



Euronaut

Newsletter for European Sea Scouts

Issue 31 • November 2011



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Greetings from the Odysseus Chairman

Satu Raudasoja, Odysseus Chairman

It's been a year since the Eurosea seminar in Pilsen, Czech Republic. In one year a few things have happened in Sea Scouting internationally. But these few things are really special!

We had an unforgettable international Sea Scout event this summer – a Sea Scout Armada to the World Jamboree in Sweden. The armada was named *Simply Sailing* since the theme of the Jamboree was *Simply Scouting*. There were around 200 participants sailing and having fun together. This was the first time I had the opportunity to sail in a big, wooden, Norwegian boat. The armada was something very special in my scouting life and I can't wait to have a next armada in the coming years. We *will* have an armada in the future if people organize it.

Another special project has been the development of a memorial to Warrington Baden-Powell, founder of Sea Scouting.

Ron Brown has been working on this project for several years. Warrington's bust is finally completed, and it will be erected at Gilwell Park soon. Many thanks to Ron. This will happen only once and it will be a very special event. If you visit Gilwell Park, you will find Warrington there.



Odysseus Group in Copenhagen

We have been planning for the next Eurosea, which will take place in Copenhagen next year. I promise that this Eurosea will be a more active and scout-like event than the two most recent seminars. We also have plans for renewing things, but you won't hear about those yet. Maybe at Euronaut or on Facebook. Join the discussions on Facebook groups "Eurosea 11" and "European Sea Scouting."

Hope to see you on Facebook and at Eurosea!

Eurosea 11 – A more active Sea Scout Seminar

Eurosea 11 information in a nutshell

Dates: 19-23 September 2012

Location: Holmen Scout center in Copenhagen, Denmark
 GPS Location: 55°40,31' N, 12°36,09' E
 Website: <http://eurosea11.spejder.dk>
 Facebook group: "Eurosea 11"
www.facebook.com/groups/218937511464342/
 Host committee contact: Ron Brown
sailerboy@bigfoot.com
 Planning team contact: Satu Raudasoja
satu.raudasoja@scout.fi

The planning team of the next Eurosea has set the following goals:

1. More scouting = more doing, less sitting
2. More interaction with the participants before, during, and after the seminar
3. Give participants the opportunity to choose from workshops
4. Have fun.

That is what you are going to get!



Eurosea is an international Sea Scout seminar that occurs every two to three years. The

next Eurosea will be held in Copenhagen, Denmark city center. The core idea of Eurosea seminars is to offer networking opportunities with Sea Scouts from other European countries. Our hope is to have representatives from every national Scout organization with Sea Scouts or Water Scouts. Other objectives are to encourage Sea Scout leaders to join the Odysseus Group, or to participate in international Sea Scouting. Information about the Odysseus Group is available from its chair, Satu Raudasoja < satu.raudasoja@scout.fi >.

How will Eurosea have more scouting? We will be applying scout methods. Every day will begin with a morning activity and coffee break to wake us up. International evening will also be different from previous years. This time we will concentrate on Sea Scout-related games from every participating country. We will also have campfires and other scout activities.

How will we help people interact more? We have a Facebook group for the Seminar, "Eurosea



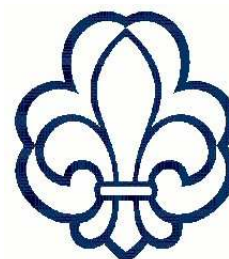
11," and participants will be encouraged to discuss their ideas before and after the seminar. During the seminar we will have "getting to know" activities, coffee breaks, small work groups, and discussion periods.

Will I be able to choose what interests me? Our theme for this Eurosea is "Supporting Sea Scouting," which is also an umbrella them for all the workshops. There will always be two or three concurrent workshops and participants can choose which interests them the most. Usually one workshop will explore national-level issues, while the other will focus on local challenges. If there is a third workshop, it will usually be about international Sea Scouting. Some workshop topics already identified are: activities and program; risk management and safety; leader training; events; public relations; and "How to start ... ?" There will also be two open workshops for participants to bring any topic that they would like to explore.

What will be the most fun? We really can't tell you beforehand - You need to come and find out for yourself.



See you in Copenhagen next year!



Simply Sailing: World Jamboree Armada Report from Poland

Piotr Nowacki, Leon Suski, Bianka Sieredzinska, Natalia Hamernik, Agnieszka Szuba, Paulina Stempien, Jakub Piersa
Photos: Piotr Nowacki, Wiktor Wroblewski, Piotr Ciebiada, Polish Scout Association

After many months of preparation a huge Sea Scout Armada, *Simply Sailing*, cruised to the World Jamboree in Sweden. On the 16th of July at 4 in the morning Norwegian yachts left Ternevig harbor and began their journey to Copenhagen. Polish Sea Scouts also sailed aboard several yachts. The Lodz area Polish Scouting Association contingent sailed aboard two yachts:

S/Y *Joseph Conrad*, whose skipper was Piotr Nowacki, is a steel hull built for long-distance voyages. She was built in the late 1950s and is 18 meters long, draws 3.5 meters, displaces 30 tons, and carries 140 square meters of sail on two masts. She is heavy and fast, and requires a crew of 12. In the past, she sailed in long distance ocean voyages, e.g. to Australia. Recently, she's one of the three J-140 yachts still existing.



S/Y *Dunajec*, whose skipper was Wiktor Wróblewski, is a wooden Opal 4 built in the 1970s. She is 14 meters long, draws about 2 meters, and carries 80 square meters of sail on two masts. She is designed for a long-distance ocean voyages. She carries a maximum 10 person crew.

The Silesia contingent of Polish Scouting Association sailed from Szczecin aboard three yachts. 10HDZ (a Sea Scout team from Katowice) sailed with two yachts. They met the Sea Scout armada yachts near Ystad.

S/Y *Copa Verde* is a yacht built by French shipyard Jeanneau and is a Sun Odyssey

39i. Her skipper was Adam Balazy. Fast, comfortable and secure, with high quality equipment makes it a great sailor. In 2010, she made many Baltic and North Sea cruises. She is 11.86 meters long, draws 1.5 meters, displaces 30 tons, and carries 70.5 square meters of sail.

S/Y *Legend III* was built in Greece under licence to French shipyard Beneteau and is an Olympic Sea 42. Her skipper was Leon Suski. High quality equipment includes a chart

plotter with AIS receiver, air conditioned cabins, and a stove with oven. The yacht can carry 10 people. She is 12.5 meters long, draws 1.75 meters, displaces 10 tons, and carries 90 square meters of sail. 50HDW (a Sea Scout team from Chorzow) sailed the tall ship S/Y *Kapitan Glowacki*.



The sailing chief was Katarzyna Szwankowska. The 25 crew members of S/Y *Kapitan Glowacki* met with the rest of Armada Sea Scouts in Ystad.

One yacht already sailing!

On Thursday, when the crew of two yachts left Gdansk Główny, Wiktor had been busy with S/Y *Dunajec* in Górki Zachodnie. S/Y *Joseph Conrad* was being repaired after a storm. A new bilge pump mount was installed, as was a new sectoral light connector. While this was taking place, the Sea Scouts did some last minute shopping and food preparation. After the shopping was delivered Wiktor and Wojtek began their journey from Górki Zachodni to Gdansk on S/Y *Dunajec*. When they arrived, skippers held a quick meeting. It was decided that Wiktor will leave as soon as possible since his

yacht was ready to go. Unfortunately, the crew of *S/Y Joseph Conrad* had to wait until early morning to leave for Copenhagen because some repairwork still needed to be done. It took a long time to store the food and gear, and it wasn't until after midnight that the crew could go to bed.

Yachts from Lodz made it to Sund!

The crew of *S/Y Sunajec* left Gdańsk almost as planned. Almost, because our train was late and we needed to do some additional shopping. As a consequence we left the harbor just before 3 AM on Saturday. Sailing the Gdańsk Bay didn't take a long time. Then we sailed to the west along the Polish coast. The wind wasn't too strong and the weather was wonderful for comfortable sailing, although some of the crew began to feel seasick. We survived by eating rice with roasted apple and some zwieback for the next two days.

The next day we sat comfortably on the rails and enjoyed the sight of beautiful blue seawater calmly turning into surf. Wiktor, our captain, had a look at the food stored on *S/Y Dunajec* and discovered that there was none of his favorite tea onboard. He called Piotr Nowacki who hadn't left Gdańsk yet. Wiktor asked the *S/Y Joseph* crew to buy a good quality tea for him.

Most of our journey went well. Only when we neared Bornholm did bigger waves arise and some of us got a little scared. On Thursday, we finally made it to Svanemøllenhavn in Copenhagen. We unfortunately noticed that all of our clothes and mattresses were wet.

S/Y Joseph Conrad left the Gdańsk Harbor very late. We left Gdańsk about 11 AM, when the rain finally stopped falling. Leaving the harbor was easy compared with when we entered the sea. We noted that when sailing on the sea some things have a different meaning. For example, people usually use their mouth to talk or eat, but the sea gods know how to make another use for it. He knows how to get nutrition from our mouths. Everybody agrees that he can be cruel.

When we left Gdańsk we thought that the rain had stopped. It turns out that we were wrong. After several hours, the weather changed to heavy rainfall and big waves. The wind direction was not the best for heading towards Copenhagen. The headwind made us tack back and forth for hours. When we finally passed Hel and changed direction to Władysławowo our yacht began to speed up, sailing at 7.5 Kts. Some crew members however didn't seem to like what was happening because they had to sit on the yacht's rail. About midnight Piotr decided to be relieved by Darek. He told the crew to hold course for one more hour and then alter course westward. After briefing us, Piotr went below to get some rest. Hours later he came up to check the course. It turns out that we had sailed westerly for only a few minutes.

The wind blew stronger than before (about 6B), and the waves were bigger as we neared Sweden. The weather was getting worse, as was our skipper's mood. Visibility faded shortly thereafter as heavy fog rolled in. We decided to sail to southwesterly to escape the fog, sailing by Bornholm in case we needed to shelter from a storm. The island would also help us lower the sails if the weather worsened. About 7 PM we passed Nexø and saw Bornholm's southern shore. The good news was that the weather seemed to improve, the waves got smaller, and the wind dropped off.

As we passed Rønne our speed increased to 10.5Kts. Then we heard voices talking about the bilge.

- Can you hear that?
- Hear what?
- Something sounds strange. I can hear water somewhere.
- I thought I was dreaming.
- It's the bilge!

That's when things got interesting. Every Sea Scout had to pump out the bilge. Twenty minutes later it seemed that everything was under control. We turned westerly and sailed as fast as we could, but the weather was worsening. The waves got bigger and the wind stronger, and our yacht heeled more, which caused the bilge to fill again.

Our skipper decided to lower the main sail to avoid heavy heeling. At the navigation table we looked for a closeby harbor where we could fix the bilge problems. After a brief discussion we decided to try to reach the Isle of Moon and Trelleborg harbor. The crew really liked the idea of entering the harbor. Everybody was even happier when the wind dropped to 3B and the waves also dropped. Since our situation had improved, we decided that we would continue on to Copenhagen.

When we finally moored in Svanemøllenhavn we were welcomed by the S/Y *Dunajec* crew and several scouts. We were told where to moor and were offered assistance. After mooring we straightened up our yacht and fell asleep.

A fun time in Svanemøllenhavn!



The July 23rd morning assembly was very different from Polish Scout camp events. The atmosphere was more informal than at Polish events, which usually have drill.

We liked it nevertheless! The flag was raised and we were told about a terrorist attack in Oslo. The victims were honored with a minute of silence. The Danish flag and all the boats' flags were lowered to half-mast.

During the gathering scouts stood in a circle next to Scout buildings. After Ron raised a flag, Satu from Finland gave a speech, as well as the plan of the day which included leader and skipper meetings, as well as Sea Scout Olympics that had been prepared by Danish Scouts.

When she finished her speech it was time for "the daily weather forecast." Everyone was very impressed by two people who brought a Danish map and told us about changing weather.



One scout had a garden hose to show where it was going to rain. The only no rain area was Copenhagen.

After the assembly we had a little time for ourselves. We showered, washed dishes, and straightened up our yachts. Those who couldn't live without connecting to the Internet used the WiFi in the scout hut. One of the Norwegian skippers fixed an engine pump with a mechanic. Onboard S/Y *Joseph Conrad*, Piotr and Darek checked electricity cables. Many yachts were re-moored to keep them as near to the docks as possible.

How does it feel to be a leader?



I will explain how it felt to be a scout leader taking part in Sea Scout Olympics. First I went to the leaders' meeting where we played games to connect in pairs. My partner for the afternoon was Bianka from Holland. It was a lot of fun because

the two of us had the same name. Before the afternoon was out we got to know

scouts from several countries. The groups were organized internationally. Our mission was to



remember names. We played several games to achieve this goal. Then we ate lunch and had some free time to prepare for the Sea Scout Olympics. Our activity their was "cow soccer." We enjoyed watching others play it. We also exchanged information about scouting in our countries while waiting for the participating teams.

The Skipper Meeting

While everyone has participated in the Sea Scout Olympics, the skippers met in the scout hut. The skippers discussed the weather, which was getting worse. The skippers had a hard time deciding what the best course would be to arrive in Åhus on July 26th. It was finally decided to stay in Svanemøllenhavn for the day and let the crews go sightseeing in Copenhagen.

B-B-Q

Following the Sea Scout Olympics we held a "roasted cow." We really enjoyed the barbecue with "roasted cow," chicken, salad, and the absolutely best cake we had ever eaten. The food vanished right after it arrived at the table. A disco was planned for the the evening. It was lots of fun, especially since there were some very handsome scouts attending, as well as Norwegian beauties!

A journey from Copenhagen to Åhus

All of the yachts remained in Svanemøllenhavn on July 24th, which gave the crew a chance to see Copenhagen's sights. We ran through the city's narrow streets trying to see as much as possible. Some got lost, but all were happy to return for dinner. Dinner was creative, with delicious tomato soup, potato pancakes, and vanilla pudding. It was worth returning

from Copenhagen!

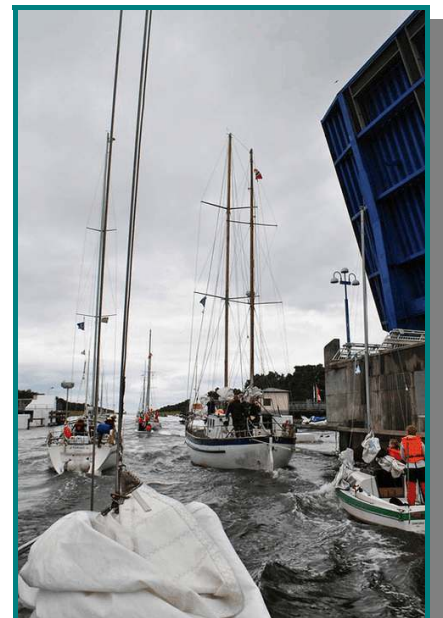
While we ran Copenhagen's streets, our skipper and two leaders checked the boat from stem to stern and fixed everything that could negatively affect the cruise. The electrical system was checked since the green running light wasn't lit. During the evening's skipper meeting it was decided that all yachts would leave the following day.

25th July 2011

Looking at my alarm clock I could see that it was time to get up. The morning was approaching, I thought. We are going to be late again. Nobody heard it ring. It was obvious that the crew was tired from the trip to Copenhagen. Even though we arose late we managed to arrive at the morning assembly on time. Our Danish friends presented us with cheery scout games.

0830 was "L" (leaving) hour. All crews were aboard their yachts; engines were heard everywhere; lines vanished from stanchions. In a couple of minutes all boats were underway to Ystad. The first to leave Svanemøllenhavn was *Thermopilae Clipper*, followed by the Danish boats, *Joseph Conrad*, *Makrellen*, *Dunajec*, and finally the Norwegian boats. It turned out that the sea god was good to us because the wind wasn't too strong and everybody was in a good mood, joking and fooling around.

We initially sailed southerly for several hours into the waves, passing several shoals. When we crossed the channel to Copenhagen the armada headed towards



Falsterbo Canal. It was planned for all yachts (except of *Joseph Conrad* which draws more water and had to sail around Falsterbo peninsula) to arrive at Ystad simultaneously, but the plan failed because several boats could not pass under a low drawbridge without its being raised. An hour passed and at 3 PM all of remaining boats transited the passage and sailed into the Baltic.

Our boat had to sail around the peninsula. After transiting Falsterbo we turned eastward and raised sails. An hour later, in the distance, we could see the armada sailing out of the canal. They were about 40 minutes ahead of us. The mood of crew was good but what made scouts even happier was the hot chocolate we drank before reaching Ystad. After dark, we arrived in Ystad harbor. The pier for armada was too short to accomodate all of the boats, so we rafted up with 3 or 4 other boats. Our boat was tied to the Bavaria 37 *Overstag*, a Dutch Sea Scout boat.

A story of a "brush"

After dark we found out that our yacht had a bilge monster. This monster tried to attack our skipper. While Piotr was sitting on his bed something swam from underneath it. It was actually a toilet bowl brush that hit him. Luckily he was faster than the brush. Not thinking too much he pushed the monster back to its hiding place.

26th July 2011

At last we exchanged crews!



It was obvious the following morning that this day would be special. It began with a change of weather. The sun was shining with almost no clouds. The alarm clock didn't awaken the crew – it was wonderful weather! When everybody arose and felt the warmth, nothing more was needed.

Everybody was ready to take part in the day.

Our armada grew overnight with S/Y *Kapitan Głowacki's* arrival. Silesian scouts moored to the other side of the pier, and now they prepared their tall ship for the next part of the journey. At about 10 AM we prepared to get underway. From the armada's beginning we admired the Norwegian boats. Now we got to know them better by becoming a one-day crew for S/S *Makrellen* whose skipper was an awesome and very hospitable person. We really came to like Sigurd.

At about 10:30 AM we got a signal to depart. We heard from the port authority that at about 11 AM many ships would be arriving at Ystad and we needed to avoid the resulting traffic. This time the armada left as a group, showing grace and power.



Sailing on *Makrellen* was very interesting. In several hours we learnt how to splice. We also got to raise and lower

the sails. While we learned how to splice we could hear our skippers talk on the radio. *Joseph Conrad* talked to *Dunajec*. Piotr, who after raising the sails sailed faster than Wiktor, managed to overtake Wiktor's boat nearly 1.5 hours after leaving Ystad. Now, he wanted to invite Wiktor for coffee.

We sailed *Makrellen*, getting to know a nice crew better, all scouts who exchanged crew for a day. There were many scouts from S/Y *Joseph Conrad* who wanted to get some experience sailing a Norwegian boat, so in the middle of our journey we had to make another crew exchange. Unfortunately, when Sigurd tried to get in touch with *Joseph Conrad* it turned out that they weren't listening, or maybe she already was a submarine, or they didn't want us to be back.

Sigurd tried several times to reach *Joseph*, but nobody was answering. He asked different yachts if somebody had seen *Joseph Conrad* and where



she is. The *Makrellen* skipper learned the name of the tall ship with the Silesian scouts onboard. When he called the S/Y *Kapitan Głowacki* they answered, Suddenly *Joseph* came back from the dead. It turned out that *Joseph* was too far from *Makrellen* to hear him. Because the *Joseph* crew was too small, nobody heard the radio.

Makrellen was sailing near the coast, about 3 miles from *Joseph* on the course for Åhus. *Joseph* was sailing with full sail, trying to catch up with *Makrellen*. Before dark we exchanged crews. Some crew members came back to *Joseph*, even though they didn't want to leave *Makrellen*. A party and a piece of apple pie was awaiting us under a Norwegian flag.

All ships in Åhus!

The route into Åhus was not easy or comfortable. Near the estuary flowing by the town exists a wide shoal with many obstacles. For small yachts there were routes they can sail into Åhus, but it's more difficult for larger boats. They have to take a course that passes all the obstacles along the way. When we finally made it to Åhus, it was already dark. We smelled molasses when we got there.

We all thought "We made it!" We moored to a high, commercial pier, then we sorted the sailing gear and thought about what to do for the next two days. There were many ideas: go sightseeing, take photographs, send postcards, visit a beach, shop in the local supermarket, visit a factory, and the most important, visit the World Scout Jamboree and visit program tents from every jamboree nation.

After midnight, we heard Kasia talking to the port authority, saying her ship *Kapitan Głowacki*, was joining us in Åhus. Wiktor and Piotr briefly described the harbor and where she could moor. This was very important since this part of the pier wasn't lit. After a short talk with Kasia, Piotr and two Sigurds went to the pier to help Ron light a safe spot for the Silesian crew to moor.

27th July 2011

When we got up, all that we could see was a fog. Everyone went below on *Joseph Conrad*. It was time to begin the day by raising the flag. Later we took a walk in the harbor to get the shower code (*priceless!*)

At 10 AM all armada participants gathered on the pier for the last morning gathering to review our amazing journey. The port authority officially welcomed our international team. We thanked the organizers and skippers, and especially Ron Brown. The Australians gave him a gift - a real boomerang as a sign of our parting but with a hope that all of us will gather again in the future.



After the assembly a group photo taken. All our heads look like pinheads, but since we are people, we are able to see the difference between the heads. We prepared breakfast afterwards and went to Åhus. For some of us it was sad to look at the Norwegians taking their bags from their beautiful wooden ships. Their next adventure was to become Jamboree participants.

Around noon two more yachts arrived. The

first was the Finnish *TMX*, which moored alongside *Joseph Conrad*. Their crew had a scary adventure sailing into Åhus because they lost the boat's propeller. They bought a new one at the nearest harbor, but had to guess at its size.

Second to arrive was *Adam* with a Silesian crew. She moored to *S/Y Kapitan Głowacki*. They unfortunately brought sad news that the other boat crashed when it was departing its homeport. There was no certainty that it was going to make it to Åhus in time. The citizens of Åhus were very nice. In the shops people were interested in our journey to Sweden and the Jamboree. It was particularly nice that the ice cream was really delicious, especially eaten with some Norwegian scouts. This did much to develop international collaboration.

A Visit by Scouts from Radom, Poland

Scouts from Radom, who bicycled to Sweden, visited the crew of *Joseph Conrad*. Those scouts had already visited several places in Sweden and they also planned on visiting the jamboree. They seemed to be very impressed with the Norwegian boats. In the middle of the day we joined them and then we went to the beach in Åhus, where we found bikes and scouts sunbathing.

The Norwegian Skippers visit S/Y Joseph Conrad



When the younger Norwegian scouts went to the Jamboree, their skippers stayed behind waiting for

the replacement crews to arrive. In the evening, after we had returned from town we visited *S/S Makrellen*. This was a nice opportunity for people to chat and drink hot Belgian chocolate with the Norwegian skippers whose boats were moored alongside to *Makrellen*. Later, the party

moved to other ships. The *Joseph Conrad* and *Dunajec* crews visited *Nordsj*, and admired what they had seen on *Gyda*. Piotr invited the Norwegian skippers to join us aboard of *Joseph Conrad* and drink a cup of coffee with us. The skippers had a closer look on *Joseph Conrad* and they seem to like our old-timer. In the beginning, skippers were talking about the boat's technical properties. Later, they delivered brief speeches about sailing aboard *Joseph*. It was great to exchange stories about past experiences.

Łódź comes back to Łódź

Everyone awaited July 28th to visit the 22nd World Scout Jamboree in Kristianstad, Sweden. This was also our last day in Åhus. We had to sail more than 200 miles to return to Gdańsk Bay harbor. To get there on time we had to leave Åhus that evening. It was really cold and the rain was back. There was almost no one on the streets, and the café owners weren't in hurry to open their restaurants.

We got up early, and right after flag raising we ate breakfast. Kristianstad was a 2 hour bus ride from Åhus, but because of heavy rain we decided to use a local bus to get to Rinkaby. Just before we left to visit the Jamboree, some skippers ran to us and asked us if we had listened to the Swedish news. We said "no" and they told us that near Bornholm a Polish tallship is drifting, and it doesn't have any fuel:

- *They thought it was your Black Knight, which was certainly a possibility. We felt embarrassed since no good ship owner would let themselves run out of fuel.*
- *Journalists could have got it wrong, but the ship is next to Bornholm in fact. When you got an internet connection, we checked to see if anything else was known.*

At about 09:30 AM we left the harbor. We didn't have to wait long – after about twenty minutes we were in Rinkaby, where our Jamboree guide awaited us. When we finally got to a special tent to get our tickets to enter Jamboree as visitors, we had to wait in line. After we had our tickets we had

to wait for yet another bus to go to the Jamboree main gate. There we waited at an assembly place for the official Jamboree tour we tried to identify what things we were interested in having a closer look at later.

Media Center, Scout Shop, the Nordic Badge, Eating worms and more

Our skippers told us to have fun and look at the jamboree until 3:30 PM. This guaranteed that we would be back at the harbor early enough to prepare the yachts before it got too dark. Piotr passed the national tents and went to the media center with his laptop and camera instead. He had a short talk with the media center service team and got a permission to use the internet connection to look for news. At first, he decided to check his mailbox and he got an email from Piotr "Pagaj" Wenc awiak from 32HDW (a Sea Scout team) from Katowice (Silesia). Here is a quotation of good wishes from skipper Pagaj and sailing chief Karolina Walicka:

"Start winouj cie, 07/31/2011, number of crew (with skipper, leaders and organizer) – 14. Unfortunately, we can't join armada, we can't do anything about the calendar, but we will be in Åhus, we will get to jamboree (surely, we will come for the Polish day)."

The next priority was to check *Black Knight's* position. A moment of waiting and in a map provided by marine traffic there's a confirmation that the ship was at anchor near the mouth of Christians harbor. it was not drifting, which meant that it was probably letting the crew visit this charming island. Piotr stayed in the tent to check the latest weather reports.

While Piotr was in media center, four people from *Joseph's* crew decided to "escape" the official tour. It was a good decision. It turned out that there were no official 22nd World Scout Jamboree badges left. They were informed about this when they tried to buy them. Unfortunately they had already stood in line for 40 minutes. They visiting many of the national tents, getting stamps from each and taking part

in special programs prepared by contingents. We were invited to eat national food in the Malaysian tent. All that we have tasted didn't resemble anything we had ever eaten before. Sylvia tasted something that looked like roasted cake pieces. She said "it tastes good, but it's hot!" Her facial expression changed when she heard that she had just eaten roasted worms. Sometimes it happens – luckily everything that goes through your mouth goes to your stomach.



In the Nordic tents there was a game for guests. If you

managed to visit all of the Nordic contingent tents and found pieces of information about countries to the North of Poland, you got the Nordic badge. Thanks to this interesting idea we got to know how to say "good night" in Norwegian, "be prepared" in Swedish, and we reminded ourselves the names of the Finnish yachts. Bianka helped us with reading some Danish words and sentences and we earned the Nordic badge.

We also visited the Japanese tent. Everybody typed messages to Japanese Scouts. After writing them, a very nice Japanese girl scout took a photo of you holding it and when it was something interesting she also videoed you reading it. Bianka, known from her love of Japan, flirted with some Japanese Scouts and didn't want to leave.

Returning to Poland

Getting back to Åhus Harbor wasn't easy. When we got to the registration point it was raining heavily. We hid in the registration tent and were waiting for the bus to arrive. After a half an hour, one of the Silesian Sea Scout leaders said "We have a bus! Run for it and don't let it leave without you!" We ran to the bus and talked to the driver. He was very nice but he speak almost no English. Finally, he drove us to the harbor.

You see, smiled Adam Balazy, a Silesian boat skipper, once you're with Silesian scouts, you'll never be disappointed because we are always lucky!"

We arrived at our boats at about 5 PM. Scouts responsible for dinner preparation were on duty, because they wanted to have it easier on the sea. The skippers sat with maps, planning the route to Poland. The weather forecast wasn't very optimistic. There was an announcement that while we were returning home we would be in the middle of a cyclonic weather feature. Even if we weren't in the middle of everything, it still meant that we would be dealing with rain and strong winds on our starboard quarter. We had to consider how to use dozen hours to sail with a wind coming from our stern, then make quick pass by Bornholm and be back in Poland on time. Before leaving we said goodbye to all scouts there, as well as the *S/Y Kapitan Glowacki* crew, who were also preparing to leave. We heard from the Silesian scout captain that a yacht *Leon Suski* was about two hours away from the harbor. Unfortunately, we couldn't wait any longer. At 7:05 PM both *Joseph Conrad* and *Dunajec* retrieved their mooring lines and began the journey home. We were in a sad mood, because we wanted the armada to last longer.



A way back home didn't bring many surprises. Onboard *Joseph Conrad* we didn't

have to fix anything because everything was already fixed. Right after we left Åhus the captains decided to raise foresails, it looked like a synchronized dance. Later, *Dunajec* made a shortcut possible smaller yachts, and *Joseph* went by the route that ships take and raised the mizzen. We then raised all sails and our yacht turned to the right. The visibility was lowering, and soon it was dark. The lights of *S/Y Dunajec* weren't

visible to us anymore. We were all alone again.

"Highway" to Hel

Time passed by. During our journey home we ate the dinner that was prepared earlier. During the following hours, we spent on eating sweet and delicious food bought in Sweden (for example: apple pie!). From time to time we called *Dunajec* to inform them what we're eating and what they don't have! In the middle of our voyage it was time to verify the weather forecast. It turned out that we were somewhere near the cyclonic circulation and the wind has weakened a little, but in the evening near the bay the weather conditions are going to become a rough 8-9B. It sounded too dangerous to our skipper, so he decided to lower the sails before the winds hit.

We reached Władysławowo before midnight when we got a call from *Water Nymph*. Now, he wanted to know where we were. When we answered, we just heard a long "Oooooo." *Dunajec* was near Stilo. We went far to the East, using the commercial shipping channel. When conditions are better, this kind of race is risky and most sailors think it's a bad idea. At about 1 AM with wind blowing stronger than before, we hadn't seen any ships for some time. When we were at the position Piotr wanted us to be, we made a turn and close hauled with a speed of 8 Kts. We were approaching the HLS seamark. After passing the shipping channel the waves diminished and we hauled the sails down. We turned on the engine and changed course to the northwest and at about 3:20 we moored in Hel harbor, so we sang our "I'm on a highway to Hel! Highway to HEL!" (almost like in AC/DC song). We took a short break to avoid getting stuck in the fishing nets and also to gave us a chance to straighten up our yacht before turning it over to the ship owner. We spent several hours in the harbor. Some crew members packed their bags, others rested in there beds.

At 8 AM everybody was ready to transit Gdańsk Bay. We turned on the engine and then we heard *Dunajec* calling us on the radio (Wiktor was near the HLS seamark

then). It turned out that they are experiencing some problems with their engine (there was some water in the fuel) and they asked if we could help them if they couldn't solve the problem. After 20 minutes our two yachts approached one another. We raised the sails and in next two hours we were able to help Water Nymph's crew while they were trying to solve the engine problem. The engine finally started and our assistance was no longer needed. Wiktor thanked us and each yacht headed towards its home harbor.

A special watch called a "dream watch" sailed *Motława* before we moored in Gdańsk harbor. "A dream watch" was crew members who knew that they won't be able to be in one watch together during the journey. About 1 PM a nice male member of this watch parked us in the harbor. This was the end of our journey, but Piotr, Darek, Wiktor and Wojtek stayed on the yachts to finish straightening up. The crews of *Dunajec* and *Joseph* caught a train to Łódź at 4:10 PM, this time without being late.

10HD Katowice, report two

Our Silesian voyage wasn't as lucky as we expected. Bad weather, especially strong winds that kept us in winoujcie and made it impossible to reach the armada in Ystad. While in harbor we worked on fixing *Copa Verde*'s sail. When Adam and Leon found someone who could repair the sail professionally, the wind weakened so our yachts could begin the cruise. The moment *Copa Verde* was ready to leave, *Legend III*'s starter motor quit. We spent three days in this Polish harbor town eating pancakes and waiting for the starter motor to be fixed. When we finally left the harbor we drank some cokes with the sea gods, and in the evening we shared our dinner with him.

A boat of *Mody* had already been to Sweden, where its crew met Silesian Sea Scouts from 50HDW sailing the tall ship *Kapitan Głowacki*, and scouts from Łódź sailing with Piotr and Wiktor. *Mody*'s boat usually sails to Sweden with their engine on because the wind is on the boat's nose. Unfortunately, even this crew hadn't

managed to take part in a sailing armada to the Jamboree. They joined it in the harbor, where they met the crews, visited some yachts, drank tea on *Głowacki*, and listened to stories. They did get to visit the jamboree with everyone else.

During the first day at sea, *Legend III* had very stormy weather. The waves, wind whistling, and a heeling. One is giving a gift to a god of sea, the other is sleeping in a moment he will be woken up to go on watch. Everyone had to get used to their entire world bouncing, everything was wet, and sleep was only for four hours. Our second officer, Iza, cooked a dinner of pasta with sugar for us. When we got near Åhus, we met *Kapitan Głowacki*. Well, our crew wasn't even a half the number of *Kapitan Głowacki*'s crew, so everyone enjoyed a peaceful chat. By the time we reached Åhus we had gotten our 'sea legs,' so when we returned to shore, everything was unsteady. Most of yachts had already left. In the morning we talked to Ron and some Norwegians. That was our only contact with the armada, and all because of broken starter. We went to the jamboree the next day. There were several meters between Finland and Malaysia. It takes only minutes to walk from the Schwarzwald forest to Paris, and then on to Tel Aviv. We tasted Australian and African foods.



In Åhus, we visited S/Y *Zawisza Czarny*. Next stop was Kalmar – a beautiful place. The sauna in a harbor and a lively marketplace full of cheerful people. The town fell asleep just before daybreak.

In Karlskrona we visited the Maritime Museum. We heard stories about brave sailors and their frigates, beautiful galleons,

and tired boatbuilders. We had an opportunity to sit in our blue uniforms and build some boats. From pieces of wood, some ropes and rags, we built frigates, schooners, and brigs. In Karlskrona, we ate the world's biggest serving of ice cream. It was so much fun that we could hardly breathe because we were laughing so much.

In the evening, we visited Hammerhavn. We visited the old castle and watched a beautiful sunset. We ate some brie and fresh grapes on the Danish seawall. Some went sightseeing, others visited a lighthouse. The rest sat on the pier waiting for the next part of a trip to Saßnitz. We managed to moor in the German harbor with some difficulty. The sound of waves hitting the seawall and the creak of moorings. It was shaking almost like on the sea, but there was one difference. it was louder in the harbor. Continuing our tradition we went to get ice cream. This time we got it in beautiful glass dishes with fruit.

Our sleepy crew suddenly heard a Mayday call on the radio. It turned out that 7 miles away a Polish yacht was sinking. A moment later we saw a SAR ship leave the harbor. We offered to help, and the SAR boat asked us to proceed in the direction of the mishap. In the meantime the yacht *Legend III* was joined by *Copa Verde*. It turned out that the sinking yacht belonged to the same ship owner as our boats. We were asked to escort them to Szczecin.

In Szczecin, the crew of *Legend III* ate fried fish for dinner. We chose a bar near the harbor because earlier we were scared by a fisherman there who we thought was trying to destroy our boat. He was innocent, but we were scared. Marta, Mroziak and Andzia went to visit S/Y *Chopin*, while the rest of the crew spent the evening playing "psychologist" and making a gift for our captain. Mateusz and Agata baked a cake, and we tied 10 knots to an old mooring. We wanted to thank him for a wonderful cruise, for his patience, and sharing his time with us.

All of us, tired from the adventure, sat on

cozy seats in our cars on the way to our final destination, Katowice.



International friendship – Czech Water Scouts and Lithuanian Sea Scouts

Birutė Taraskevičiūtė, Lithuanian Sea Scout leader

The summer of 2011 was full of empowering and inspiring experiences for Scouts and leaders from Lithuania and the Czech Republic. An exchange project between Lithuanian Sea Scouts (*Dovilė Vinkevičiūtė*, leader) and Czech Water Scouts (*Pavel Skalný*, leader) was developed after Eurosea 10 in Pilsen, Czech Republic. The idea was to organize an international Sea Scout camp that would take place in the Czech Republic one year and Lithuania the next.



Twenty Lithuanian Sea Scouts traveled to Ostrava, the third biggest city in the Czech Republic. On the

way there we spent 9 hours in Warsaw, where we visited the Old Town and a huge zoo. When we arrived in Ostrava a group of Boy Scouts met us and took us to their meeting house. It looks like real ship inside. We made a trip to a coal mine, as well as to Poruba's swimming pool where water games were organized. Next day we rowed down the River Opava on boats called *Pramice*. The Scouts were divided into international teams with old Czech family names. In the evening guests became

"detectives," and local scouts were "suspects."

Next day we traveled to a campsite at Slezska Harta Pond. It was very interesting to see how Czech



Scouts live outdoors. The Lithuanians enjoyed the opportunity to compare the two countries' scouting programs. The Czech Scout program is varied and interesting: rowing, sailing, regattas, strategic forest games, sports, hiking, night hikes, and campfires. During camp we became familiar with Czech Water Scouting traditions: morning and evening orders, meals, schedule, and uniforms. There were lots of questions: What does the color of your neckerchief mean? Who built the boats you use? Do you do water activities often? We had time to get answers.



For some of the Lithuanian Sea Scouts it was their first time in a foreign country, and the first time

they saw mountains. All of the Scouts found that it was very challenging communicating in English. After a few days they felt more comfortable expressing themselves. By the end of the camp most of the Lithuanians did not want to leave and most of Czech Water Scouts did not want the Lithuanians to leave. Everyone promised to improve their English during the following year so that next summer we would be ready to meet in Lithuania.



This successful exchange project demonstrates that it is worth participating in international Scouting events. Eurosea10 provided the opportunity for making friends with Czech Water Scouts. By attending Eurosea, leaders were able to invite and involve their scouts in exciting international events that open intercultural dialogue and understanding.

[Join us at Navigamus 2012](#)

Navigamus is the Czech water scout national camp held every three years. The seventh Navigamus will be held on 7-10 June 2012. Early June is the traditional time of year for this event because of the Saint Medard holiday, patron of water scouts. We always welcome guests from abroad, so please join us.

Participants will be divided in four decks (subcamps). To get a first-deck ticket is quite an honor. At the end of the event, the decks compete against each other.

Each Navigamus commemorates an important nautical history event. The 2012 Navigamus will commemorate the hundredth anniversary of the maiden voyage of RMS Titanic. Various activities, team games, and outdoor events inspired by the Titanic are planned. Participating troops will also contribute to the program. The camp is located next to the Bolevecký Pond in Pilsen, which makes it possible to sail punts and enjoy water activities.

Food will be provided to participants, but

you must bring your own tents. If you have boats suitable for our pond, you can bring them as well.

Registration starts in December 2011 and ends on 15th March 2012. Participating groups can include members from 6 to 18 years old, along with adult leaders. The number of people in a group is not restricted. Sign up as early as possible to get the best ticket prices.

The camp's organizer is Junák - svaz skaut a skautek R, Plzeňský kraj. Please send questions to international@navigamus.cz. Kateřina Kaderová is responsible of foreign participants.

Summary

What: Navigamus 2012 - 7th national camp of Czech water scouts with international participants

When: 7th to 10th June 2012

Where: ATC Ostende, Bolevecký rybník, Plzeň, Czech Republic

Cost: 30-50 €, depending on your country of origin.

For more information: www.navigamus.cz



Joignez-nous à Navigamus 2012

Navigamus est un camp national des scouts marins tchèques qui a lieu tous les trois ans. Le 7ème est prévu de 7 à 10 Juin 2012. Le début de Juin est une date traditionnelle pour cet événement en raison de la fête de St Médard, le patron des scouts marins. Chaque fois, nous accueillons des participants étrangers, donc nous voudrions vous inviter à nous rejoindre.

A Navigamus, les participants sont divisés en quatre ponts (sous-camps). Il est prestigieux d'avoir le ticket pour le premier pont. Les ponts concourront pendant le camp.

A chaque fois, Navigamus rappelle un événement important de l'histoire marine. En 2012, ce sera le centième anniversaire du voyage inaugural de RMS Titanic. Il y aura des activités variées, les jeux de team et outdoor programme inspirés par Titanic. Puis, les participants connaîtront la ville de Plzeň. Tous les groupes contribueront aussi au programme. Un après-midi sera dédié à leurs activités pour les autres scouts. Le camp est situé à côté de l'étang Bolevecký ce qui nous permettra de naviguer sur des bachots et ainsi de profiter des activités aquatiques.

La nourriture est assurée pour tout le monde mais il faut apporter vos propres tentes. Si vous avez des bateaux convenables pour notre étang, vous pouvez les amener de même.

L'enregistrement commence en Décembre 2011, au plus tard, il faut le faire le 15 Mars 2012. Vous pouvez vous enregistrer comme un groupe de participants de 6 à 18 ans avec des chefs adultes. Le nombre de gens dans un groupe n'est pas limité.

Inscrivez-vous le plus tôt possible pour gagner les meilleurs tickets. L'organisateur du camp est Junák - svaz skaut a skautek R. Si vous avez d'autres questions, n'hésitez pas à nous contacter : international@navigamus.cz.

En bref

Navigamus 2012 - le 7ème camp national des scouts marins tchèques avec les invités internationaux

Quand : 7 - 10 Juin 2012

Où : ATC Ostende, Bolevecký rybník, Plzeň, la République tchèque

Combien : 30 à 50 € d'après le pays d'origine

Plus d'informations : www.navigamus.cz

Drager: Camp for water rovers and rangers, challenge for everybody

Pytlík - Michal Kordík, Katka Kaderová - Czech Republic



How did it all start? A group of great people, scouts, brothers and sisters, watermen, quickly became a group of

friends at a course for future captains. They agreed not only to continue meeting but also to complete the next step in their Scout training and take the course to become instructors.

One of the team's tasks was to organize a big scout event, or alternatively to help with an existing



educational course. Since there was suitable no already existing camps, they decided to create a new one that specialized in water adventure. The target group was rovers and rangers older than fifteen. The course was open to both water and land scouts. At the end course participants could pass the "Kapka watermen minimum" exam. It is recommended for all scouts who organize water activities with their troops.

So the adventure aboard the mythical ship *Drager* began. The group was divided into four crews (Flash of friendship, Horizon, Antoinette, and Golden path), with the leadership ship, "The First" began at Lede nad Sázavou, a town in the Vysočina Region of the Czech Republic. The sail on the River Sázava to our campsite was enhanced by the fact that each crew had only one canoe. The canoes with more than three passengers had a very low center of gravity. The participants had additional opportunities to show their strength and skills in water elements at the camp. They practiced seamanship skills, for

example, by transporting a wooden cannon and keeping it dry. The night games also focused on water activities. The river was crossed many times, sometimes with dry shoes, and sometimes very wet. After a very busy night, everybody "appreciated" that they were woken up by a shot from a real cannon.

Tom (a participant): "It is strange that there was no competitiveness among crews. Everyone pulled together, which is why we had so many fun and unique experiences."

On land, there were amusing and dramatic lectures. For example after the lecture about maritime law, the entire campsite was labeled with tens of aids to navigation marks regulating movement of people. The lecture about types of ships and their equipment was also popular. There were more common sports too, such as softball, marlinespike seamanship, and football. The last one was altered to include life jacket wear, helmets, and a paddle for goalie. There were two teams that took turns playing on each side. When it rained, it was time for singing and creative activities.

Slunda (instructor): "The best thing during the course was that we as instructors were able to do anything we wanted. You simply think creatively during the evening and next day you make it happen."



The physically demanding program was followed by four evening fires. We tried to light them by alternative means. The program consisted of songs and games, followed by learning folk and classical dances, and a fruit banquet during the final fire.

There were lots of activities, including diving and rappelling into the water. We are

thinking about other experiences. There is still more to remember.

So we took the final promise in the cave of Drager: "I promise that I will pass on the fire that lights my heart, either on the water or land, in rain or in sun. So that everybody can feel the strength of the pure scout spirit.

You can look at more photos at:
http://drager.skauting.cz/?page_id=421

Drager: Camp pour les pionniers marins défi pour tout le monde

Pytlík - Michal Kordík, Katka Kaderová
-République Tchèque



Comment cela a commencé ? Un groupe de gens merveilleux, scouts, frères et sœurs, riverains, en bref, un

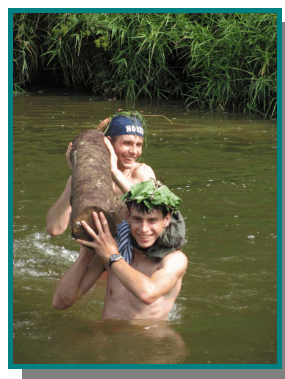
groupe des amis s'est rencontré pendant un cours pour les prochains capitaines. Ils se sont mis d'accord non seulement sur les futurs rencontres mais aussi sur l'accomplissement du pas suivant dans l'éducation scout - le cours pour les instructeurs.

Pour cette raison, ils ont du organiser un grand évènement scout ou aider avec un cours éducatif. Il n'y avait pas de possibilité parmi les cours existants, par conséquent, ils ont décidé de créer un cours nouveau - aventurier et avec la spécialisation nautique.

La tranche d'âge visée, c'était les pionniers, donc plus de quinze ans. Le cours était ouvert à tous les scouts, non seulement aux scouts marins. Les participants ont eu la possibilité de passer "l'examen de minimum riverain - Kapka " qui est recommandé pour chacun qui organise des activités nautiques avec son groupe.

Alors, le voyage pour retrouver le secret de "Fleur de Lis" sur le bateau mythique Drager a commencé pour L'Étincelle d'amitié, l'Horizon, Antoinette et le Chemin d'or à Ledě nad Sázavou. La navigation sur la rivière Sázava jusqu'au site du camp a été embarrassée par le fait que chaque groupe n'a eu qu'un canoë. Surtout les groupes qui avaient plus que trois membres

(donc tous les groupes) ont soigné leur centre de gravité. Pendant le camp, les participants avaient d'autres chances pour prouver leur force et habileté dans l'eau. Ils se sont entraînés en virages dans la voie d'entraînement créée pour cette occasion, ils ont traversé la rivière avec la charge, à l'exemple du canon en bois lequel ils ont du transporter sec. Aussi les jeux de nuit ne pouvaient pas se passer sans l'eau. La rivière a été traversée à plusieurs reprises par voie sèche et humide. Après une telle nuit, tout le monde a sûrement apprécié le réveille-matin sous forme du bang du canon réel.



Tom (un participant) : Il était étrange qu'il n'y ait pas de compétitivité entre les participants. Tout le monde était du même bord et c'est la raison pour laquelle nous avons vécu autant de choses superbes et uniques.

A terre, il y avait des conférences amusantes et dramatiques. Par exemple, après la conférence sur le droit marin, il y avait des signes régulant le mouvement des gens (au lieu de bateaux) partout. La conférence sur les types de bateaux et leur équipement a été aussi populaire, particulièrement après la démonstration faite des corps humains. On jouait aussi aux sports plus communs, à l'exemple de softball, des activités de cordes et de football. Ce dernier a été amélioré par l'usage des gilets de sauvetage, des casques et une pagaie pour le goal. En plus, à chaque côté, il y avait deux équipes qui ont alterné en brèves périodes. Quand il pleuvait, c'était le temps pour chanter et pour les arts.

Slunda (un instructeur) : La meilleure chose pendant le cours, c'était que nous, comme un groupe des instructeurs, étions capables de faire tout ce que nous voulions. On pense simplement à une folie soir et le jour suivant, on la fait.

Après le programme difficile, on a fait des feux, à quatre reprises. A côté du feu solennel et final, on a eu des feux à participants. On essaie toujours de les allumer inhabituellement. Cette fois-ci, on a choisis le fusil. Au programme, des chansons, du théâtre, l'apprentissage de la danse populaire et classique et même un banquet de fruit à la fin. En tout, il y avait beaucoup d'activités, en outre, la plongée, la descente en rappel jusqu'à l'eau ou la descente des barrages. On a d'autres choses sur les lèvres, il y a toujours de quoi se souvenir.

Alors, nous pouvons rejoindre la promesse finale dans la grotte de Drager : "Je promets que je vais transmettre le feu allumé dans mon cœur, à l'eau, à terre, dans la pluie, sous le soleil. Afin que chacun puisse éprouver la force d'esprit pur de scoutisme."

Vous pouvez voir plus de photos à :
http://drager.skouting.cz/?page_id=421

Jamboree Denmark 2012 & Sea Scout 100-year Anniversary

Ron Brown, Det Danske Spejderkorps

Danish Sea Scouts will celebrate their 100th anniversary in 2012. It has been 100 years since their start in 1912 during a sail back from the Stockholm Olympics where scouts had worked as volunteers.

All 5 Danish Scout and Guide associations have chosen July 21-29, 2012 to hold a first-ever joint camp. Danish Sea Scouts will participate and make this a part of their anniversary celebration.



The main camp will be held in Holsterbro in North Jutland where most activities will take

place. Sea Scouts will camp in a single subcamp. Water activities will take place at

three locations with bus transport to them: canoe and kayaks on a nearby lake; dingy sailing and wind surfing at Thorsminde; and crew sailing in Struer.

At the conclusion of the Danish Jamboree, Sea Scouts will have a separate birthday celebration. A Sea Scout armada will depart from Struer, transiting through Limfjord on the way to Hals. There the armada will formally disband. At each stop there will be activities, happenings, and parties.

There currently are no hard details about the armada. Jamboree reservations begin on November 1st. More armada details will be available soon. If you would like to participate in the armada, you may want to inquire about chartering *Ran* or *Klitta*. Armada information will be available from soa@list.dds.dk.

See:

- www.2012.spejderne.dk/en/frontpage
- www.facebook.com/pages/Jamboree-Denmark-2012/240576969295920 (Jamboree)
- hotel.dds.dk/hytter/ran/ (*Ran*)
- www.klitta.dk/ (*Klitta*)

FUTURE EVENTS

Navigamus 2012

7 – 10 June 2012 – Bolevecký rybník, Plzeň, Czech Republic

See – navigamus.cz/

Scoutfleet 2012

19 – 22 July 2012 – Baltimore, Maryland USA

See – scoutfleet.org/

Jamboree Denmark 2012 & Sea Scout Anniversary

21 – 29 July 2012 – Holstebro, Denmark

See – www.2012.spejderne.dk/en/frontpage

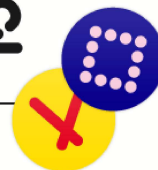
William I. Koch International Sea Scout Cup

22 – 28 July 2012 – Vallejo, California USA

See – seascoutcup.org

JAMBOREE
DENMARK

2012



11th Central European Jamboree - AQUA Program

11 - 18 August 2012 - Liptov region, Slovakia
See - www.facebook.com/pages/11th-Central-European-Jamboree-AQUA-Program/188276061251065

Eurosea 11

19 - 23 September 2012 - Copenhagen, Denmark

See - eurosea11.spejder.dk

Satahanka XII

29 July - 5 August 2013, Finland

See - www.facebook.com/pages/Satahanka-XII/135449576529563

TALL SHIPS RACE 2012

5 - 8 July - in Saint Malo (France)

8 - 19 July - Race 1

St Malo to Lisbon

19 - 22 July - in Lisbon (Portugal)

22 - 26 July - Race 2

Lisbon to Cadiz

26 - 29 July - in Cadiz (Spain)

29 July - 10 Aug - Cruise in Company

10 - 13 Aug - La Coruna (Spain)

13 - 23 Aug - Race 3

La Coruna to Dublin

23 - 26 Aug - in Dublin (Ireland)

TALL SHIPS RACE 2013

4 - 7 July - Vessels meet in Århus, Denmark

7 - 17 July - Race 1 - Århus to Helsinki (Finland)

17 - 20 July - in Helsinki

20 - 25 July - Cruise in company to Riga (Latvia)

25 - 28 July - in Riga

28 July - 3 Aug - Race 2 - Riga to Szczecin (Poland)

3 - 6 Aug - in Szczecin

See - www.sailtraininginternational.org

Next issue

Euronaut is the newsletter of the European Sea Scouting Network. It is published quarterly and distributed via the Internet. The next issue is scheduled for January 2012.

We need your help. Please send your articles or event notices to Eoghan Lavelle (Scouting Ireland) eflavelle@eircom.net and Bruce Johnson (BSA) commodore@seascout.org by 1 December 2011. English and French are preferred.

To subscribe to Euronaut, go to europe.seascout.org/newsletters and follow the instructions.

On the web

- ★ European Sea Scouts: europe.seascout.org
- ★ European Scout Region: www.scout.org/europe
- ★ Euronaut: europe.seascout.org/newsletters
- ★ Seascout-Europe-Net (discussion list): europe.seascout.org/reflector

