the urge to excel is vigorously alive, the temptation to put loyalty to one's own special interest before the wider loyalties is bound to occur from time to time. It is at such times that the experienced and impartial leadership of the Group team is of tremendous value.

How much of a specialist should the G.S.M. be in a Sea Scout Group? Should he be so experienced in watermanship and Sea Scouting that he can guide all the training, or is this of less importance than to have just ordinary Scout knowledge with those qualities of leadership which can keep a team of enthusiastic specialists pulling happily and effectively together. If you have a G.S.M. with both these the Group is indeed fortunate, but if some such choice has to be made then there is little doubt that the general Scouting experience and the power of leadership far outweigh the value of technical knowledge in a G.S.M.

With young Scouters it may be necessary to bring their enthusiasm within the boundaries of reasonable safety, and the G.S.M. should certainly have sufficient knowledge of local boating conditions to see that the boating rules leave an adequate margin of safety.

How often should the G.S.M. visit the different Sections of the Group? This is a question to which no hard-and-fast answer can be given. Monthly visits will enable him to get round all four Sections in turn, but however often he visits it is wise only to take an active part in the running of the meeting by invitation from the Scouter in charge. Planned visits with a definite arranged participation, perhaps by giving a yarn, perhaps by taking tests or helping with a wide game, are on the whole better than surprise entries, but much depends on the tradition which has grown up in the Group. In one Group, for example, it is an understood

thing for the G.S.M. not only to make surprise visits but to be given on such occasions a fifteen-minute session to add his “Operation Ginger” to the meeting. This may be a mysterious coded message which has been sent to him by a secret agent, or a collection of unwhipped ropes which he has found needing attention in the Cub Den—it surely couldn’t be in the Sea Scout H.Q. that they were found—but one thing all versions of “Operation Ginger” had in common: though they came as a complete surprise to the Troop they always seemed to have some close connection with recent Troop training activities—which suggests that they were not quite such a surprise to some.

Such visits can also serve to put into practice those little courtesies in welcoming guests which teach the meaning of the fifth Scout Law better than longwinded explanations. There is room of course for the informal welcome, for the friendly grin and for the exchange of good-natured chaff, but this should come after and not replace the smart salute of welcome, the “Aye, Aye, Sir” on parade, the silence during inspection and any ceremonial. The G.S.M. must not be a distant and august deity, but it is even more important that he should not give his Scouts a false idea of the meaning of brotherhood by letting them think he sets no store by courtesy.

CHAPTER XII

Organisation

To some the very mention of the word “organisation” lifts the hairs at the back of their neck and they go round snorting, “What, more red tape?” But these same fellows would be even more angry if they arrived at a Troop meeting and found that nobody knew or cared when it should start or what was to be done.

Organisation, reduced to its simplest terms, is just deciding what things ought to be done, when they should be done, and who is to be responsible for doing them. At its best it does this so smoothly that one is tempted to believe that no organisation exists because things just obviously work that way. At its worst it can either submerge everyone in such a mass of time-tabling and schedules that the joy of Scouting is choked, or, by its complete absence, drown happy progress in chaos. This chapter has been written in the hope that it will help you to steer a fair course between these extremes.

Let us first look squarely at the sort of jobs which in any Group call for organisation, and in sorting these out let us look particularly closely at those which are peculiar to Sea Scouting.

Broadly they can be divided into—

- Training Programmes;
- Training Equipment including boats;
- Records and Correspondence;
- Finance;
- Co-operation with Local Association and Public Relations.

These are sections which operate almost continuously throughout the year and should have definite people responsible for their running.

Though the training programme will be planned in detail by the Scouter in charge of each Section, acting with his Court of Honour except in the case of the Pack, it is a good plan for the Group Council to agree on general aims and to bear in mind that we are not a nautical training college with a set syllabus of instruction for all. We have already emphasised in Chapter VII that the main object of your planning should be to provide opportunity and incentive for all to attain their own highest level in Sea Scout knowledge and we have mentioned the three-year cycle of instruction. Here is one more detailed suggestion for a Troop, based on a weekly meeting of two hours of which, say, thirty minutes at three meetings out of every four are given up to instructional sessions. The Troop is divided up into three gangs — Tenderfoot Gang, doing Second Class instruction and practices; Second Class Gang, doing First Class instruction; Badge Gang doing special badge work.

In six months you will have eighteen sessions of thirty minutes in which to explain, demonstrate and practise the required tests. Your detailed plan will be worked out for shorter intervals, say a month at a time, and your plan should be elastic enough to give longer time for those tests which require it. Competitions and actual testing can be worked into the scheme, either in the fourth meeting or at some extra session which is arranged. The fourth programme is left clear of a set part of this scheme to minimise the risk of boredom and staleness, but whatever is to be done at this meeting must of course be planned just as carefully, though to the boys it may well come as a complete surprise. Such a plan conflicts to some extent with the Patrol System, but if you have only one evening a week available for your training it is as good a way as any to make use of your team of instructors.

It is emphasised that this is only one of innumerable ways of planning your progressive training, but whatever form your programme takes please see that it is progressive and not a continuous succession of

Tenderfoot and Second Class tests. Make all possible use of other opportunities, Patrol meetings, week-end camps, boating excursions, or, with the older fellows, extended cruises.

The real essential is that your programme should have an objective with a real chance for the average Sea Scout to attain it.

The linking of this to the Pack training is easy but its smooth joining with the programme of the Seniors can only come from the close co-operation of the Scouters in charge of these Sections. There is no set pattern here for there will be not one, but several streams of Senior Scout activities and achievement branching out from the Troop programme.

Not so clearly mapped out by badge tests though adaptable to them, will be the Group training in boat work and general watermanship. Here the chief landfalls will be the swimming test, taken, if possible, in the Pack, then the first step in boat handling leading to the Oarsman Badge, with perhaps an intermediate step of boat privilege for passing a more elementary Group test. From here the programme will take the enthusiasts on to dinghy sailing, expeditions afloat and longer cruises with the other Sea Scout Badges marking their progress towards the Seaman Badge and full Charge Certificates for all the boats. Thus the general chart of your training organisation will be the same for all, but the courses taken and the distances made good will vary considerably with each individual Scout.

All through this planning the emphasis should be not on organising the boys but on guiding them to organise themselves, for that is surely the best form of training in leadership. Shape is given to the general plan in the Group Council, but it should be in the Court of Honour that the detail is worked out, and it is, therefore, of tremendous importance that the right tradition should be established in this from the start. We have already explained that the Court of Honour consists of all the Patrol Leaders sitting in conference under a Chairman who should be one of themselves, with the S.M. present as adviser. In the beginning it may be better for the S.M. to take the chair, guiding with some firmness if serious mistakes are being made, but he must leave them the valuable freedom of learning from their own mistakes where these are not likely to be either dangerous or harmful to the Group's reputation. For example, he would veto a proposed cruise in unsuitable craft in exposed waters but he might well say nothing to prevent a Patrol going on an overnight camp with inadequate gear. He would say "No" to a proposal to put on a public show with too short a period of rehearsal, but let them find out from experience the preparation needed to run a successful wide game.

This does not mean that he purposely withholds advice or that he will be content to let the Troop adopt slipshod standards. There will be demonstrations of well-prepared cruises, camps and programme put on, perhaps entirely by Scouters, and P.L.s will learn that advice is always to be had for the asking. Their mistakes will be noted and marked down in the competition, but they must be allowed to make them, for that is in itself valuable experience. In boat work, however, mistakes can be both dangerous and expensive so that there must always be a very careful weighing up of the limits which may be allowed.

There is no rigid formula for a Court of Honour procedure but most Troops adopt a formal opening, all the members standing while the Chairman extends his arm in a Scout salute over the table and declares the Court open. Then the Log Warden or Secretary reads the record of the last meeting, which is signed by the Chairman after approval by the Court. The Chairman then takes the agenda items in order and sees that clear-cut decisions are taken and voted on when required. Seconds are often allowed to attend but may only vote when they are the only representative of their Patrol. Some Troops have a weekly Court to decide the following week's programme in addition to any other points which arise; this is an excellent idea if you can afford the time, but a monthly meeting with a longer agenda, on a separate night, is perhaps more common.

The question of equipment has already been dealt with in Chapter IV and all that need be added here are some further notes on methods of organising storage and issue. There should be one Stores Warden for each Section to look after its own gear, and one Scouter Warden who will arrange for periodic stocktakings and purchases of new gear. He would also help them to plan and carry out schemes for the issue and return of gear. The Stores Warden or his deputy should be at every Court of Honour meeting when programmes are

being planned so that the equipment required can be ready for issue. The return of it should not of course be forgotten in the planning. A special muster of camp gear should be made before Easter to decide on requirements for the summer. Boat gear will be tallied over and listed when boats are being laid up for the winter and a list of replacements and additions made at the same time. If you are able to keep your boats afloat the year round—and a large number of Sea Scouts do this—then you must plan for periodic refits and tallying of gear.

Keys are frequently a problem. For H.Q. itself a centrally kept key with ready access for all those authorised to use it solves most problems if it is not practicable for each Scouter to have his own key. Internal keys should be hung on labelled hooks on a keyboard, and all keys should have large wood or metal tallies both for identification and so that they can only be pocketed with discomfort. Reduce the number of rules for the use of keys, as of all equipment, to the minimum but make them definite and display them so that they can be seen by all. Make clear that all such rules are not intended to restrain the freedom of Scouts but to stretch everyone's freedom to the greatest extent, without allowing it to go over the boundary between freedom and "greedom."

The organisation of records, accounts and correspondence must be primarily the concern of the Scouters, but the Group Secretary, who can with advantage be a layman, should deal with all correspondence from the Local Association, passing on information as required to the Scouters. He will deal with all correspondence which affects the Group as a whole and will keep the minutes of the Group Committee. If there is an annual report of Group activities, he will most probably be its editor.

There should be a special Treasurer to keep the Group accounts though each Section will have its own accounts of boys' subscriptions and money earned within the Section, with details of its own expenditure. Both these and the Group accounts must be audited annually. The Treasurer might also be a layman.

Inside each Section there will be the personal records of each Scout with his attendances and tests passed. There will doubtless be competition results to be entered. It will usually be more convenient for such records to be kept by the Scouter in charge of the Section, using one of the published record books or loose-leaf files to reduce his labour and to unify the system within the Group.

Under this heading of records may also be considered that most important matter of relationship with the Local Sea Scout Committee and the observance of the Local By-laws. It is primarily the G.S.M.'s responsibility to maintain this contact and to see that Boat Certificates are held for every craft and that Charge Certificates are held by all those taking charge of them. Some Sea Scout Committees will issue limited Charge Certificates so that the boy may taste at the earliest possible safe moment the thrill of being afloat in charge of a vessel however small and however limited his cruising ground. By means of progressive endorsements the scope of the Certificate can be gradually increased with growing experience and capacity until the whole range of craft and waters are covered. It is obvious that very close liaison with the Committee is needed to make such a scheme workable but it is well worth while.

Let us conclude this chapter by a brief return to the first essential of all our planning, the training of the boy. All our organisation should be concerned with providing the best possible training programme as a scaffolding for the building of character, and not as a sort of constructional toy for the entertainment of the Scouters. If we have a large team of Scouters or a number of enthusiastic and competent Seniors who can shoulder responsibilities we can set up some very useful pieces of subsidiary scaffolding with their aid. We can, for example, have Wardens for badges, entertainments, public relations, records. We can use such offices as breeding grounds for enthusiasm and as tests of responsibility and leadership by requiring that every Warden makes his periodic progress report to the Court of Honour, but we must throughout all such expansions keep a careful sense of proportion and not allow any side issue enthusiasms to divert us from our main objective.

We cannot think of a better tailpiece for this chapter than the slogan of our Camp Chief, that our motto in organisation should be to have "more people doing less, better."

CHAPTER XIII

The Training of Scouters

Leadership in Scouting is founded on a firm conviction of its value, built out of natural gifts under guidance of master craftsmen, and raised to its finest level by the thoughtful application of experience. There are a few whose natural gifts are such that from nothing more than a reading of *Scouting for Boys* they are able to appreciate and translate into practice all that is meant by that title. Some of the finest Sea Scout Troops have been run by such men, and it is perhaps not too much to say that it is from these that Scouts have had, and will continue to have, the best possible Scout training. They have, allied to the ability to lead and inspire their fellows to high endeavour, that subtle gift of imaginative understanding which sees beyond the details of games, tests and ceremonials, necessary as all these are to the spirit and purpose which give them meaning. Since the earliest days of the movement not only the boys but many adult leaders have drawn inspiration from such men, and nobody realised the value of this personal leadership more than our Founder when he established at Gilwell Park in 1919, under the late Capt. Francis Gidney, the first Scoutmasters Training Course.

This training in the principles and practice of Scouting is divided into three sections:

- (i) The purpose and methods of Scouting.
- (ii) The practical demonstration of these methods in the atmosphere of a Scout Troop living in the open under canvas.
- (iii) The actual experience of leadership in a Scout Group.

The first and third of these are carried out in the Scouters' own home or district, the practical demonstrations and explanations are done at a recognised training camp.

The successful completion of all three stages is marked by the award of the Wood Badge, which is itself a symbol that true values are not determined by outward display, for it consists only of two wooden beads on a leather boot-lace. It is the only badge of proficiency which a Scouter is allowed to wear.

It is not possible for every Scouter either to get to or be accommodated at Gilwell Park, as Gilwell is truly international and must make provision for Scouters from many countries in addition to our own. A training team of those selected for those qualities which we have already outlined has been formed to carry out Wood Badge training in different parts of the world, as well as in the counties of Great Britain, so that no Scouter need be denied by distance from the opportunity of completing a practical period of training.

At this point you may understandably ask where Sea Scout training comes into all this. There are probably three groups of Scouters who ask this question. First, those who, as we mentioned in our opening chapter, have considerable experience in running a Troop of Scouts and are looking for guidance in giving their older boys the best training in Scouting on the water. The second group are those whose experience of Scouting is extremely limited but whose knowledge of boating and seamanship is of a high standard. For both these groups the Preliminary Sea Scout Course, carried out in their own district by the local training team with the help of a travelling Sea Scout Commissioner, provides the right starting-point. Its aims, as set down in the official pamphlet, are:

- (i) To express the principles of Scouting by Sea Scout methods, including the planning of programmes, both indoor and outdoor.
- (ii) To demonstrate ways of training in Tenderfoot and Second Class test work and to teach Sea Scouters the practices of these tests.

Thus it gives our first group ideas for introducing Sea Scout practices, and it shows the seaman how to use his expert knowledge to interest the boy and how to apply that interest so as to give life to the Scout ideal.

The Preliminary Course is run during two weekends or as an equivalent length of continuous training. It should be taken by every Scouter taking up Sea Scouting as soon as possible and certainly within two years of taking such a warrant. Naturally the number of such courses will be largely dependent upon the demand, and the ratio of Sea Scouts to Scouts being at present a small one, the opportunities of getting such a course in your own district are limited. But Sea Scouting is certainly growing and you can help in securing not only the maximum size of the growth but also its greatest efficiency by tactful pressure on your D.C. to find you a place on the first available course which you can reach.

What of the third group of Scouters enquiring about Sea Scout training? These are those who feel that Sea Scouting is such a specialised subject that it must have training courses which are quite different from those designed for the bodies they refer to, not without a certain air of superiority, as "Land Scouts." They have a kind of professional outlook on boating, seamanship, and all the technical knowledge which is required of the expert seaman and say, in effect, "if we are to teach our boys to become safe afloat we must concentrate on these things and there is no time to add to them the frills of woodcraft, stalking, tracking and the like." The danger of this sort of attitude — and it is a real danger because part of their claim is true — is that it may tend to turn Sea Scouting into a sort of "closed shop" and divide the Movement into groups of experts who may be tempted to place more emphasis on technical skill than on character-training.

We must, it is agreed, have sufficient technical knowledge and skill in our Scouts to ensure that we shall not be too restricted in our adventures afloat and that these adventures can be undertaken without unreasonable risk. A trained Sea Scouter should also be able to campaign whether ashore or afloat, but we realise that the limitations of both his time and of his boys may make it impossible for him to complete an ordinary Wood Badge course in addition to making himself fully qualified in watermanship. For this reason, and not because Sea Scouting is moving towards isolationism, there will occasionally be offered a Sea Scout Wood Badge course in which Sea Scout methods and adventures will form the basis of exactly the same training in Scout leadership and principles. Far from encouraging a separation this should form an even stronger bond between those who do their Scouting ashore and those who Scout afloat, and it may well stimulate an increase in both numbers and efficiency of the latter.

Training courses, whether at the Preliminary or at the Wood Badge stage, are not the only ways by which a Scouter can improve the standard of his leadership. Every time one Scouter visits another and sees another Troop in action he is likely to gain some fresh inspiration or to notice some items of Scouting practice which are an improvement on his own. Sometimes he may notice errors which he has managed to avoid and he will hardly be human if he does not feel some increase in confidence as a result, and he may also be able to offer tactful and kindly guidance. Yes, there is much to be gained by pulling out of our own little Scouting harbour; and adventure in Scouting is not confined to the young 'uns. We should not regard training courses either as solely centres of demonstration and instruction but rather as focal points of Scouting inspiration, inspiration which may, and frequently does, come as effectively from those taking the course as from those who are running it.

Scouting is not a melody played by a soloist but rather a great symphony of adventure and ideals which reaches its finest level of performance when many players strive together in harmony to fulfill the composer's aim.

CHAPTER XIV

Wider Horizons

*Though you have conquered earth and charted sea
And planned the courses of all stars that be,
Adventure on, more wonders are in thee.*

It is fitting that we should return in our closing chapter the theme with which we opened, and that we should take our inspiration for continued effort from the same poem which we used at the head of our first chapter. When we cease to “adventure on,” when our Scouting becomes merely a habit or a weekly duty, our leadership loses its power and the living spark goes out of the spirit of our training.

Even enthusiasm for Scouting is not enough for we should be leading boys to look beyond and travel over the skyline of their present interests, and if we ourselves never venture beyond the boundaries of Scouting we may be tempted to look on the boys’ urge to explore beyond them in quite the wrong way. Instead of encouragement and guidance we may impose restraints; instead of friendly advice we may, through our own limitations, suggest that he is being disloyal in wanting to investigate new interests. Let us therefore put in the forefront of our planning that the objective of it all is the production of happy, healthy, useful adult citizens, and let us be sure that we have taken ourselves as near to that objective as we can. Enthusiasm for Scouting is a grand driving force, but if we get so absorbed in our job as Scouters that we lose touch with the adult world of ordinary folk we shall be unable to lead our Scouts to play an effective part in that world. It is a good thing to have a second absorbing hobby which will take you into a completely different circle of friends, which will keep your mind fresh and your springs of thought open. This is a form of adult venturing which is well worth while and its value will be reflected in the increased balance and worth of the training you are able to give—unless you get so absorbed in the new interest that you begin to grudge the time spent in Scouting. While we are on this theme of personal exploration we should certainly run the measuring tape of the Scout Law and Promise over ourselves. How are we measuring up to it as Leaders? What about our own good turns—not just those done with or to the Troop but to our other neighbours and in our home? It is a healthy stimulus to remind ourselves that we lead primarily by the force of personal example, and to assess the value of that example as honestly as we can.

Now let us turn from these personal explorations to the more practical problems of extending the horizons of Sea Scouting in the Troop. There are land horizons as well as sea horizons, and even the youngest Sea Scout can be shown how to find his way beyond the former. Afloat it is not always as easy to extend these boundaries with safety, but much can be done in the early stages by exploring new waterways first from the land. Patrols can be sent out to bring back reports on the nature of banks for mooring, shelter from prevailing winds, depths near the shore, rise and fall of tide estimated from sign at low water, and many other important items of seamanship.

With the older Scouts a real effort should be made for them to cruise outside their home waters. If you have neither craft nor skipper capable of making such voyages and it is not possible to arrange for boys to be taken in naval vessels or by really experienced and reliable local yachtsmen, you may find that there are opportunities in other areas which can be arranged through the Sea Scout Department at Imperial Headquarters. Your enquiries should first be made through your local Sea Scout Commissioner, and obviously you should make sure that your Scouts are reasonably experienced in the handling of small boats before you seek for them any more advanced training.

If you think about organising an extended cruise with your own craft every reasonable safety precaution must be observed. Boat and Charge Certificates must cover the whole of the proposed cruising area, and if

any inexperienced hands are taken you must be sure that you have a large enough crew of proven ability in rough weather to handle the vessel. The Sea Scout uniform certainly does not guarantee immunity from sea-sickness, and a sea-sick Scout is rarely an effective member of a crew.

But there are yet more wonders over our present horizons. There is, for example, the wonder of travelling over the horizon of national boundaries and of realising as a fact the world brotherhood of Scouts. The fourth Scout Law comes alive when a boy has seen for himself the same Scout activities, felt the same Scout spirit of friendly helpfulness in other countries, and experienced the warmth of the welcome that our foreign brothers extend to visiting Scouts. If you plan such a visit it is of first importance that it should be arranged in the proper way, through the International Commissioner at I.H.Q., and you must of course inform your



own Commissioner of your intentions. These are not only right and courteous, they are safeguards against the abuse of Scout friendship by those who might use it for improper purposes, and it is only reasonable to demand that those who wish to travel abroad as Scouts should obtain official approval and proper identification. Do not in this connection overlook the possibility of combining these two explorations in one by making your foreign visit either in your own craft, if she is suitable, or as members of a Sea Scout crew in a vessel going from another district. Your Local Commissioner will be able to find out for you from I.H.Q. whether any such opportunities are available.

Much has been written on the contribution which Scouting can make to the improvement of international relations. Though we must guard against making extravagant claims, for Scouting is, after all, a youth movement and not normally a common meeting ground for those who are in immediate control of national destinies, many of the world's greatest men have paid tribute to its value in fostering world peace. Some, like the late Count Bernadotte, have shown the sincerity of their belief by their active membership of the Movement, and their example must surely strengthen our own faith and inspire us to work with vigour and enthusiasm for the extension of international Scouting.

The Scout Movement is a small unit in terms of world population, but just as atomic power, the greatest force of the age, is derived from the ordered action of the smallest units of matter known to man, so may the unity of nations, the mightiest social conception of our day, have as one of its raw materials the spirit of Scouting. That spirit, invisible, working in units which are so small that they may appear negligible to men accustomed to think in terms of battalions and divisions, may be the nucleus of a tremendous force of international friendship and association in a common purpose of right living if each of these units became a really active radiating centre of the Scout Law and Promise. So we come back to our own unit of the Scout family and make our last exploration one of charting its failures and successes.

“There is only one test,” says B.-P. in *Scouting for Boys*, “by which the Scoutmaster can judge the success or otherwise of his work, and that is whether the boys he is turning out are the better citizens for the training he has given them.” This measurement of the good citizenship we are helping to develop in Jimmy or Walter cannot be made by applying a set formula. Even the observations we make of his loyalty and

interest, his discipline and leadership, of all those dozens of reactions which make up his character, will have to be corrected for all sorts of variables, and these may be much more complex than the corrections which a ship's officer has to make to his observations before he can determine the ship's position. A boy's reactions may change violently from meeting to meeting, or even during the same meeting; they will reflect something of the colour of our own good humour or irritability; they will be affected by events which have taken place at home or at school, but perhaps most of all they will be affected by the passage of time. A boy who seems to have made the Scout Law a real part of his life at fourteen may appear to have thrown over all standards at sixteen, and then as suddenly decide that Scouting ideals are not sufficiently exacting, three months later.

How are we to find in all these cross-currents of character the main stream of a boy's development? Surely by looking for those qualities which we hope to find and then planning their encouragement. Let us think first of those which we may expect Sea Scouting to foster. Dependability, based upon experience of its importance in awkward situations; pluck, self-reliance, observation, judgment of risk. These are but a few of the facets of character developed when a boy learns how to accept the challenge of the sea. Then there are those qualities of spirit and that perfection of freedom which grow from well-established and firmly held moral principles. Have we led them to realise that the best things of life cannot be bought or sold but only earned by honest effort and willing service? Have we been able to convince them that investment in these capital issues brings dividends of happy satisfaction and real friendship which are beyond price?

As our Scouts grow into manhood the difficulties of deciding what constitutes complete honesty and how their loyalties shall be given when claims conflict will not diminish, nor will their task of living out their interpretation of the Scout Law be easy. They will find an almost endless succession of moral battles in which we hope that, strengthened by their Scouting experience, they will fight as Wordsworth's Happy Warrior—

Who is the happy Warrior? Who is he
That every man in arms should wish to be?
—It is the generous Spirit, who, when brought
Among the tasks of real life, hath wrought
Upon the plan that pleased his boyish thought:
Whose high endeavours are an inward light
That makes the path before him always bright.

NOTE

No Scouter or other person in charge of Scouts for the time being should take part in bathing or boating of any kind without first acquainting himself fully and thoroughly with all the rules relating thereto in "P.O.R." He would also be well advised to read "The Scouter" regularly, as changes to "P.O.R." appear from time to time under Headquarters' Notices in that Journal.

If it is necessary for the Scouter concerned to hold a Charge Certificate because of the activities for which he is responsible, he should in the same way make himself thoroughly conversant with the requirements concerning Boat and Charge Certificates, either by consulting "P.O.R." or by getting in touch with the Sea Scout Department at Imperial Headquarters.

The importance of this cannot be overestimated.

GLOSSARY OF NAUTICAL TERMS

Crutches.—The metal fittings on which the oar pivots when rowing. Often mistakenly called rowlocks. The latter are the cut-away portions of the gunwale of a cutter used for the same purpose. These are closed by poppets when not in use.

Slipway.—A stone or wooden structure which slopes gradually down into the water and upon which boats may be hauled.

Bottom boards.—The boards fitted to the bottom of a boat inside to prevent walking on and damage to the outer structure of the vessel.

Painters.—Ropes used at bow and stern to make a boat fast.

Waterline.—The level on the vessel to which the water comes when normally loaded. The planking above this is called the topsides.

Gunwale.—The uppermost plank of a boat's sides.

Clinker-built.—With overlapping planking. Vessels having all the planking fitted flush are carvel-built.

Landings.—The edges of the planks in a clinker-built boat. Thwarts. Strengthening members or seats fitted from one side of a boat to the other.

Crutch sockets.—The metal bearings in which the crutches turn.

Buoyancy tanks.—Watertight tanks fitted empty inside small craft to keep them afloat should they fill or capsize.

Ground chain.—A length of chain stretched between two anchors from the centre of which a lighter chain or pennant is attached by a shackle. To this a vessel is moored. A buoy is attached to the free end of the pennant by a rope so that it can be picked up by a vessel coming to moor up.

Samson post.—A strong vertical beam very firmly fastened in a vessel to which a mooring can be attached.

APPENDIX

Boat Drill Pulling Orders

Boat Orders vary slightly in different areas and with the type of craft used and the size of the crew. It is vital that boat's crew understand the orders under which they will work before they get afloat.

Supposing boat is lying alongside a jetty, with oars laid under the gunwale, with blades aft, except for the bow oar, which should be stowed down the centre with the blade forward. The bowman is holding on with a boathook. The coxswain gives the orders.

These are suitable orders for a whaler or gig:

Fenders in — ship crutches!

Shove off forward: Oars out! —

The bowman shoves off. The rest of the crew get their oars out and place them in the crutches horizontally athwartship and feathered and the bowman does the same.

Give way together! or Give way, starboard! or Give way, port! as necessary.

Easy! means *Pull easy* if at sea, but means *stop pulling* in river orders.

Easy starboard! or *Easy port!* if for one side only.

Hold water! All stop pulling with oars square athwartship and not feathered, and then lower the blades cautiously into the water, taking care not to be thrown backwards by the loom of the oar.

Back together! or *Back starboard!* as required.

Give way together! or just *Together!* to resume normal pulling,

A common way of dealing with an obstacle is to give the order:

Look out for your starboard (or port) oars! leaving it to the discretion of the oarsmen to shorten in their oars, or to swing them fore and aft. (These orders are rarely given to both sides at once.)

Swing your starboard (or port) oars! To avoid an obstacle, let the oars indicated swing fore and aft in the crutches by leaning back and letting the loom pass over the head. Be prepared to lift the oar inboard, liable to jam against the gunwale.

Oars! The crew stop pulling and rest, with the oars square athwartship, and feathered.

Bow! is the order given a few strokes before coming alongside, on which the bowman lays in his oar, blade forward, and gets out his boathook preparatory to getting a suitable hold.

Way enough! This is the order to stop pulling. In double-banked boats the oars are "tossed." In single-banked boats, such as whalers, the crew lie back or let the loom of the oar pass over their heads, and the blades go aft.

Boat your oars! Lift the oars inboard and stow them as in the first instance.

Fenders out! Crutches in!

It should be noted that in every case where an order is given to the crew, or any member of it, while they are pulling, the order should be given when the blades are in the water, and one more stroke should be given before the order is carried out.

The only exception is the order “*Hold water*” which is obeyed at once. It is normally preceded, however, by the order “*Oars!*”

When afloat, courtesy is important if the crew of any craft are to be addressed, whether you are offering aid or calling for it, and none of the crew must speak before the skipper or coxswain.

Similarly, Sea Scouts who expect to be taken afloat by yachtsmen friends should not offend them by being ignorant of the parts of a boat or ship, parts of the sails, sheets and halliards. A boy would not expect to be invited to play football, for instance, if he did not know the rules of the game.



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