

1ST SANDLEHEATH SEA SCOUT GROUP



WATERLINES

Mar 2004

Spring Edition

Chairman's Review

Having been invited to become Chairman of 1st Sandleheath at the last A.G.M., I have spent the majority of the past 8 months managing 'tail end' issues associated with the Scout Centre. However, one of the key roles of a Group Chairman is to "maintain and develop the Group as part of the community". This is the area that I and our Executive Committee will be concentrating on in the future. I cannot emphasize enough the importance of 'our' Executive Committee. You may not know it, but as a Beaver, Cub or Scout parent you are also a member of 1st Sandleheath Sea Scout Group and as such may be called upon to fulfil certain duties to ensure the Group continues to run in an effective manner. We are extremely fortunate to have such a dedicated team on the Executive Committee. Month in month out, year in year out, well done Ros, Caroline, Mandie, Pat, Jim, Paul, Tim and Sue. These individuals deserve an enormous 'pat on the back'.

With the advent of the "keyboard" generation the need for young people to experience the outdoors is becoming ever more important. To do this we need young people to 'Lead' our children. Without continually developing our more senior members to become Leaders we are quite frankly going to struggle. However, a bit of good news, we have recently appointed a young man to take on the role of Training Advisor; thank you Julian. This will enable those individuals who are interested in becoming involved with 'Scouting' to be better informed. If you would like to help your Group in any way then please put your hand up!

Nick Bunt - Group Chairman



Tall Ships

Brief Itinerary of Voyage

Saturday 19th July	Left from London Heathrow
Sunday 20th July	Arrived in Gdynia, Poland
Monday 21st July	Start of the Cutty Sark Tall Ship Race
Tuesday 22nd July	Racing
Wednesday 23rd July	Racing
Thursday 24th July	Racing
Friday 25th July	Racing
Saturday 26th July	Finished Race
Sunday 27th July	Arrived in Mariehamn off the coast of Finland
Monday 28th July	Moved to a mooring outside Turku, Finland
Tuesday 29th July	Sailing
Wednesday 30th July	Moved into Turku
Thursday 31st July	Crew Parade
Friday 1st August	Crew Party and leave Turku
Saturday 2nd August	Arrived at Heathrow

Diary of my Voyage

Saturday 19th July

By about four o'clock all of my bags had been packed, checked, re-checked and then checked again just to make sure. I felt a mounting sense of nervous

excitement as I counted down the time. I was slightly nervous both because I knew this was going to be the longest period of time that I had spent away from my family and because despite the information pack, I still was unsure as to what to expect; both from my prospective crew-mates and from the voyage itself. Of course, even more than this I was incredibly excited and couldn't wait until I could get on board ship.

As the time for departure arrived I set off on the two-hour journey to Heathrow with my dad, after saying goodbye to the rest of my family. We arrived at the airport at about 9pm, with plenty of time to spare before the plane departure at midnight. Heathrow was very busy, even at this time, as I queued up for my plane ticket and only had a time for a hurried goodbye to my dad before I was jostled through, past security and into the departures area. I walked about for a while, feeling slightly lost before I recognised a likely looking group of people my age and, upon introducing myself, realised that they were indeed bound for the Prince William. I sat down and got talking to a lad my age called (by an uncanny coincidence) James and the prospective assistant cook called Louise (always a good person to get on the right side of!).

The flight was finally called at 11.30 and everyone made their way to the plane, glad to be on the move. As we lifted off the lights of London twinkled prettily below us.

Sunday 20th July

At about 1:00am we were all served an in-flight meal of chicken curry and mango sorbet. Upon opening my curry I found what appeared to be a thick skin on top of it but on closer inspection it proved to be a partially submerged bit of naan bread. Between yawns I ate the food before watching out the window for signs that we were coming to land. About an hour later it was announced over the address system that Gdynia airport was reporting heavy fog and as we neared the site we saw this to be true. We circled around the airfield before the captain reported that they were attempting a landing and the plane lost altitude as it dove into the thick fog layer. Then, all of a sudden there was a sharp jerk and the plane rocketed up and out of the fog patch. The pilot had gone down as far as he was allowed before realising that a landing would be impossible so we were going to have to, it conspired, travel 200 miles south to the polish capital Warsaw and land there until further notice. After a four hour wait at the airport, a report came through that the weather had cleared

and we headed back to Gdynia. We made a successful landing this time and after a short coach journey we arrived at the port. The weather was already very hot as we lugged our bags along the quayside to our ship: The Prince William. The quayside itself was an amazing sight. Tall ships stretched in all directions, their multicoloured bunting fluttering in the wind while the public milled about gazing wonderingly at the spectacle. For the rest of the day I got to know the ship and the rest of the crew. We were divided into three teams called watches: red, white and blue (very patriotic!) and given basic training on helmsman-ship, the harnesses and rope stowing. That night I got to see some of the port and the other ships when we were given shore leave before retiring exhausted to my bunk.

Monday 21st July

Bleary-eyed, my watch and I were woken at 3:40am in order to be on watch at 4:00 until 8:00. While on watch, our watch, (a bit confusing I know!) under the supervision of our watch leader Baz, were responsible for maintaining the ships course and keeping lookout.

In the afternoon after a short nap, we had some more advanced training on setting the sails to maximise the ships speed, although obviously we weren't going anywhere because we were still tied to the quay! After that, one by one, each of the tall ships left the port with much horn blowing and cheering. It was quite a few miles to the actual start line so the whole fleet travelled together under engine and there was a great atmosphere. As we overtook each ship we gave them three cheers and a crew Mexican wave along the whole side of the ship. It was a great chance to see the ships as well as the fact that all of us, who were beginning to get on really well with each other, got a real sense of crew identity.

We arrived at the start line and motored up and down, waiting for the start time of 6:00pm. Unfortunately though, between the start line (designated by a ship at each end) being set up and the race start, the wind had shifted almost 180°C so whereas before it was in an optimum direction for the ships to cross the line, now it was very hard to do so. The Prince William, along with a few other ships (most notably the huge Mexican-navy run Guatahamoc) was driven past the outer ship marking one end of the start line and so did not actually cross the start line. The long and short of the whole episode was that we did not cross the start line until 11:20pm that night. However spirits were still high. We weren't last!

Tuesday 22nd July

It was our watches turn for the 4-8 watch today, but even when we got up at the start of our watch, it was warm enough for shorts and t-shirts and it promised to be even hotter later. It did indeed get hotter, so hot that the sun cast a near blinding glare of the white paint-work and the azure waters of the Baltic. With the sails billowing above us with newfound wind, there was a real sense of optimism amongst the crew.

When our watch next went on duty, three of us were chosen to go to the chart room, as race control were about to radio out to each ship so that they could report their position in order for a race rank to be established. I was given the job to report our position, while Will and Alice (the other two from our watch) recorded the positions of all the ships on the Prince William's chart. I was quite nervous beforehand, knowing that every ship in the entire fleet would be listening in, but in the end it went alright and the captain himself even gave me a signed piece of paper saying that I had done well.

Wednesday 23rd July

Today I was on day watch or bosun's watch as some called it. Every day, on a rota, two members from each watch were released from normal duties and assigned to the deck-hands in order to keep the ship clean and tidy. We scrubbed the decks and cleaned all the brass as well as washing the rib. I was thankful that these were the dirtiest jobs we had to do, as only yesterday a drain had become blocked, spilling waste from the toilets into the cavity between the side of the ship and the walls of the toilet. Yesterday's day workers had to clean it out.

In the evening we had the first of our inter watch competitions: knot tying. We had been practising all day and managed to come second overall.

Thursday 24th July

Today was another very hot day and we were now coasting along at about 6 knots, a vast improvement to the meagre 1-2 knots that we were managing just a couple of days ago. Today there was another report on the race position to be issued, and there was a slight tension in the air before the news was released, especially amongst the permanent crew. However when we finally received the radio message it was all good. Since Tuesday, when we were 76/86 overall and 12/12 in class, we now were 9/12 in our class and 22/86 overall. Everyone was really happy at the results, all the hard work we had put in over the last couple of days

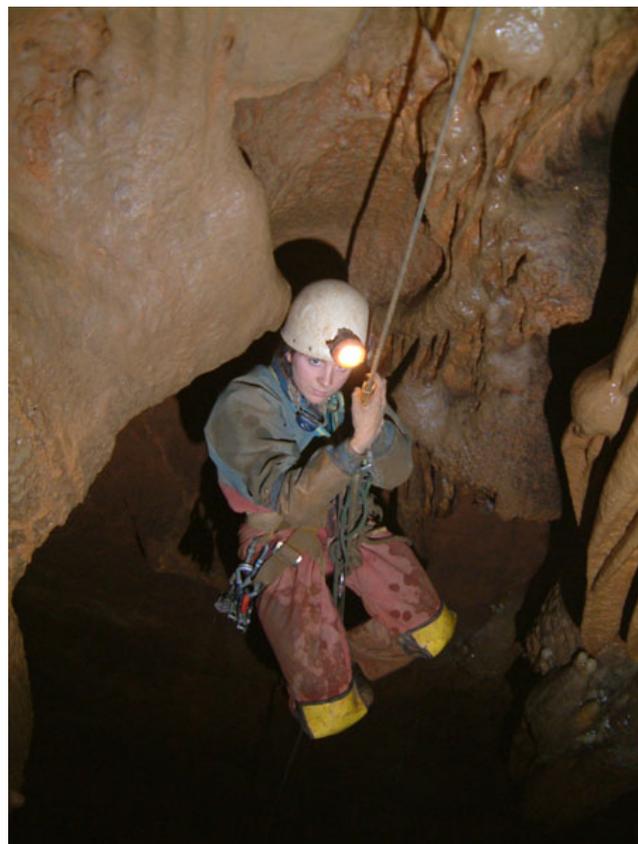
seemed very worthwhile.

Friday 25th July

Today we carried on with the general routine of the ship. There was an inter-watch tug of war competition that we lost. I'm sure Blue Watch cheated! I was on the 00.00-04.00 watch this morning, and the sleep deprivation is really beginning to hit home with a lot of people, myself included. Must... write... diary... zzzzzzz

James Hall

The second week from James' diary of his time on the STA Prince William will be published in the next edition of Waterlines.



Above: Sally White with the University of Bristol Speleological Society, demonstrating the adventurous activities don't have to stop the moment you leave Sandleheath!

This photograph was taken by UBSS member Andrew Atkinson in Aven du Marteau, Ardeche, France.

Leaders

As you will realise, we are short of Leaders in several sections. Although we often have lots of helpers we must have at least one Warranted Leader at every meeting. Obviously it would help us a lot if more people volunteered to become Leaders. Can you help? Do you know of anyone who could help?

If you would like to know what is involved then get in touch with me and we can have a chat about it. You will not be put under pressure and if you decide it is not for you then that is fine. There is lots of help and training available for anyone deciding to give it a try.

The procedure for becoming a Leader is set out below.

1. Complete a CRB form (you should have already done this - all parents have been asked to).
2. Complete an Application form giving various details and two references.
3. Attend a meeting of the New Forest West District Appointments Committee. At this meeting you will talk to the committee. They will already have seen your references and will check why you want to be a Leader and that you understand what is involved.
4. If all goes well then you will be given a provisional appointment and meet with your training advisor. During this meeting you will discuss your training needs and plan how to achieve this. There are 36 different training modules (of which Scout Leader have to validate 18) which can be done in a variety of ways - watch video or DVD, attend a course, talk to people, programmed learning, read about it, interactive etc. You decide which ones you need to do and how to do them. You will be expected to work alongside experienced leaders and during the following 5 months should complete at least the first 3 "getting started" modules. The training advisor will check what you have done and validate those completed.
5. Once you have completed the getting started modules then you will be given a warrant by New Forest West District for three years, during which time you have to complete your training.

All warrants are issued and cancelled by the District and are valid for use by any Group within the District.

All training is paid for by the Group and/or District.

All Warranted Leaders have to do First Aid training (but those of you who work with children or sports activities will already have done this)

Ros White - Group Scout Leader

Editorial

The next issue of Waterlines will be the AGM Edition, which means that all sections should provide reports covering the past year. Reports should be received no later than Saturday 1st May.

Stephen White - Waterlines Editor

D. of E.

Just a reminder to you all of our programme for the first half of this year.

As you will see we have some fantastic evenings lined up for you with some "not to be missed" sessions. Unless specified, meetings will be at Scout H.Q. on the first Friday of each month from 7pm till 8pm.

Even if you are not already registered for D. of E. but are coming up to 14 years of age or you are already 14 then let me know and I'll send you details of how to join.

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| 5 March | Kaya African drumming session.
This is enormous fun and places will be limited to 20. £3 per head.
Phone or email Pat Savage now to book. |
| 2 April | Skittles evening (venue to be decided)
or Swimming at Sandy Balls |
| 7 May | Expedition organising and training session |
| 4 June | Badminton (venue to be decided) |
| 2 July | Barbecue at Scout HQ |

Pat Savage - D. of E. Coordinator

Group Programme - 2004

March	Thursday, 4th	Creative Challenge - Problem Solving (Scouts)
	Sunday, 7th	Caving day in Mendip (Scouts/Explorers/Parents)
	Thursday, 11th	Creative Challenge - Construction - tools/techniques (Scouts)
	Sunday, 14th	River Frome Canoe Trip (Explorers)
	Thursday, 18th	Creative Challenge - crafts (Scouts)
	Saturday, 20th	Eggo Incident Hike (Scouts/Explorers)
	Thursday, 25th	Wide game - treasure hunt (Scouts, meet at Ogdens with torch)
April	Thursday, 1st	Cooking in field (Scouts)
	Thursday, 8th	Swimming (Scouts, Romsey Rapids, 6:30pm)
	Thursday, 15th	Wide Game (Scouts, meet at Ogdens with torch)
	Thursday, 22nd	Moors Valley Country Park (Scouts)
	Tuesday, 27th	Going-up ceremony
	Thursday, 29th	Water Activities Preparation
	Friday, 30th - 2nd May	District Camp
May	Thursday, 6th	Water activities start (Spinnaker, 6:30pm)
	Friday, 14th	Duke of Edingburgh's Award: New Forest Local Award Committee Annual Awards Presentation
	Monday, 24th	Group A.G.M. (HQ, 7:30pm)
	Saturday, 29th	Group Regatta (Spinnaker)
June	Tuesday, 8th	Beaver water activities (Spinnaker, 5:45pm)
	Thursday, 15th	District A.G.M. (Poulner, 8:00pm)
	Tuesday, 22nd	Cub water activities (Spinnaker, 6:00pm)
	Friday, 25th	Scout Cooking Competition
	Saturday, 26th	Solent Sailing Regatta at Blashford
	Saturday, 26th	Group Barbecue
July	Saturday, 17th - Sunday, 18th	Fordingbridge Show (Show jumps)
	Saturday, 24th - Thursday 29th	Scout Summer Camp on Purbeck
	Saturday, 31st - 7th August	Explorer Camp (Derbyshire)
September	Tuesday, 14th	Beaver water activities (Spinnaker, 5:45pm)
	Tuesday, 21st	Cub water activities (Spinnaker, 6:00pm)
October	Friday, 1st	District Scout Football Competition
	Saturday, 2nd	Solent (Main) Regatta at Blashford
	Sunday, 24th	Chick Law Competition (Scouts)

Waterlines, Mar 2004

Editor: Stephen White, <stephen-scoutsweb@earth.li>

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(email: scouts@the-roost.freeserve.co.uk URL: <http://www.ox.compsoc.net/~swhite/scouts/>)

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Useful Phone Numbers & Addresses

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