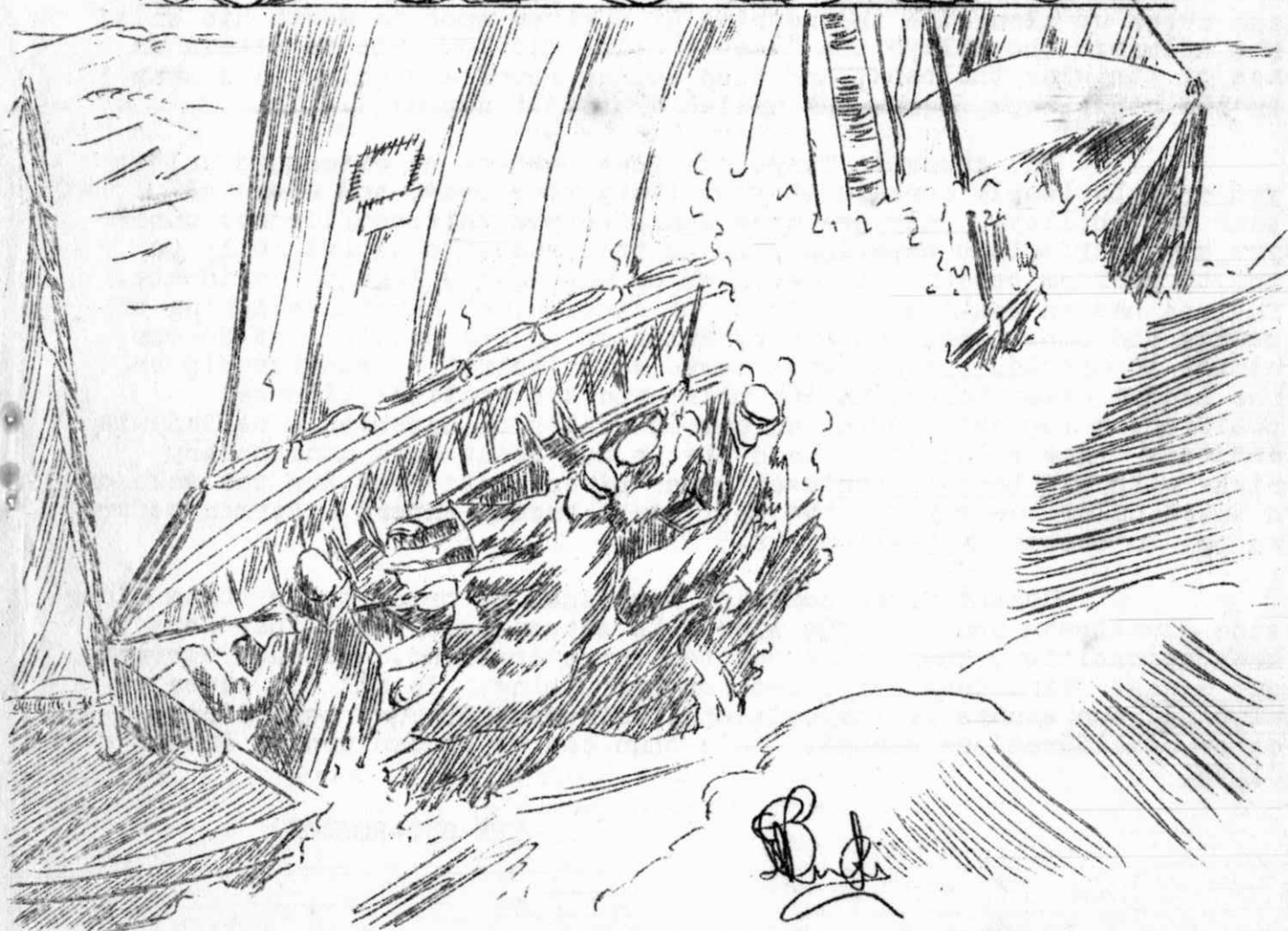


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EDITORIAL.

It was almost top of the flood, and traffic was plentiful on the reach as we strolled along the Embankment. Two tugs came racing up river past the Oxo building. The nearer one, a Sun boat, was rapidly being overtaken, when she suddenly blew six short blasts on her siren, meaning that she intended to turn round to port. We paused to watch, for this manoeuvre would cause her to foul the overtaking tug (one of Tester's fleet) or her string of barges. There was no hesitation, however. The Skipper deliberately began to spin his wheel and as his charge answered, he gauged the distance so that the last barge in the Tester line swept by almost within a fathom of his bows. The only comment was a slightly improper gesture from the barge hand as he disappeared under the bridge.

We passed on our way rejoicing. It is good to see a clever piece of seamanship such as this, neatly performed. And it speaks volumes for the skill of the professional users of the London River. That is the standard at which we should all aim. The coxwain who can swing his gig round in its own length, miss a couple of punts, and fetch up alongside the mooring at a given spot is worth his salt; the helmsman who delays the "lee-oh" till his bowsprit is within an ace of striking the bank, and then swings round and ably fills away on the other tack, earns our united grunts of approval.

But beware! These are feats not to be attempted unless you are absolutely certain of your boat, your crew, and above all, your own ability. Only practice can give you this confidence; until you have sufficient experience it is the crudest boastful folly to try to perform spectacular feats which may easily lead to accidents. The sea has an age-long tradition of caution, of careful weighing of points and considered judgement, which we as Sea Scouts must do our utmost to uphold. A man must serve seven years' apprenticeship on the London River before he can hold even the smallest licensed position; a tug skipper has an untold wealth of experience behind his actions. Never let it be said that a Sea Scout took unnecessary risks with his boat or confused other river craft just for the sake of a spectacular manoeuvre. We must first become expert watermen before we try to become exhibitionists.

Recently two coxwains were seen to bring their boats alongside downstream and with the wind, the excuse being that they were in keen competition, where time counted for everything. We must correct our ideas. Time does not count for everything. In all our games, with all our stunts or competitions, Watermanship must come first, other considerations second. Only thus can we become truly First Class.

THE SUB-EDITOR.

THE SKIPPER'S SCRAWL.

The Troop has started the new Scout Year extremely well by acquiring a new Assistant Scoutmaster in the person of Mr. Bob Marrison. His Warrant from Imperial Headquarters is dated October 5th. He joined the Troop early in 1923, and graduated into the Rover Crew in April 1931. His enthusiasm and initiative are well-known and we wish him very many happy years of Good Scouting.

My remarks in last month's issue on the subject of recruits have borne good fruit, and we have welcomed into the Troop five new members - Len Gibbons, Bob Hedley, Peter Privet, Phil Stephenson and Peter Stiefel. This addition to our numbers has rendered necessary a re-organisation of the Patrols. In the course of this Fred Hallet, Len Wild, and Clifford Roberts, having started to grow whiskers, were on October 16th 'hoisted out' of the Troop and 'dumped' into the Rover Crew. The two former have served as Patrol Leaders over a considerable period during which time they have given cheerfully of their best. I am very grateful to them for their loyal co-operation. Their places as Patrol Leaders of the Storks and Seagulls, respectively, have been taken by Ed. Carpenter and Nobby Martin. These will find it no easy task to follow in the footsteps of such able predecessors. I want however to congratulate them on having been chosen to shoulder these important responsibilities, and to wish them every happiness in their jobs. They are lucky to have two such good watermen as Syd. Ternouth and 'Bill' Bliss, for their Seconds.

Reference to the Financial Statement on page 149 will show the material progress which the Group has made in the past year. Our best thanks are due to all those whose efforts have contributed to the excellent total of the 'income' side. The Overdraft has now shrunk to such dimensions that we can confidently look forward to its complete extinction during the next few months.

Our Fun-Fair and Bazaar on December 1st, bids fair to exceed all previous efforts. I am delighted to be able to announce that The Mayoress, Lady Woodgate, has consented to open the proceedings. It may not be common knowledge that Mr. Frank Woodgate was Assistant Scoutmaster of this Troop in pre-war days.

During the coming winter we shall miss the inspiring presence of Captain Cameron (the Assistant County Commissioner for Sea Scouts for Surrey). Accompanied by Mrs. Cameron he sails on November 15th for a six months' visit to New Zealand. We wish them both "Bon Voyage". What a strange experience it will be for Captain Cameron to make this voyage as a passenger, over the same route that he sailed so many times in command of one or other of the New Zealand Shipping Co's fine vessels.

 ::: ROVER NOTES :::

PRACTICAL ROVERING.

I am very pleased to record that the Crew is, for the first time for many years, to contribute an A/S/M to the Troop. Rover Bob Marrion is now taking over the full duties of A/S/M. We are quite certain that he will uphold the very high standard of organization set by his predecessors, and we are very proud that the new A/S/M is one of our number.

A MEMORY.

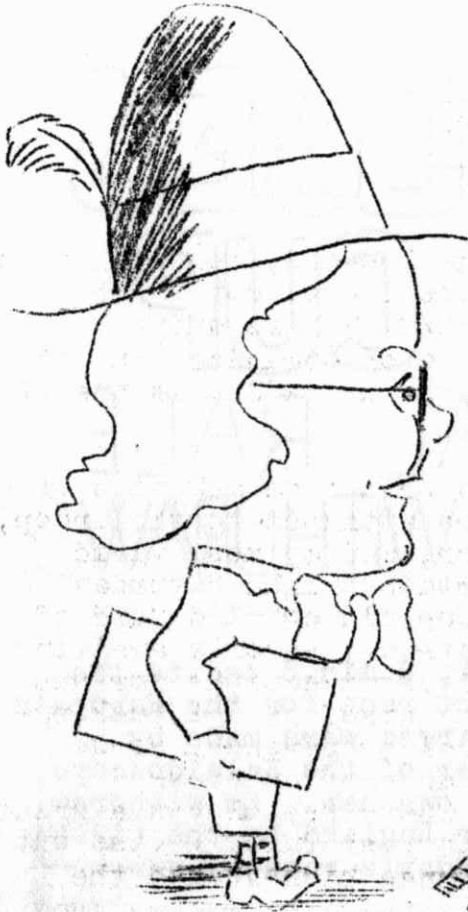
The elevation of Bob to the peerage brings me memories of my early days as a small Scout. We had two Rovers attached to the Troop, Bert Biden was one, and Jack Wilson was the other, and my most vivid memory of these two noble gentlemen was on a certain bright Saturday in October. We then assembled in the picturesque old cobbled yard of the "Druid's Head". We were gathered, about 30 strong, eagerly awaiting the sealed envelopes which contained the mysterious directions for one of those marvellous treasure hunts which were organised by P/L Buckingham of the Beavers. Buck was late, an unusual occurrence, so we reverted to a standard form of amusement which was used on these occasions of delay, and never seemed to pall. There was always a great heap of hay by the loft, and the procedure was to push Tubby Ervine out of the loop-hole, and the Patrol who made him bounce highest had the privilege of another turn. This always produced screams of ecstasy from the smaller fry, and our genial A/S/M didn't mind one bit. However, the bouncing was suddenly interrupted by the arrival of Buck. He had been on the 'phone to the Skipper, a mythical figure, of whom we saw very little, but whose instructions took precedence over all other arrangements. (Always referred to as Mr. Ebbage, the term 'Skipper', being unknown in those days.)

Apparently "The Rovers" were going to whitewash the ceiling, and we were to clear the deck for their action. This job duly carried out, we were about to commence our programme when "the Rovers" turned up. To our child-eyes they presented weird figures. They arrived in force (both of them), with tousled hair, ancient and battered boiler suits, buckets of whitewash and brushes. Thus, as we passed on to the sunshine and open spaces, there remained stencilled on my memory my first glimpse of Rovering. Two men, cheerfully whitewashing an ancient loft, in the golden glory of an autumn afternoon - "Service".

AND LATER.

These two kept that tiny spark glowing and it has now burst into the full flare of a pucca Rover Crew. Jack Wilson was the last Leander Rover to take over the duties of A/S/M. Jack's sunny smile, and brilliant repertoire of stunts, kept us going through the very arduous times when we had no clubroom, and we were heartbroken when he had to leave the Group, in order to pursue his business in far off U.S.A.

(Continued at foot of Page 148.)



Ha! Ha! Ha!



Mr. R. Marrion.



Mr. E.L. Ebbage



Mr. E. Turvey.



Mrs. E.L. Ebbage.

PERSONALITIES
ON
"THE WATER RAT"

Redi
(To be continued)

BRITAIN LOSES EUROPA'S CUP

EFFORT BEATEN IN FINAL RACE LUCWITH PROTESTS THEN WITHDRAWS

Mr. T. I. N. Luckwith's "Effort" lost by 2 min. 3 sec. to the "Kalaidoscope" yesterday, in the seventh and last race for the Europa's Cup, which therefore stays in Sweden. Grave charges were made by Mr. Luckwith, against Mr. Joseph Rosenbaum, skipper of the Kalaidoscope, and the syndicate of 50 Swedish match-kings who own her. He withdrew, however, his written protest, and is sailing for England by the first boat. Below is an eye-witness account of yesterday's race by our Special Correspondent, Robert H. Marrion.

Gothenburg, Monday night.

The deciding race for the Europa's Cup was sailed over a 30 mile course in the Skager Rak today. The start was absolutely crowded with shipping of all sorts and sizes, from private motor boats to cruising liners, and was patrolled as before, by 14 cruisers, destroyers and submarines of the Chilean Navy. This was on account of the bad feeling caused last year when a Swedish Gun-boat steamed right across the bows of the British challenger as she was nearing the finishing line with a 2 length lead.

Today's course was triangular, starting on a ten-mile leg due S.W. from a point just off the Skaw. This took the boats rather into Danish territory, for which special permission had been obtained.

"Kalaidoscope" got away first on the starboard tack, followed within the minute by "Effort", sailing beautifully. Luckwith consistently pointed his boat higher than the defender could, and yet overhauled him fast. After less than 4 miles he sailed clean through his opponent's lee and took the leading position.

At the first buoy he was 1 min. ahead by my watch, but he lost time in fitting his reaching jib, whereas "Kalaidoscope's" picked crew of professional Czecho-Slovakians gave a marvellous exhibition of clockwork precision and speed in setting their peculiar Naples sail. More than ever before, in my opinion, was it apparent that Luckwith made a mistake in taking a crew of Public School-boys when the amateur men supplied by his yacht club went on strike over the question of expenses. (No British entrant has had a crew of genuine Professionals in the last five contexts),

On this second leg, a full reach, we in the Press launch behind had a good opportunity of judging the effectiveness of "Kalaidoscope's" Naples jib, a sail entirely new to this race. It has an immense area, extending from the bows nearly the full length of the boat, running parallel to the mainsail and being held in a mathematically correct position by booms.

As soon as this jib was set, He-man Schonk took the defender's helm, as he always does, having had extensive experience with it. He steers in a peculiar position, bending right down with his back to the wheel, and looking up between his legs.

Notwithstanding this strategem, however, "Effort" continued to draw away, proving at least to me, that she is an infinitely superior vessel.

However, at this moment things began to happen on board the "Kalaidoscope". I heard a shout from the water ahead of my launch, and we stopped to pick up a man who turned out to be the British observer from the Swedish boat. He could give no account of his falling overboard. When next I looked up, the defender's crew were all gathered along her leeward rail, howling at something in the water alongside. They seemed to be making fast innumerable ropes. Suddenly the yacht gave a shudder and increased speed to about 20 knots, throwing up a huge bow-wave and leaving behind a distorted wake in which appeared numerous bubbles.

As she passed the challenger, Luckwith was seen to be protesting violently. His red protest flag was already hoisted before the start, of course, as is the British custom now, but he was dipping it repeatedly and often, trying to attract the attention of the Committee boat. I couldn't quite see, myself, the cause of this protest but I imagine it had something to do with the now phenomenal speed of Rosenbaum's craft.

"Kalaidoscope" now approached the second buoy, and seemed to have considerable difficulty in rounding it, making a very wide turn, while three men struggled with her wheel. Once round, however she shot off on the final leg, never troubling to change or even trim her sails, although the wind had now veered to a point dead aft.

As "Effort" followed round the turn, she immediately hoisted her immense yard-parachute spinnaker, a sail which goes up like a square-sail on a spar to the masthead, and then spreads out both sides of the boat in one huge balloon, dotted here and there with small holes which are said to control the air-flow. The setting of this sail was rather bungled, due, as I heard later, to a difference of opinion between some Eton members of the crew and the Harrow School Captain who was acting as Bo's'un.

However, once away, the challenger sailed beautifully, looking a perfect picture of white-winged elegance, and yet sailing faster than I ever remember seeing her go before. Nevertheless, she was no match for the Swedish boat, now almost out of sight ahead, and it looked as though the race was already lost, when once more a strange intervention occurred.

A large dark shape, like a half-tide rock moving through the water with a flag-staff on top of it, appeared a few yards ahead of the "Effort". With a shout of glee, four of the crew rushed forward bearing a boathook, with which they fished something up over the bows. Then the dark object sank again, leaving only the flag mast visible. The Yacht shuddered once, and then surged forward, lifting her bow high in the air and dashing through the water at a speed which I estimated as high as 30 knots. The crew were all hanging on to parts of the gear, and rigging, while the huge parachute spinnaker folded back on itself and fluttered high in the air.

In all my experience of yachting, I have never witnessed such a race as this. The challenger appeared to be overhauling her opponent very fast, until both boats drew away from my launch, which was going at full throttle, and disappeared in the rising mist. Thus I didn't witness the finish, but arrived in time to see the yachts anchoring, and learnt that Kalaidoscope had won by a bare 2 mins.3 sec. This was subject to protest, however, for her skipper had hoisted as protest flags all the red bunting on board, including a Communist shirt belonging to one of his crew.

After the race, Mr. T.I.N. Luckwith went aboard the Copenhagen Yacht Club Committee boat, with a written protest, but left again after five minutes in a highly agitated frame of mind. On the way to his steam yacht Vena, he was seen to tear up his protest letter and fling it overboard, following it with his yachting cap.

Interviewed later, Mr. Luckwith hinted that he was dissatisfied with the way the contest had been run, but with true British sportsmanship, would say nothing definite against the Copenhagen Yacht Club. "As for the Swedish people", he concluded, "I have nothing but praise for their marvellous hospitality. It has been a great pleasure to come over here, if only for the wonderful reception the ordinary people gave us. I don't think I shall ever race for the old pot again."

Mr. Luckwith is leaving for England immediately by the first passenger boat. His yacht "Effort" will follow as soon as she can be prepared for the crossing.

STOP PRESS.- The Admiralty announced last night that Lieut.-Commdr. J.R. Mukden-Smyth, of the submarine Z 59, has been recalled pending inquiries into his conduct during the recent contest for the Europa's Cup.

.....

ROVER NOTES.- (Continued from Page 144.)
THE DEN.

The new and palatial winter apartment is rapidly nearing completion. It is to be formally opened on Nov. 3rd. The ceremony will be performed by Mrs. W. Ervine, who has kindly consented to be the first to enter with a golden key. We would love to have every one of our friends and readers with us on this occasion, but our accommodation is somewhat limited. We are, therefore, asking representatives from each particular section of our supporters, and I think we will have a novel and instructive evening, in showing ourselves and our properties to the world.

A.J.L.

LEANDER (Kingston) SEA SCOUT GROUP.

Financial Statement for Year ended 30th September 1934.

By:-	£	s.	d.	To:-	£	s.	d.
Subscriptions- Scouts	2	12	10	Bank charges & cheques	4	11	4
Rovers	12	4	3	Insurances	4	6	9
Den a/c	13	18	8	Local Rates	3	10	8
Cubs	6	19	4	Water Rate		12	1
Scouts	1	12	3½	Gas & electricity	5	1	1
	1	19	0	Association Dues	1	6	6
Donations	3	7	0	Rent of Boathouse No.2	1	15	0
Sale of varnish	1	0	0	Purchase of varnish	1	18	0
rope	3	2	0	rope	2	3	11
oars		10	0	crockery		13	6
firewood	3	18	4	Camp gear renewals	5	15	7½
Hire of tent		10	0	Boats- Maintenance	6	14	7
Catering	17	0	7	Registration		3	0
Bazaar & Fun Fair	21	16	8	Books, badges, etc.	1	12	1
Boat Race Imps	5	5	6	Building material & tools	27	16	10
Knitting (per Mrs Ebbage)		11	0				
Hire of "Bubbles"		11	0				
	<hr/>				<hr/>		
	96	18	5½		68	0	11½
Cash in hand 1st Oct.1933	3	10	11	Overdraft 1st Oct.1933	76	6	9
Overdraft 30th Sep.1934	44	5	6	Cash in hand 30th Sep.1934		7	2
	<hr/>				<hr/>		
	£144	14	10½		£144	14	10½
	<hr/>				<hr/>		

 :: WHISPERINGS FROM THE JUNGLE ::

Dear Little Brothers,

Now the Winter months are here, we can shut the Clubroom door ever so tight and then our Jungle is without the river attractions you find so enchanting, but we find our Star work progressing much better. The startling fact that Laban passed his skipping with a few more Cubs was joy to Akela. Keep it up, Laban, and pass all your First Star, it means hard work and real trying, but it can be done.

We are very pleased to see O'Callaghan back to regular attendance and hope he will continue, now he has a brother Cub to do the whole journey with him. Bagheera's grin was a cheery sight the night Hogan crept into our jungle with O'Callaghan. His remark: "The Paddies have arrived" made me checkle. So all must hunt round and bring a few more Brothers along, I want to see the Pack at full strength.

You had a good match with the Oaklands Pack on October 27th, and the win was a good one in spite of the fact that two rather hefty Cubs were away with colds.

The three new Sixers are really working well in their sixes and help Akela in lots of ways. We are trying very hard not to miss Chil too much by working hard to see how many Stars we can get by the vacation time when she will be with us for a week or two. Keep at it little Brothers, and Good Hunting.

AKELA HAS SPOKEN.

GRIN - AND GRIN.

Somebody said it couldn't be done,
 But he with a chuckle replied
 That maybe it couldn't, but he would be one
 Who wouldn't say so till he'd tried.

So he buckled right in, with a trace of a grin;
 Without any doubting or 'quit it'
 He started to sing as he tackled the thing
 That couldn't be done - and he did it!

See 49

 :: LISTEN-IN TO AUNTIE MURIEL ::

E..c T....y.- I am glad to hear that your new method of cooking greens met with such a 'hearty' reception at the recent Camp. Please pass on the recipe to Nobby M....n, as I am told that the greens did not taste the least bit burnt.

.....

Fred, Len, and Cliff.- I hear that you three "Big Noises" of the Troop have lately become three "small noises" in the Crew. Good Rovering!

.....

Team.- I was very disappointed to hear that my nephews didn't score more than two goals at Petersham recently. Here's hoping for a better total at the return match Nov. 10th.

.....

J..e B....n.- When is a marrow not a marrow? When it's "Ginger Jam".

.....

J..k S.....n.- I hear you have now a very posh 'four-wheeler', Morris Minor, Comfortable-seater, &c. The rest of the Crew will have to get out their Bikes, Fords, Tandems, and other spare parts.

.....

I hear that certain members of the Crew are busily polishing up their French, since they have been entertaining a French Cubmaster (Male). Will they be able to ask for a good camp site in French by the time next Summer Camp is arranged?

.....

Mr.M.te.- I don't think you should worry so much about causing your team to lose the other day. After all, it was just instinct that made you catch the ball right in front of the goal. Bad luck, you must practise more!

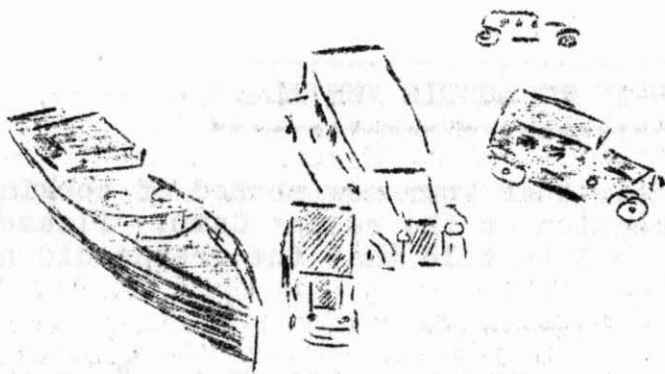
.....

B..t H....y.- No, I'm afraid no one else has reported a rainbow round the moon late one Saturday night recently. It may, of course, have been due to eyestrain through over-long gazing at the silver orb. If you think not, however, send me 3d. in stamps and I will return to you in strict confidence a pamphlet entitled "A Certain Cure for Chronic Alcoholism".

.....

F..d H.....t.- If you want the best blackberries, you should get up early in the morning to go gathering them, not late at night!

.....



OLYMPIA SHOW REVIEWED .
 By our Marine Correspondent.

I visited Olympia for the purpose of looking over the main section, which consisted of 40 stands. I confess, however, that the cars left me stone cold, as I fail to obtain any enjoyment in tearing along bypasses "far from the madding crowd", with my ears, eyes and teeth filled with grit, and my nose assailed with a variety of smells.

Moving to the Motor Boat Section, the first thing that struck me was that there were only two vessels designed for propulsion by sail. These were of the so-termed "auxiliary" type, the larger being a 42 ft. Thornycroft boat with a very light draft and a beam of 11 ft. She is powered with two 18 h.p. diesels giving a speed of about 8 knots, and has a sail area of 380 ft. They call her a 50-50 boat, but personally I think she would only sail in a gale. The other auxiliary boat is David Hillyard's 4 ton sloop, which is a much more seamanlike job; length 21 ft. with a 7 ft. beam, and 3 ft.6 in. draft, fitted with a 3 h.p. auxiliary. Eight of these boats have been cruising this summer, and the eleventh is now on the stocks, which speaks well for the model.

The next stand I examined was devoted to Captain O.M. Watts' yacht equipment, the most interesting exhibit being a knife which was guaranteed to float, the handle being made of cork and the centre of the blade cut out for lightness .

An illuminated sighting compass also caught my eye. This is very hot! You look through a prism at your bearing-mark, press a button, and - see the compass card illuminated, by the aid of a mirror.

Kris Cruisers were showing a 20 ft. boat 6 ft.3 in. in beam, fitted with a 5 h.p. engine, giving a speed of 7 knots at a fuel consumption of 4½ hours to a gallon, very well fitted out and with a good finish to the job. The only criticism I have to make is that the galley is in a bad position. Nevertheless, this is the boat for me! The Ferdinand Smith Steel Cruisers stand had a 27ft.6 in. steel cruiser powered with a 24 h.p. Morris engine giving a speed of 10 knots. This boat is very smart, having a streamline appearance, but looks a practical job.

The Singer Car people were showing two sports runabouts, 14ft. and 16ft. in which were installed motors of 36 h.p. and 65 h.p. respectively, giving speeds of 23 to 29 knots. The boats were built by See of Fareham on his famous reversed clinker style, which is said to give great speed.

The most astonishing boat in the Show was the Davies Hydroglider. This is a two-seater, the occupants being placed tandem fashion; length 15 ft. beam 4 ft. powered with a 749 c.c. Coventry Victor engine, giving a speed of 20 knots. With the driver only it draws 1 inch or 2 inches with passenger as well. The Makers claim that the boat may travel wherever a depth of 4 inches is available, so you can see that it has great possibilities.

Andrews Boathouses were showing two very smart up-river launches, the 30 ft. model being fitted with a 'snappy' type of seat which, when the boat is used for camping, can be pulled further out and made into a bunk. The other boat which I examined was, what is called a 'Wind' class, for sheltered waters, having a lot of glass etc. A novel water tap fitting contained a small electric motor which on pressing a button caused water to flow just as in a house installation.

Among the engines, the most interesting was a Vee-twelve Diesel-type shown by Gleniffer. It is the first of this type to be constructed in England, developing 240 h.p. but enormous in size and must weigh tons. The last stand I visited was devoted to Masonite, which is a form of composition board which seemed to me to have possibilities for use in constructing kayaks.

I brought away a couple of samples which I intend to test.

F.H.

The best cry we like to hear
On board, as I'm a sinner,
Is when from the quarterdeck they call
To the boatswain to pipe to dinner.

 :: SEA CUSTOM ::

LAUNCHING A SHIP.

The breaking of a bottle when a ship is launched originated with the practice of drinking prosperity to the ship out of a silver cup, which was then thrown overboard.

This practice continued up till 1690, but, being found too expensive, the breaking of a bottle on the bows was instituted.

Up till 1811 the ceremony was always performed by either a Royal personage or one of the Dockyard Commissioners, but in that year the Prince Regent introduced the custom of ladies performing the ceremony.

On one occasion a lady, who was performing the ceremony, made a bad shot with the bottle, hitting and injuring a spectator, who sued for damages, As a consequence the Admiralty directed that, in the future, the bottle should be secured by a lanyard to the bows.

FLAGS.

The use of the pennant dates from the 13th Century, when seamen were mere nobodies, when there were no such things as regular men-of-war, and ordinary merchantmen were either hired or commandeered for use as fighting vessels whenever the necessity arose. These requisitioned ships were commanded by military officers, gentlemen in armour, who, on embarking, transferred their single trail pennons, borne on their lances, to the mastheads of the ships.

In larger ships or squadrons there was the likelihood that the Commanders would be Knights or Knight Bannerets, and they flew their swallow-tailed or square banners whenever they risked themselves afloat.

It is possible that these emblems have been handed down to posterity as the Captain's pennant, the Commodore's burgee, and the Admiral's flag of the present day.

SCRAN BAG.

This was a bag in which waste bread and biscuits were collected, and no doubt used for the pigs which were formerly carried on board.

The modern use is that of a bag in which all clothing and articles left lying about, are placed. The bag is brought up on deck once or twice a week and the contents returned to the owners on payment of an inch of yellow soap.

FANNY ADAMS.

A name given to tinned meat in the Royal Navy. A book published between 1805 - 1815 relates that a solicitor's clerk killed the girl Fanny Adams, cut up the body and disposed of the pieces in the river near Alton. The case was naturally much spoken of, and probably some wag of a sailor applied the name to the pieces of salt meat which were at that time served out to the Fleet. It is said that the meat was often so old and hard that tobacco boxes were made out of it and that these took a fine polish!

THE STARMAN'S PAGE.

Prominent in the Southern Sky at about 9 o'clock are the Constellations Andromeda, Triangulum, Aries, and the Great Square of Pegasus.

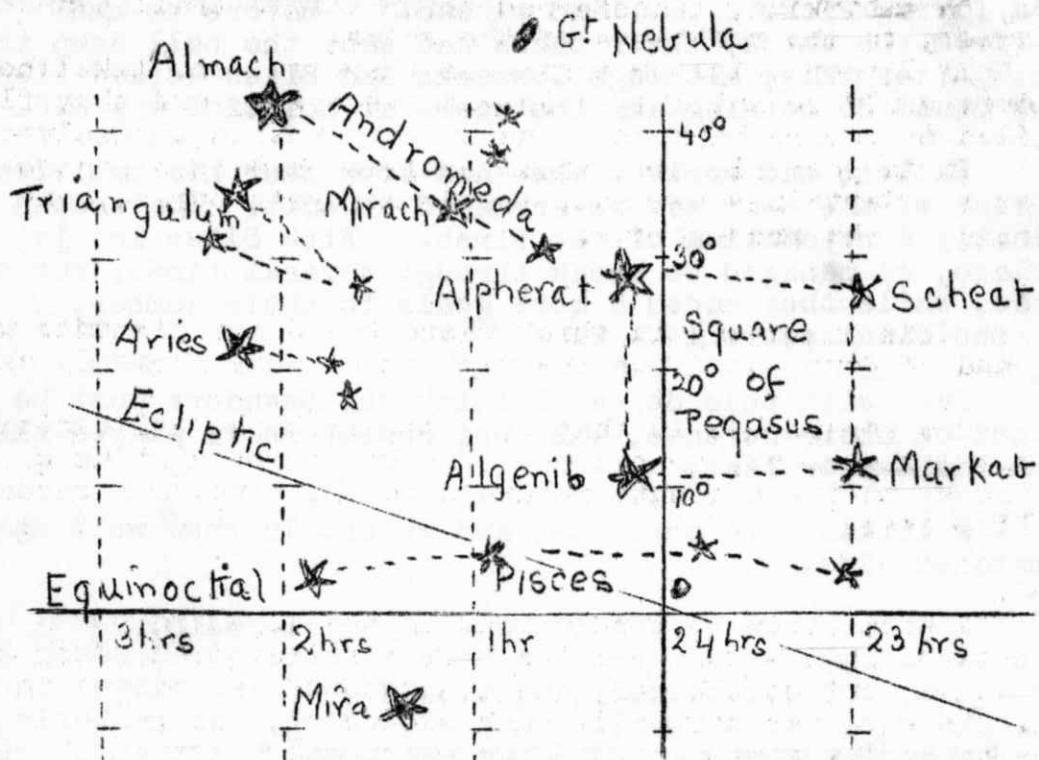
The position of a star in the sky is indicated by its Right Ascension and Declination, corresponding to the Latitude and Longitude of a town on the terrestrial globe.

Twenty-four vertical semi-circular lines from Pole to Pole, cross the Equinoctial and divide it into spaces each one hour apart. Right Ascension is reckoned in hours, minutes, and seconds, from right to left, quite round the sky, commencing at 0. which is known as the first point of Aries. The Sun crosses this point on March 21st, the Spring Equinox. Owing to Precession, this point is slowly moving West, and is now in the Constellation Pisces.

Declination is measured in degrees North or South of the Equinoctial. The 0 line is due south at 9 p.m. on November the 6th. Examples:-

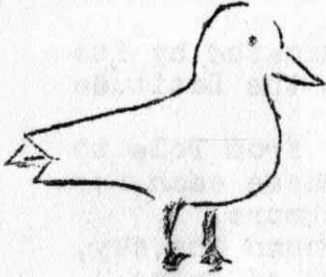
Alpherat	R.A.	0hr.3m.44 sc.	Decl.	28° 35m. North
Scheat	R.A.	22 hr.59m.	"	27° 35m. N.
Mira	R.A.	2 hr. 15 m.	"	3° 20m. South.

Mira is the wonderful Variable Star which changes from $1\frac{1}{2}$ to $9\frac{1}{2}$ magnitude. Period 333 days.



"Onlooker."

 :: THROUGH THE EYE OF A SEAGULL ::



On Saturday, 6th October we had a Football fixture with the Petersham & Ham Sea Scouts on their ground. Owing to the recent flood of recruits we were able to turn out a full team. When we started play the pitch was very slippery, due to the rain which had fallen during the morning.

As F.Hallett had not then arrived, we put Bliss in goal, Angles and Ternouth as backs, T.Carpenter, E.Carpenter and Stiefel as half-backs, while the forward line was composed of Stanford, K.Martin, Hedley, Fullick and Wild.

We won the toss and Ed. decided to play against the wind. Their attack was very strong right from the first blow of the Ref's whistle, and our defence had a terrible job to hold up against it. Within a few moments our goal was being 'peppered' but Bliss managed to keep the ball out somehow.

Cossacks playing like one inspired, cleared, young Hedley took the play down to their backs but was tackled just as he had passed to Stanford, who in his turn was 'set-upon' as he passed to Len. With only the goalie to beat and a sure goal in sight, Len ran, took a flying kick.....and missed! Before he had recovered (from the shock) their backs had sent the ball down to our half again. After this, although Cossacks and Bliss worked like Trojans, we could do nothing and the score at halftime was 6-0.

Hallett had arrived then and took over his position, while the rest of the team was re-arranged to suit. The second half was practically a repetition of the first. With Bliss in his 'proper' place, we managed to break through several times, but only scored twice, while they added 8 more goals to their number. This made the final score 14 - 2.

Even with this defeat I think the Leanders must be congratulated on their defence, when one remembers we played the Petersham & Ham Senior Team.

A little more practice, and we should show well against a better-matched side.

L. WILD.

.....

"PLAY UP! PLAY UP! AND PLAY THE GAME! "

:-:- LEANDER (KINGSTON) SEA SCOUT GROUP . :-:-

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