



Scouts Royal Navy recognition ensign

Southbourne Sea Scouts founded by Charles Brundrett in May 1933

Log book entries
September 1939 to 8th April 1945

The old log books are kept by Dave Thompson.
Some years ago he and Tim Green photographed every page
which explains a lot regarding the quality



Britain declared war on Germany on 1st September 1939

Neville Chamberlain appeared before the House of Commons just after 6pm and made the announcement.

"It now only remains for us to set our teeth and to enter upon this struggle, which we ourselves earnestly endeavoured to avoid, with determination to see it through to the end", he declared.

"We shall enter it with a clear conscience, with the support of the Dominions and the British Empire, and the moral approval of the greater part of the world"

Germany surrendered on 7th May 1945

Entries taken from Southbourne Sea Scouts Log Books

Coast watching weekend - Hayling Island

September 2nd and 3rd 1939.

The first 24-hour spell of coast watching duty was carried out this weekend by: Patrol Leader Stuart Everitt, Patrol Leaders Basil and Philip Asby and 2nd Jim Lockton.

From 6:00 pm Saturday evening until the same time on Sunday two-hour watches were kept with the coastguards, and a log kept. A very considerable amount of shipping was noted

as it passed up and down the channel. Also small vessels making Chichester harbour.

A rough night with heavy thunder and lightning provided excitement, particularly when two of the barrage balloons over Portsmouth were struck and came down in flames.

An aeroplane in trouble sent up distress signals which were answered and messages sent calling out a lifeboat to their assistance. Altogether an interesting experience.

Coast watching weekend - Hayling Island
September 2nd & 3rd 1939
The first 24 hour spell of coast watching duty was carried out this weekend by the Stuart Everitt, P/Ls Basil & Philip Asby and 2nd Jim Lockton. From 6:00 pm Saturday evening until the same time Sunday two-hour watches were kept with the coastguards and a log kept. A very considerable amount of shipping was noted as it passed up and down the channel. Also small vessels making Chichester Harbour. A rough night with heavy thunder & lightning provided excitement particularly when two of the barrage balloons over Portsmouth were struck and came down in flames. An aeroplane in trouble sent up distress signals which were answered and a message sent calling out a lifeboat to their assistance. Altogether an interesting experience.

October 14th.

Jack Binstead, Fred Benford, and Alan Watts went to Hayling to do a 24 hour spell of duty only to find the whole coast watching scheme for scouts had been closed down until further notice.

Jack and Ben spent the night in the Den.

October 14th Jack Binstead, Fred Benford and Alan Watts went to Hayling to do a 24 hours spell of duty only to find the whole coast watching scheme for scouts had been closed down until further notice.

Jack and Ben spent the night in the Den.₃



Edward Bailey (left) and Cecil Spencer (right), of Southborne, near Chichester, Sussex, were the same age.

They went to school together.

Sat side by side in the same seat.

Together, they:

Joined the Sea Scouts,

Joined H.M.S. St. Vincent,

Joined H.M.S. Royal Oak,
And when the Royal Oak was sunk Edward and Cyril went down with her . . . still together.

IN MEMORIAM.

The sinking of the *Royal Oak* brought home vividly the horror of war and to this Parish it brought also very sad bereavement. Widespread sympathy was felt and the large attendance at the Memorial Service held at the Church on Oct. 19th, for Cecil Spencer and Edward Richard Bailey, was an indication of the deep feeling aroused by the death of these two gallant lads. Both were Scouts and Cecil Spencer was also for many years in the Church Choir. They have left behind a splendid record and were the very best type of English boyhood, going forth so readily to serve King and Country and meeting a noble death. Our sincere sympathy is expressed to the parents and our prayer for God's sustaining comfort.

1939 - Cecil Spencer and Ted Bailey HMS Royal Oak was torpedoed and sunk at Scapa Flow on October 14th and among the 800, of her 1234 crew, who went down with her were Cecil Spencer and Ted Bailey.
Cecil (No.18) and Ted (No.16) joined our troop in 1934

Cecil Spencer and Ted Bailey,
HMS Royal Oak was torpedoed and sunk at Scapa Flow on October 14th 1939 and among the 800 number of her crew who went down with her, were Cecil Spencer and Ted Bailey.

Cecil and Ted joined the troop in 1934. Ted left in 1935 when he started work at a garage. He went to sea as a bellboy in 1937 and joined the Saint Vincent in April 1938. He was a cheery little chap and well-liked by all,
Cecil was in the troop for 3 1/2 years, leaving to join Saint Vincent in April 1938. He was patrol leader of the Seagulls for nearly two years. An excellent seaman, he held the Boatsman and Oarsman badges and spent considerable time on the water. He also held ambulance, cyclist and artist badges and was close to getting both first class and the signallers badges when he left. A boy who was not only a credit to his troop, but also a decided asset who was greatly missed when he passed to other activities.

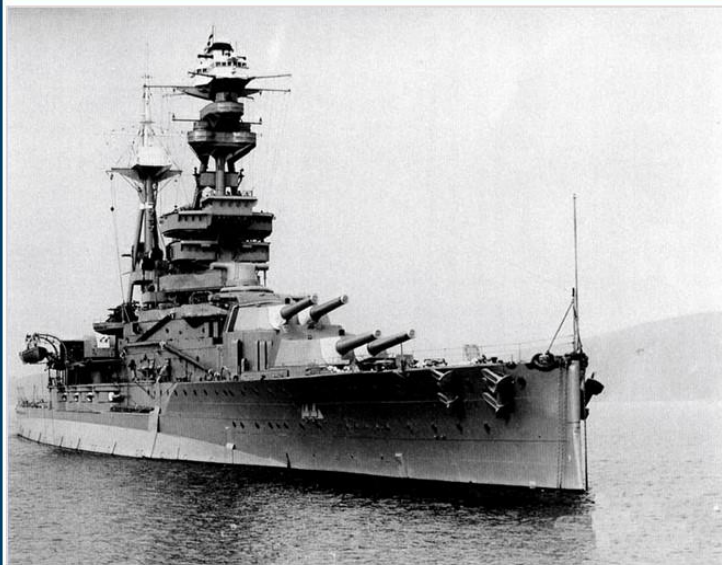
Both these lads have made the greatest sacrifice possible in the service of their country, and they will not be forgotten in this troop.

1939. CECIL SPENCER AND TED BAILEY

HMS Royal Oak was torpedoed and sunk at Scapa Flow on October 14th and among the 800 members of her crew who went down with her were Cecil Spencer and Ted Bailey.

Cecil and Ted joined the troop in 1934. Ted left in 1935 when he started work at a garage. He went to sea as a bell boy in 1937 and joined the St Vincent in April 1938. He was a cheery little chap and well liked by all. Cecil was in the troop three and a half years, leaving to join the St Vincent in April 1938. He was patrol leader of the Seagulls for nearly two years. An excellent seaman, he held the Boatsman and Oarsman badges and spent considerable time on the water. He also held Ambulance, Cyclist and Artist badges and was close to getting both 1st Class and the Signaller's badges when he left. A boy who was not only a credit to his troop but also a decided asset who was greatly missed when he passed to other activities.

Both these lads have made the greatest sacrifice possible in the service of their country and they will not be forgotten in the troop.




HMS Royal Oak - October 14th 1939

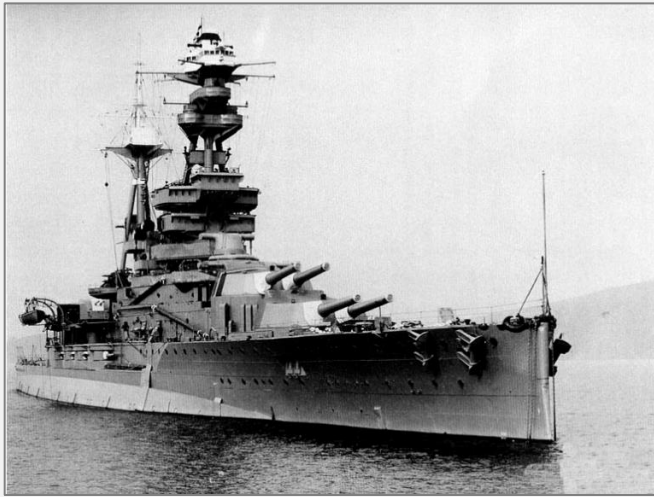
as one of five *Revenge*-class battleships built for the Royal Navy during the First World War. Completed in 1916, *Royal Oak* first saw combat at the Battle of Jutland as part of the Grand Fleet.

On 14 October 1939, *Royal Oak* was anchored at Scapa Flow in Orkney, Scotland, when she was torpedoed by the German submarine *U-47*. Of *Royal Oak*'s complement of 1,234 men and boys, 833 were killed that night or died later of their wounds. The loss of the outdated ship—the first of the five Royal Navy battleships and battlecruisers sunk in the Second World War—did little to affect the numerical superiority enjoyed by the British navy and its Allies, but the sinking had considerable effect on wartime morale. The raid made an immediate celebrity and war hero

out of the U-boat commander, Günther Prien, who became the first German submarine officer to be awarded the Knight's Cross of the Iron Cross. Before the sinking of *Royal Oak*, the Royal Navy had considered the naval base at Scapa Flow impregnable to submarine attack, the raid demonstrated that the German Navy was capable of bringing the war to British home waters.

Edward Richard Bailey	Service Number: P/JX157908	HMS Royal Oak Scapa Flow, Orkney		Cecil James Spencer	Service Number: P/JX157889	HMS Royal Oak Scapa Flow Orkney
Born: 7 March 1922 Age: 17 Died: 14th Oct 1939 Parents: No record	Boy 1 st Class Royal Navy Southbourne Sea Scout Welbeck, Inlands Rd Nutbourne	Commemorated: Portsmouth Naval Memorial		Born: 1922 Age: 17 Died: 14th Oct 1939 Parents: Cecil and Lily Undertakers at Nutbourne	Boy Seaman Royal Navy Southbourne Sea Scout	Commemorated: Portsmouth Naval Me- morial

These two lads went to Stein Road school together, joined Sea Scouts together and died together.



Branded the ‘first great tragedy’ of the war, the sinking claimed the lives of 834, of the 1,234 crew, including 135 boy sailors, not yet 18 years old. The largest ever such loss in a single Royal Navy action

HMS Royal Oak - October 14th 1939

as one of five Revenge-class battleships built for the Royal Navy during the First World War. Completed in 1916, Royal Oak first saw combat at the Battle of Jutland as part of the Grand Fleet.

On 14 October 1939, Royal Oak was anchored at Scapa Flow in Orkney, Scotland, when she was torpedoed by the German submarine U-47. Of Royal Oak's complement of 1,234 men and boys, 833 were killed that night or died later of their wounds. The loss of the outdated ship—the first of the five Royal Navy battleships and battlecruisers sunk in the Second World War—did little to affect the numerical superiority enjoyed by the British navy and its Allies, but the sinking had considerable effect on wartime morale. The raid made an immediate celebrity and war hero out of the U-boat commander, Günther Prien, who became the first German submarine officer to be awarded the Knight's Cross of the Iron Cross.

Before the sinking of Royal Oak, the Royal Navy had considered the naval base at Scapa Flow impregnable to submarine attack, the raid demonstrated that the German Navy was capable of bringing the war to British home waters.

Oct. 16th

WAR NEWS

Today H.M.S. Mohawk, a destroyer of the Tribal class, was struck by a bomb dropped from raiding enemy aircraft in the Firth of Forth and her captain and fifteen other members of her crew were killed. An old Southbourne Sea Scout was in the Mohawk and was fortunate in escaping injury. Perhaps we shall be able to persuade Fred Richardson to tell us all about it when he comes home on leave.

Today H.M.S. Mohawk, a destroyer of the Tribal Class, was struck by a bomb dropped from raiding enemy aircraft in the Firth of Forth and her captain and fifteen other members of her crew were killed.

An old Southbourne Sea Scout, was in the Mohawk and was fortunate in escaping injury. Perhaps we shall be able to persuade Fred Richardson to tell us all about it when he comes home on leave.

Oct 17th 1939.

On the above date a meeting was held at the Den at 7.0 pm. The meeting was carried out in the usual manner. Starting with 2nd & 1st Class work & towards the end of the meeting games were played. Just before we broke off S.M. elected new P.L. which were Jim Lockton P.L. of Widgeons & he chose Chum Cheesman, for Second. The Seagulls were not altered in anyway. A. Watts was made P.L. of Herons & Ian Gurner second, which every body agreed to. Then we fell in for prayers & collection of Subs, and then we were dismissed by S.M., & time being 9.0 pm. The patrol on deck cleared, up & the meeting ended.



J Binstead
Seagull P.L.

Oct 17th 1939.

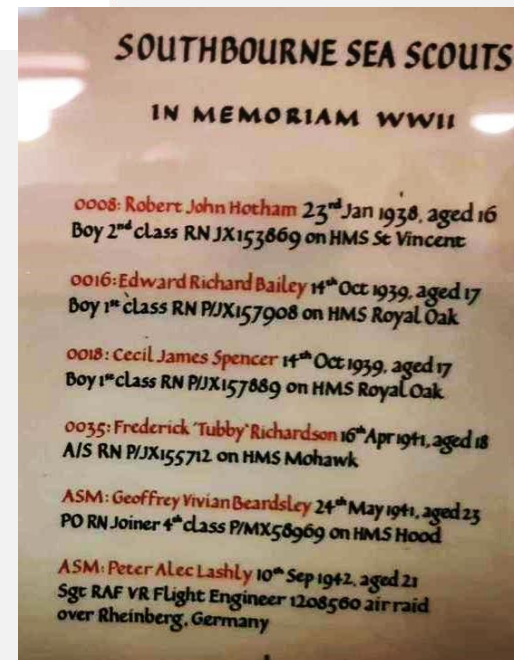
On the above date a meeting was held at the Den at 7pm. The meeting was carried out in the usual manner. Starting with 2nd and 1st class work and towards the end of the meeting games were played. Just before we broke off SM elected new P.L. which were Jim Lockton PL of Wigeons and he chose Chum Cheesman, for second. The Seagulls were not altered in anyway. A Watts was made PD of Herons and Ian Second, which everybody agreed to. Then we fell in for prayers and collection of Subs and then we were dismissed by SM, and time being 9pm. The patrol on deck cleared up and the meeting ended.

J Binstead. Seagull PL



Rob. Hotham's memorial in the den.

Detail	Source
Name	Boy 2nd CI Robert John Hotham
Gender	Male
Birth Date	1921
Birth Place	Westbourne, Chichester District, West Sussex, England
Death Date	23 Jan 1938
Death Place	Gosport, Gosport Borough, Hampshire, England
Cemetery	Clayhall Naval Cemetery
Burial or Cremation Place	Gosport, Gosport Borough, Hampshire, England
Has Bio?	Y
URL	https://www.findagrave.com/memorial/177186046/robert-john-hotham



Robert Hotham joined HMS St Vincent and died during training on 23rd January 1938



Southbourne Sea Scouts 1935
Robert Hotham, Basil Asby, Cecil Spencer



Walnut Tree Farm Old Stables, where Southbourne Sea Scouts (founded in 1933) met for over 30 years

NAVY LEAGUE ROYAL NAVY COMFORTS SUPPLY

President:
THE RIGHT HON.
LORD LLOYD OF DOLGELLEY,
G.C.S.I., G.C.I.E., D.S.O.
Chairman:
THE RIGHT HON. THE EARL DEAMY.
Deputy-Chairman:
ADMIRAL SIR STONEY FREMANTLE,
G.C.B., M.V.O.

GRAND BUILDINGS
TRAFALGAR SQUARE
LONDON
W.C.2

Telephone - WHITEHALL 1841-2

Chairman of Ladies' Committee:
LADY FREMANTLE.

General Secretary:
H. T. BISHOP, Esq., R.N. (Retd.).

Assistant Secretary:
LT COL. FRISCOLT SANDHASTON, D.S.O.
ROYAL MARINES.

23rd January, 1940.

Dear Mr. Brundrett

Please accept the gratitude of my Committee and myself for your generous cheque for £9. 7. -. which you tell me was raised by Rover Sea Scout T. G. Hotham.

You will see by our last progress report, of which I enclose a copy, that we cater very largely for the mine-sweepers, indeed, at the moment they are receiving the greater part of our attention.

At the same time, we pride ourselves in this Organisation in seeing that the requirements of units which are not quite so much in the public eye receive their fair meed of attention, and there are many such.

The proceeds of Mr. Hotham's collection will go to the provision of wool for certain of our bands of expert knitters who are unable to pay for their own wool.

I wish all success to Hotham. Perhaps he will in due course be a mine-sweeper himself, and be able personally to appreciate the value of the comforts which he is being instrumental in providing.

Yours sincerely,

C. Brundrett
Admiral

C. Brundrett, Esq.,
Walnut Tree Farm,
Prinsted,
Emsworth,
Hants.

Coast Watching

Since early summer older Scouts have been working hard on the Coast Watchman's Badge, with a view to becoming trained for affiliation to H.M. Coastguard. Under the Scout coast-watching scheme, this badge entails knowledge of how to use the telephone, message receiving, sending and carrying, ship's lights and distress signals, semaphore, Morse and International codes, etc. In August five boys were examined by a Hayling Coastguard, and passed as having a good knowledge of the subjects. The Troop was then officially affiliated to the Hayling Station. Unfortunately, this National Service scheme is now in temporary abeyance.

During the year two more members of the Troop have passed into the Navy. This brings the number of Southbourne Sea Scouts to enter the Navy during the past four years to 14. There are also three in the R.A.F.

The Troop has suffered a hard blow in the loss of the barn, which, since its inception in 1933, has been used as head-quarters. The building now being used is much too small, and it is hoped to be able to purchase a hut in the not too far distant future, if sufficient funds are available.

The Cub Pack has also had a good year, and now has a membership of 15.

1939.

Nov 7

Winter Camp Fires

This winter we are holding fortnightly sing songs in the den. Mr Benford is bringing his piano accordion to some of them and today Mr McCulloch came to lead the programme. He also told a fine ghost story made up himself. Fred Richardson was also with us and told about his life in the navy and about the air raid when his ship, the Mohawk, was damaged by a bomb and many of his shipmates killed in the Firth of Forth.



Log book entry above transcript below

November the 7th 1939 Winter Camp fires. This winter we are holding fortnightly singsongs in the den. Mr Benford is bringing his piano accordion to some of them and today Mr Mcculloch came to lead at the programme. He also told a fine ghost story he made-up himself. Fred Richardson was also with us and told us about his life in the Navy and about the air raid when his ship The Mohawk was damaged by a bomb and many of his shipmates killed in the Firth of Forth.

SCOUTS STAGE VARIETY CONCERTS

B.B.C. Artist in Programme

THE Southbourne Sea Scouts staged their annual concert in aid of troop funds on Thursday in the Southbourne Church Hall, which was crowded out. An attractive variety programme was presented by Assistant District Commissioner C. Brundrett, which included violin solos by Miss Jezard, of B.B.C. fame.

An unusual feature was some posing by scouts who were covered from head to foot in white. Other items included a song, "Babies, only babies," and a sketch, "The Inform-er."

Mr. Joe Lewis and Mrs. Spencer were in charge of make-up; costumes were lent by Mrs. Soames; and A.S.M. T. E. Hotham decorated the hall and was at the door. G.S.M. C. Brundrett and Miss L. E. Hotham (Cubmistress) also assisted.

Those taking part in the actual concert were: Miss E. Barcham (vocalist), Mr. Charles F. McCulloch, Robert Glasgow, Roy Langley, Fred Benford, Ernest Coles, John Twine, John Cheeseman, Bernard Creswell, Alan Watts, Jim Lockton, Tom Lockton, Jim Baker, Ian Gurner, Bill Shephard, Don Boyling, Stuart Evert, and the Southbourne Cubs. Music was provided by Maurice Hall's band, with Leslie Du Ohun (piano).

With a few alterations the Scouts gave the same concert on Monday evening in the Church Hall in aid of the Southbourne Comforts Fund.

March 28th.
1940

Annual Concert

Originally arranged to take place on March the 6th & 7th but owing to illness postponed till the 28th, the annual concert was given before a packed house. In order to avoid using an unnecessarily large amount of paper, our usual programme ticket was replaced by a simple entrance ticket.

We were honoured by the assistance of Miss Jezard & of Maurice Hall's band. Miss Barcham also sang. We are very grateful for their help. Also to Mr. McCulloch for his help.

Annual concert. March 28th, 1940.

Originally arranged to take place on March the 6th and 7th, but owing to illness postponed till the 28th, the annual concert was given before a packed house.

In order to avoid using any unnecessarily large amount of paper our usual programme ticket was replaced by a simple entrance ticket.

We were honoured by the assistance of Miss Jezard and of Maurice Hall's band. Miss Barcham also sang. We are very grateful their help, also Mr McCulloch for his help.

Appreciation

FROM

No. 2 COMPANY,

1st. BATTN. WEST SUSSEX HOME GUARDS,

BROADBRIDGE FARM,

BOSHAM 2167

BOSHAM,

TO

The Chief Scoutmaster
Southbourne

Date

1st October 1940

Dear Sir, I would be glad if you would kindly let the Southbourne Sea Scouts know that their co-operation with the Home Guards is very much appreciated.

Their willing assistance on a recent occasion was of great value.

The spirit of fellowship and the desire to pool resources and work with others for the common good, as shown by the Southbourne Sea Scouts, is the spirit that is going to pull Britain through its difficulties.

I am looking forward to a continuation of the good relations already established.

Yours sincerely,

Lt-Colonel
Commanding No 2 Company
1st West Sussex Home Guards

October 1940

War Service

In a more or less rural area there is not as much to do in the way of war service as many scouts would like but we are doing what we can although we do have to keep in mind Milton's famous lines "they also serve who only stand and wait."

Six scouts are formed into a 'rousing' party for the Home Guards and they have been called out three times or so for various purposes. One of these was at eleven at night. On one occasion Ian met a foreign body in the roadway and came off his cycle quicker than is customary. Fortunately the military authorities paid for the new wheel.

Scouts also filled sand bags for the Home Guards. Scouts are also messengers for the W.V.S. relay system for use should usual communications fail. These have not yet been called out.

Another service is with the ARP. Wardens should they be required. Two have been called out to date to help cover windows where the glass was blown out by blast.

Paper waste is still coming in in good quantities although not all scouts are doing their duty in this respect. Some of the money obtained from this is to go to war funds and charities.

October 1940 War service.

In a more or less rural area, there is not as much to do in the way of war service as many scouts would like, but we were doing what we can, although we do have to keep in mind Milton's famous lines, they also serve who only stand and wait.

6 scouts are formed into a rousing party for the home guard and they have been called out three times or so for various purposes. One of these was at 11 at night on one occasion. Ian met a foreign body in the roadway and came off his cycle quicker than is customary.

Fortunately, the military authorities paid for the new wheel. Scouts also filled sandbags for the home guards. Scouts are also messengers for the WVS relay system, for use should usual communications fail. These have not yet been called out.

Cont'd...

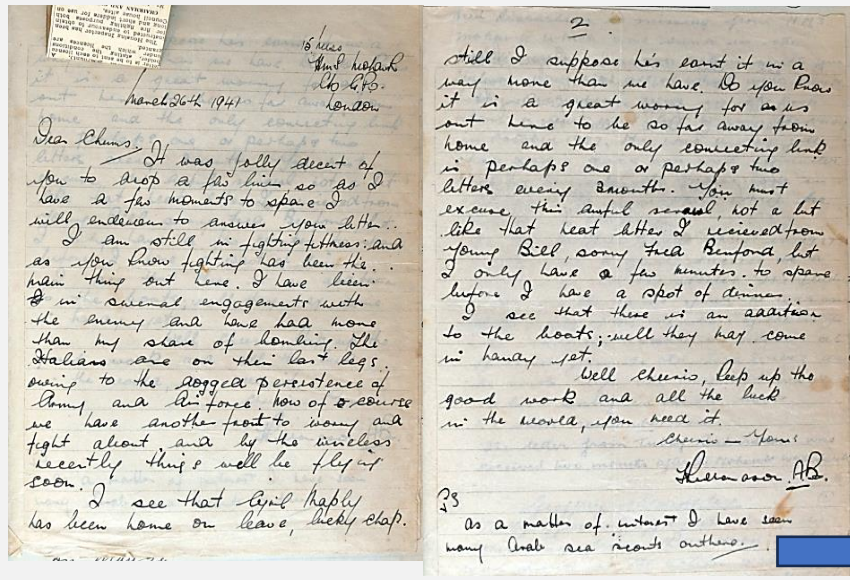
Cont'd...

Another service is with the ARP Wardens, should they be required. Two have been called out to date to help cover windows where the glass was blown out by the blast.

Paper waste is still coming in in good quantities, although not all scouts are doing their duty in this respect. Some of the money obtained from this is to go to the war funds and charities.



The letter was received 2 months after the sinking of HMS Mohawk



March 26, 1941

Dear chums, it was jolly decent of you to drop me a few lines, so as I have a few moments to spare, I will endeavour to answer your letter.

I am still in fighting fitness, but as you know, fighting has been the main thing out here. I have been in several engagements with the enemy and have had more than my share of bombing.

The Italians are on their last legs owing to the dogged persistence of Army and Air Force. Now, of course, we have another front to worry and fight about and by the wireless recently things will be flying soon.

I see that Cyril Mapley has been home on leave, lucky chap. Still, I suppose he's earned it in a way more than we have. Do you know it is a great worry for us out here to be so far away from home and the only connecting link is perhaps one or two letters every 3 months.

You must excuse this awful scrawl, not a lot like that neat letter I received from young Bill, sorry Fred Benford, but I only have a few minutes to spare before I have a spot of dinner. I see that there is an action to the boats, well they may come in handy yet.

Well, Cherio, keep up the good work and all the luck in the world, you need it.

F. Richardson. AB

PS. As a matter of interest I have seen many Arab sea scouts out here.

Mohawk Victim From Southbourne

A.B. Frederick Richardson, 15-
years-old son of ex-P.O. William
and Mrs. Richardson, of Chil-
chester Road, Southbourne, has



Photograph: J. C. Lawrence & Son.

been officially reported missing
believed lost in H.M.S. Mohawk.
He was a former member of
Southbourne Sea Scouts and their
concert troupe. His father served
for many years with the Royal
Navy and is now on the civil staff
at a R.A.F. base.
Two other sons are serving
with the Royal Navy.



HMS Mohawk - 16th April 1941 Tribal Class
Destroyer she was struck by two torpedoes fired
by the Italian Navigatori-class destroyer Tarigo as
she attacked an Italian convoy and sank off the
Kerkennah Islands in eastern Tunisia on the early
hours of 16 April, with the loss of 43 of her crew

Christmas 1940

From J. G. Hawth.

with happy memories of past sailing days
and with hopes they will soon return.



HMS Anthony was built by Scotts Shipbuilding & Engineering Co. at Greenock, Scotland. She was launched on the 24th April 1929

- May 1940 HMS Anthony participated in the evacuation of troops from Dunkirk in May 1940.
- Sept 1940 HMS Anthony rescued 8 survivors from the City of Benares, two adults and six children had been adrift in a lifeboat for 7 days.
- May 1941 She took part in the search of the German battleship Bismarck
- July 1941 HMS Anthony was serving in the Arctic, escorting the minelaying cruiser HMS Adventure to Murmansk, together they formed a unit of a much larger force which was involved in a British carrier raid on Kirkenes and Petsamo.
- August 1941, Anthony joined Force K under Rear Admiral Vian, she escorted the troop transport Empress Of Canada to Spitsbergen in company with the cruisers HMS Aurora and HMS Nigeria, to evacuate the Norwegian and Soviet colonies there and destroy all the installations.
- February 1942 HMS Anthony was in the Mediterranean, with Force H under Vice Admiral Syfret based at Gibraltar.
- March 1942, HMS Anthony was one of a number of escort vessels for convoy WS-16 to South Africa from the UK with reinforcements.
- April-May 1942, the destroyer served in the Indian Ocean area.
- 5th May 1942, British marine commandos from HMS Anthony landed at Diego Suarez, Madagascar.
- 24 to 31 August 1942 HMS Anthony was docked in the Selborne dry dock at Simonstown, South Africa.
- January & February 1944. HMS Anthony was based at Gibraltar.
- May 1944. HMS Anthony was re-armed as an anti-submarine escort, with 4.7" guns only at A and X positions.
- 24 December 1944, Anthony was performing escort duties in the North Atlantic and English Channel with four other escorts. U-486 succeeded in penetrating their screen and sank the troop transport Leopoldville
- 1948 HMS Anthony was broken up at Troon.

Christmas 1940

Same Address
20/12/40

Dear Jim Sir and all Brother Scouts.
I thank you and greatly appreciate your thoughts in wishing me all the best at Christmas tide in the present situation. It is nice to know that one is not forgotten by his brother scouts whom some he may not know or even see, in the section to whom one once used to belong.

Glad to hear that the good spirits of Scouting still continues to carry on in spite of the different difficulties in which we meet and that is the spirits that all good scouts should show.

I wish you every success in your Christmas Beano, and I'm sure the proceeds will be greatly received wherever they go. I close this brief letter with wishing you and the whole troop a Merry

Christmas and a prosperous New Year with all the best of luck in your war effort as well. Thanking you again for remembering and thinking of me when I'm so far away from home.

From a sincere old member
Yours truly
Eleg.

Ted Lee

Dear Jim Sir and all Brother Scouts, I thank you and greatly appreciate your thoughts in wishing me all the best at Christmastide in the present situation. It is nice to know that one is not forgotten by his brother Scouts whom some he may not know or even seen in the section to whom he once used to belong. Glad to hear that the good spirits of scouting still continues to carry on in spite of the difficulties in which we meet, and that it is the spirits that all good Scout's should show. I wish you every success in your Christmas Beano and I'm sure the proceeds will be greatly received wherever they go. I close this brief letter wishing you and the whole troop a Merry Christmas and a prosperous New Year, with all the best of luck in your war effort as well. Thanking you again for remembering and thinking of me when I'm so far away from home. From a sincere old member, Yours truly, Ted Lee.

A sample of the cards and letters received at Christmas

Letter from Ted Lee joined 1934 No. 19



Lord Baden-Powell of Gilwell,
Chief Scout of the world,
Called to Higher Service 8th January 1941

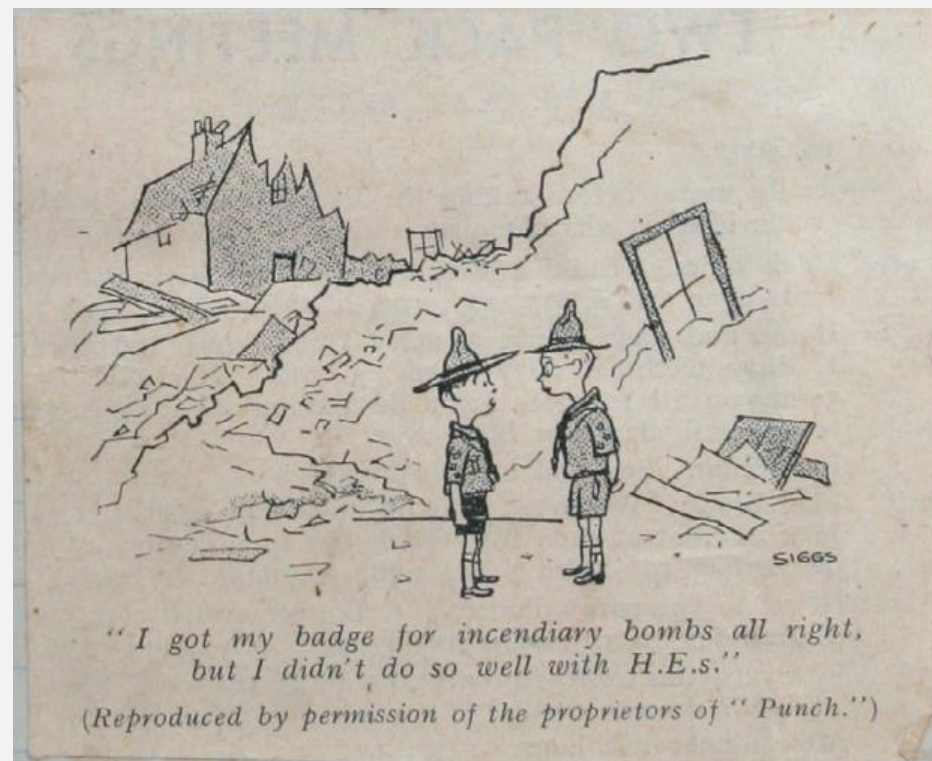
Lieutenant-General Robert Stephenson Smyth Baden-Powell, 1st Baron Baden-Powell, OM, GCMG, GCVO, KCB, KStJ, DL was a British Army officer, writer, founder and first Chief Scout of the world-wide Scout Movement, and founder, with his sister Agnes, of the world-wide Girl Guide/Girl Scout Movement.

Born: 22 February 1857, Paddington, London

Died: 8 January 1941 (age 83 years), Nyeri, Kenya

THE SCOUT SPIRIT

Speaking at the luncheon of Portsmouth District Scouts' Association at Southsea on Saturday, the Lord Mayor told a story which typified the spirit shown by everybody during the great fire raid of a year ago. He recalled that January 10 was the anniversary of that attack. On that evening the Lady Mayoress and he were not able to get into the city until just before the attack. As they went along Commercial-road high-explosives were followed by incendiaries, which fell thick and fast—thousands of them—and the only thing they could do was to get out of their car. As they did so, Sir Denis saw a lad of 14 or 15 standing for shelter under the wall near the hospital entrance. 'I went over to the boy and asked him why he was not taking proper cover', the Lord Mayor said. 'I have got my duty to do', was the reply. 'Are you not frightened?' the Lord Mayor then asked. 'Yes, sir', said the boy, 'and', added the Lord Mayor, 'so was I'. Then, as a kind of afterthought, thinking that was sufficient, the boy said, 'I am a Scout, sir'. Sir Denis Daley was proposing a vote of thanks to the Deputy Chief Scout (Sir Percy Everett), who was the principal speaker at the luncheon, and he told the story as an expression of the kind of courage inculcated by the Scout movement. 'If the Scout movement only introduced that fine sense of duty', the Lord Mayor added, 'it was worth while, but that was not all. When sirens were sounded, Scouts reported to their depots, controls, and posts, braving dangers as great as those of men in their services. There was not one absentee—no shirkers. That was something worth while'.



War Effort

1941 part 1

It has been decided to give the greater part of the concert receipts to War Charities and we have made the following subscriptions to various funds.

Red Cross Society,	5 pounds
I. H. G. for War distressed Scouts	2 pounds
Southdowne Comforts Fund	2 pounds
Portsmouth Airaid distress Fund	3 pounds.

In addition we helped generally and gave a tumbling display at a local Fete which raised a large sum for the Red Cross.

We also helped with War Weapons Week and lent tents etc then and at the Fete and again at a Fete in Emsworth in August.

Some waste paper has been collected during the year but not a great deal. Most of the older boys are working and the younger scouts have not kept the good effort of last year going with the same regularity.

Among other 'civil' good turns was the removal of some two tons of coal from the church boiler place to the church hall.

LITTLE-KNOWN WORK OF THE SEA SCOUTS

IT is amazing, after 34 years, how little is known by the general public of Sea Scout activities, and only in recent years has their training and efficiency become fully recognized.

Sub-Lieutenant J. D. Pearce, R.N.V.R., Sea Scout Adviser (South) writes that early in the development of Scouting Lord Baden Powell perceived the idea of Sea Scouting, and in 1910 this attractive branch of the movement was formed.

Sea Scout training is different from the accepted methods of the training ship or nautical school. Its effects are obtained through adventurous experiences on the water, whether inland or at sea, and not through formal instruction between decks.

A good Sea Scout is a good Scout, and the training given aims at turning out not only good seamen but decent God-fearing citizens, while the powers of leadership are brought out wherever possible.

gradually built up a fleet of sailing and pulling-boats and canoes, and these form the centre for aquatic activities.

While the Sea Scouts are doing everything they can to carry their full share of training under the war effort, they have not forgotten that their object is to produce good citizens, and to give the British boy who has the sea in his blood the chance of learning something of the ancient craft of seamanship, and they are doing all they can to attain this object.

A Sea Scout exhibition is to be held from March 8 to March 11 at St. Swithun's Hall, Waverley Road, Southsea.



FOR TOUGH YOUTHS

The Sea Scouts is not an organization for small boys, but is capable of giving excellent training for youths of up to 18 and 19, and owing to the strenuous activities, a certain standard of toughness is required.

That the value of this training is recognized by the Admiralty is shown by the fact that about 80 units, comprising over 3,000 Sea Scouts, have received Admiralty recognition as being capable of giving instruction under the "Y" scheme of naval entry.

This "Y" scheme gives special chances to suitable candidates for promotion to commissioned rank, and it is because the Sea Scouts believe that they can produce the officers that the Navy needs in war time that they are so happy to co-operate in the scheme.

The number of these "recognized" Sea Scouts troops is steadily increasing. There are now 11 in Hampshire.

The Sea Scouts are also co-operating with the Ministry of War Transport in connexion with the entry into the Merchant Navy.

WORK IN THE BLITZ

Since the beginning of the war a large number of Sea Scouts have attended pre-Naval training courses held in the famous Royal Research ship Discovery, and some extremely good work was done by Scouts operating from this ship up and down the London river during the heavy air-raids.

Like all Scout groups, Sea Scouts are self-supporting financially, and naturally their head-quarters vary considerably. Some troops favour a floating ship, consisting of a barge or house-boat moored in a river; others have converted old riverside and boat-house premises into excellent head-quarters, but nearly all have



Southbourne Sea Scout's Afrina which ran aground in the storm of 1944 and broke up on the north east corner of the bay (bottom of the path by the Farm Shop to the shore (footpath 212). The Sea Scouts removed the Mast, Stays and Rudder, it then took a few years to finally break up and disappear, but in the meantime many a shed was repaired and a lot of open fires had a considerable stock of fuel.

Left - Afrina painted by Charles Stallard, joined 1936 No. 0033

Far left: Afrina in Prinsted Bay winter 1939/40



Bernard Cresswell just before he joined The Army.

Bernard Cresswell joined 1938 No. 53



Chichester harbour in war time is very empty.

ADMIRALTY INSPECTING REPORT

Name of Unit SOUTHBOURNE A. ALWICK S.S. Number 18
 Date of Inspection 31st July, 1943 Time 19.30 Place Printed
..... Portsmouth, Hants.

Names of Officers and Instructors Group Sea Scoutmaster Charles Brundrett, Asst. District Commissioner, Chichester.
 Sea Scoutmaster (1st Alwick) Reverend C.H. Morse.
 Asst. Sea Scoutmaster M.S. Everitt (Southbourne Sea Scouts)

Admiralty Inspection 31st July 1943

<u>No. of Sea Scouts on Register.</u>		<u>No. of Sea Scouts on Parade.</u>	
(A) Age 12 to 14 years.	30.	(A) Age 12 to 14 years.	27.
(B) Age 14 to 17 years.	24.	(B) Age 14 to 17 years.	21.
(C) Age over 17 years.	4.	(C) Age over 17 years.	2.
Absent without leave:-		Scouts joined H.M. Forces during the past six months.	
At work	6.	Royal Navy.	
Sickness	2.	Fleet Air Arm.	
Accident		Royal Marines.	
Evacuated		Royal Air Force.	
		Army	
		Merchant Navy.	

Inspecting Officer's remarks upon subjects given:-

<u>Seamanship</u>		<u>Signals</u>			
Compass	V.G.	Semaphore	V.G.	Pilotage	V.G.
Rule of the Road	V.G.	Morse	V.G.	Astronomy	-
Bends and Hitches	V.G.I.	National Codes	G.	Meteorology	-
Drills:- Physical	V.G.	Squad.	V.G.	Games	V.G.
Physique	V.G.	Smartness.	V.G.I.	First Aid	V.G.
				Musketry	-
				Boat work	V.G.I.
				Gymnastics	V.G.
Keenness and interest of Sea Scouts:-	V.G.I.			Aircraft spotting	Ex.
				Sail Drill	V.G.I.
Keenness and interest of Officers and Instructors:- V.G.I.					

GENERAL REPORT UPON THE INSPECTION:- The general organisation of this Unit is very good. The bearing and discipline of the Scouts on parade, and throughout their instructional subjects, were excellent. Field evolutions in masting and rigging, bending, setting and furling of sails, tacking and wearing of a aloop rigged craft, also a demonstration of the Breeches Buoy Life Saving apparatus were carried out in excellent manner.

R.N.R.
 Commander, R.N.R.
 INSPECTING OFFICER.

August. 1943.

Forestry & Training Camp.

On the 4th day of August, 1943, six excited scouts going by the names of Owen, Henry, "Bory", "Bhaty", "Plusky" and "Lakay" met at the Den to start for the New Forest. We meant to start from the den at 9.15 am but didn't start until about 9.45. When we did start it looked as if we were going for a months camp instead of a week!! Each one of us was loaded to the ground with tent, tent-poles, "billys" and kit-bags.

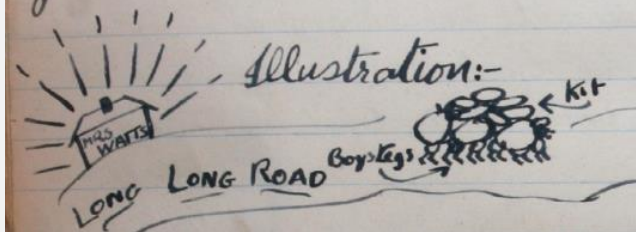


Illustration:-



Every few steps we would collapse under the weight and have a rest by the roadside. During one of these frequent rests someone had the bright idea of asking Mrs. Watts for Alan's truck. With what glory (and relief) did we watch the truck come up the road to us!! We loaded the cart in a frenzy lest Mrs. Watts should want it back, but alas a lack as we neared the station the front wheel decided that its life had been long enough so it just bent up like a like a well, like a bent up wheel. So now we had to carry the cart as well but it was all right as we just picked up the front and pulled it along on the back wheels

August 1943

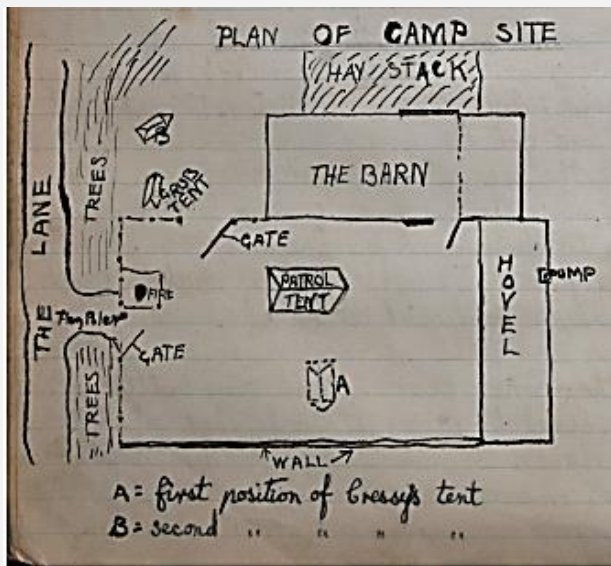
Another Benton Camp

On the 13th of August we all met in the den. There was Cressy, Don, Borey, Chat, Henry and myself and Stuart who came late. He was late because he had been round all the shops scrounging for grub. Then Borey was sent up to Harris's for some more. Then when the cart was packed up we started and got as far as Cook Lane and Cressy went home for his air pistol and some ammunition. So we started off again Cressy had the cart on his bike and Don and me pulled on ropes along each side. Chat and Henry rode on in front and Borey and Stuart rode behind. When we got to the hill by the wireless station we all got off our bikes and pushed the cart up the hill. When we got to the top we all changed places. Then we rode on until we got to Woodend Woods where

we stoped and had an apple each. After waiting a little while we once more got on our bikes and rode on. Well we hadn't got far when got to another hill round a bend. When we got to the top we found ourselves outside Stoke church. From ~~we~~ there it was fairly flat until we got just past Lavant. There we got the going up and down hills for the rest of the way. On a bridge between two of these hills we stopped for dinner but we hadn't got anything to drink so Gressy went back to a shop we had just passed. But he couldn't get anything there, the old girl in the shop wouldn't even give him a bottle of water. So he went to on to ~~a~~ another one where he got two bottles of Apple Syder. And boy was it good! Then after we guzzled this down we mounted our bikes and rode off again and in some cases walking up hills. This went on O.K. until we reached "Cocking Hill" where I had

an accident. Well it was like this, we were told to ride down and walk back to bring the cart down, when I was half way down my brake cable went "PING" and I went tearing down the hill and halfway through locking. So then I had to ride all the way back to the others who were puffing and blowing trying to stop the cart from going down the hill also. (That was the worst of the cart we had to pull it up hills and pull it back from running downhill) Well at last we got it down and rode off through locking and along another road which was very hilly at last we came to the muddy cart track which led up to our barn. Well after heaving and straining we reached our camp site. So then we pitched our tents and made a fire and A GOOD MEAL, it was good because Don and I cooked it. Well after this good meal of stew and cocoa it was time for bed Don, Chat and Borey in the patrol tent and Stuart Gressy and myself in Gressy's tent.

In the middle of the night I woke up and found Stuart trying to swim from his bed. At last he managed to get out and then he began to ring water from his blankets. So he then went to get the spare ground-sheet that brought and Cressy kindly lent him his blanket. Because he had a lined sleeping bag and could do without it. So we once more went to sleep and slept in peace until the morning. We all got up early that morning and Borey and Chat went down to the Dairy to get the milk as they were cooks that day. After breakfast we began to make the place look ship-shape. Stuart and Cressy went to Midhurst to get some bread and us others stayed behind and put up a flag pole and one or two other things. In the afternoon we went up on top of the hill exploring and we found a surveyors stone. When we came back we had our tea and by the time we had cleared up



that night, he moved all the food out the grub tent and slept in there. All the food was put in the hod under a sheet of american cloth. On the following morning we didn't do much we had an early dinner because we had to ride into Bichester for a church parade at the Cathedral. By the time we got back, had our tea, and cleared up, it was almost time to turn in. Next morning soon after breakfast we all got ready and went into Midhurst. In Midhurst we bought nine loaves and a packets of slugs for shooting, I bought a brake cable to replace the broken one. We also saw there picture house and what a place! I always thought Emsworth was bad but this was worse. After we had been all round the town we went back to camp for dinner. That afternoon we went on the top of the hill hoping to get a rabbit. We were walking round among the Heather and bushes when we sighted the roof of a house so we followed the path

which seemed to lead up to it. A little way up this path there was another leading to a place like a bird aviary. It was about six feet high and about five yards square. We all went inside and Bressy said, shut the door there might be a rabbit here. And sure enough there was one, so Bressy got his pistol and took aim and fired, but missed. So Stuart put the end of the barrel of his rifle against the poor thing's head and fired but he also missed (POOR SHOOTING). Then Borey jumped on it and started punching it on the head. But Bressy stopped him and he killed it properly. After this we followed the path on to this house. This was proper fishy, the gardens were all in good order and there was a hauge shelter and there were lots of sun ^{dials} ~~dials~~. We were all looking the place over when out came an old bloke who told us to clear off. So we went, and by the time we got back it was tea time. After tea we asked a man about this house and he told us it used to belong to the King. That evening

Don had to go home because he had to work the next day. The following morning Borey, Chat, Henry and myself cycled to Petworth. The journey there was OK but just after we left, on the return journey Henry and Borey had a crash up and Henry's front wheel buckled up like a letter S. So we left him with a news paper to wait until we got somebody to come and get him. We got back about half past two just in time for dinner. A lovely dinner it was too, that poor old rabbit. After dinner Bessy and Borey went to get Henry, while us others stayed in camp. By the time they got back it was getting on for six o'clock and Stuart had gone home. We had our tea, cleared up and went to bed. The next morning we got up early and packed up and by eleven o'clock we were off. We got back to Prinstead about five o'clock.

B.E. Plumb
30th Nov. 1943

Camps continued throughout the war and I have included this report of a camp at Bepton in August 1943

Written by Brian Plumb joined 1941 No. 72

Evening of February 8TH, 1944

The crash came about eight o'clock. There was slight cloud fairly high, and the moon shone wainly through the gaps. There were a fair number of aircraft passing on out over the sea, while searchlight beams wandered aimlessly after them. It is my belief that the searchlights blinded one of or other of ^{the} two aircraft, which collided just above the cloud base. The dull rending sound as the two aircraft hit was followed by the nerve-racking sound of engines diving at full power, although the noise was more intense than anything I have ever heard before. It went towards Emsworth and was consequently found to be a de Havilland Mosquito, which had presumably been escorting the bombers. My mind was taken away from this by the sight of a flaming ~~2nd~~

X LATER IDENTIFIED AS MR J SADLER,
DU BARRY, PRINSTED.

mass, which fell at Hambrook and was the front half of a 'Warwick'.
The rear half fell through the clouds toppling over and over
and fell with a splash into the mud in Prinsted Harbour.

The first person at the scene was Cyril Mayley who went
back for a torch, and by the time he returned Skipper was there.
~~rescue~~ The rear gunner was still in his turret and with the
help of soldiers from the searchlight ^{site} ~~light~~ the work was started
to get him out. The party was joined by Mr Hancock, Michael
who works on the farm, and someone unidentified. The turret was
on its side, and the side nearest was torn ^{who's} ~~asunder~~ until
the gunner was exposed to view and eventually pulled out. Owen
Tape with good presence of mind brought the first aid
~~box~~ out, but his good intention were in vain as the airman
was beyond all hope. He was taken ashore on a stretcher to
the waiting ambulance, whilst the very muddy rescue party
returned to their homes. It is gratifying to think that an
ex. Scout and the S.M. were the first on the spot although
credit must also go to all who formed the rescue party. It is
believed that in all seven men lost their lives in the two
aircraft.

Al. G. Watts
10/2/48.

Written by Alan Watts.



Alan Watts at the
80th Reunion 2013



THE BOY SCOUTS ASSOCIATION,

25, BUCKINGHAM PALACE ROAD,

LONDON, S. W. 1.

C. Brundrett Esq.,
Walnut Tree Farm,
Prinsted, Emsworth,
HANTS.

14th July 1944.

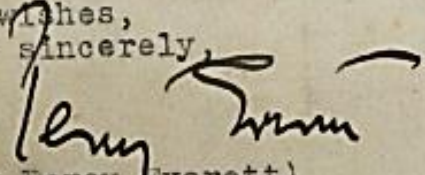
Dear Brundrett,

I have heard with the greatest possible pleasure of the smart and courageous action of the Southbourne Group in their endeavour to rescue an airman who had been involved in a flying accident at Prinsted.

You and your Scouts behaved with remarkable bravery and resource and did what you could, at some risk to yourselves, in your endeavour to release the airman.

I do want, on behalf of the Chief Scout and myself, to congratulate you all most warmly on this fine piece of work. You have well upheld the tradition of our Scout training to "Be Prepared" and I know that you will continue to maintain a very high standard in your Group, so that whatever comes along, you will be ready to do your best to help.

With all good wishes,
Yours sincerely,


(Sir Percy Everett)
DEPUTY CHIEF SCOUT.

PWE/MEM.

THEY WERE PREPARED

SEA SCOUTS RESCUE TRAPPED AIRMAN

For their courageous endeavour to rescue an airman who had been involved in a flying accident earlier in the year at Priested, Hants, the Deputy Chief Scout, Sir Percy Everett, has sent a letter of commendation to the 1st Southbourne Sea Scout Group. This Group has, like other Scout Troops in the district, gained a distinguished record of war service, having lived fully up to the exacting motto "Be Prepared." The 1st Southbourne Sea Scouts are included in the Chichester Scouts' Association, and their Scoutmaster, Mr. C. Brundrett, is Assistant District Commissioner to Mr. D. H. Hanson.

It was at night when a Warwick and Mosquito aircraft collided in mid-air, the rear gun turret of the Warwick falling into the mud of Priested Bay, about 100 yards off shore. The tide was out at the time.

Several members of the Southbourne Sea Scout Troop waded out to the wreck, which was in some three feet of soft mud, and proceeded to break into the turret to get the body of the airman out.

The conditions were far from ideal for such an operation, and the Scouts faced a certain amount of danger. This did not deter them, however, for they stuck to their rescue work, and eventually, after a considerable amount of clearing had been done, and the gun removed while all the time the sticky mud clung to everything and everybody, the body of the airman was released and under great difficulties brought ashore.

In his letter to the Southbourne Group, Sir Percy Everett writes: "You have well upheld the tradition of our Scout training to 'Be prepared,' and I know that you will continue to maintain a very high standard in your Group, so that whatever comes along,

THE OBSERVER, SATURDAY, SEPTEMBER 2, 1944

THEY WERE PREPARED

THEY WERE PREPARED

SEA SCOUTS RESCUE TRAPPED AIRMAN

For their courageous endeavour to rescue an airman who had been involved in a flying accident earlier in the year at Priested, Hants, the Deputy Chief Scout, Sir Percy Everett, has sent a letter of commendation to the 1st Southbourne Sea Scout Group. This Group has, like other Scout Troops in the district, gained a distinguished record of war service, having lived fully up to the exacting motto "Be Prepared." The 1st Southbourne Sea Scouts are included in the Chichester Scouts' Association, and their Scoutmaster, Mr. C. Brundrett, is Assistant District Commissioner to Mr. D. H. Hanson.

It was at night when a Warwick and Mosquito aircraft collided in mid-air, the rear gun turret of the Warwick falling into the mud of Priested Bay, about 100 yards off shore. The tide was out at the time.

Several members of the Southbourne Sea Scout Troop waded out to the wreck, which was in some three feet of soft mud, and proceeded to break into the turret to get the body of the airman out.

The conditions were far from ideal for such an operation, and the Scouts faced a certain amount of danger. This did not deter them, however, for they stuck to their rescue work, and eventually, after a considerable amount of clearing had been done, and the gun removed while all the time the sticky mud clung to everything and everybody, the body of the airman was released and under great difficulties brought ashore.

In his letter to the Southbourne Group, Sir Percy Everett writes: "You have well upheld the tradition of our Scout training to 'Be prepared,' and I know that you will continue to maintain a very high standard in your Group, so that whatever comes along, you will be ready to do your best to help."

THE BOY SCOUTS ASSOCIATION

INCORPORATED BY ROYAL CHARTER
FOUNDER: THE LORD BADEN-POWELL OF GILWELL, O.M., G.M.G., G.C.V.O., K.C.S.I., LL.D.

TELEGRAMS: "SCOUTS" 4000 (L) LONDON
TELEPHONE: GUYMARKET, LONDON
CODE: BENTLEY'S COMPLETE PHRASE



IMPERIAL HEADQUARTERS
25, BUCKINGHAM PALACE ROAD
LONDON, S.W.1

IN REPLY PLEASE ADDRESS
THE GENERAL SECRETARY
AND CLERK

May, 1944.

Dear Scouter,

In the first place, I want to thank you very much for your contribution towards the success of the Sea Scout Exhibition and I hope you will let your Sea Scouts know how very grateful I am for all that they did; and particularly if your Troop was one of those who attended the Service on Sea Scout Sunday. I should like to congratulate them on their smart appearance and their good discipline.

You are, no doubt, aware that on Tuesday April 18th the Exhibition was honoured by a visit by Her Royal Highness Princess Elizabeth who came in Sea Ranger uniform and as a small memento of this visit I am enclosing, for your Troop log, a copy of a letter written by Lady Delia Peel, Lady-in-Waiting who accompanied the Princess on her visit.

I hope that the Exhibition will have proved the spur to even greater efforts by your Sea Scouts and I should just like to wish your Troop every possible success and happiness in its future endeavours.

Yours sincerely,

Delia Peel
CAMP CHIEF.



BUCKINGHAM PALACE
April 18th. 1944.

Dear Mr. Hurll,

Princess Elizabeth asks me to write to you at once to tell you and all concerned how very much her Royal Highness enjoyed this afternoon, and how greatly impressed she was by the really wonderful Exhibition over which she was so kindly shown.

As the daughter and grand-daughter of sailor Kings, the Exhibition appealed to Princess Elizabeth tremendously,

and Her Royal Highness was deeply touched by the welcome which she received.

Yours sincerely,

Delia Peel
Lady-in-Waiting.

A. W. Hurll Esq.

Sea Scout Exhibition

On Thursday April 13th fourteen members of the group went to London to see the Sea Scout Exhibition and the "Discovery". Arriving at Victoria about 11 o'clock we first of all went to Scout HQ and saw many interesting things to do with the old chief, Lord Baden Powell. After a call at the Scout Shop we went to the Exhibition which was most interesting though we should have liked to have seen some of our own exhibits. It was probably our own fault that they were not on show because owing to slackness in getting them finished they were not sailed until the last day & probably arrived too late to be included in the show.

After spending some considerable time in the Exhibition and having a good feed at the buffet we walked to the "Discovery" in the Thames via the Houses of Parliament and Westminster Abbey which we visited. Some time was spent on the ship where Owen Gape was a member of the crew for the Exhibition period. Photos of what we saw can be seen earlier in this log.

When we left the "Discovery" it was drizzling so we visited the United Service Museum which was very interesting. Afterwards back to the Exhibition for some tea and then to the Station and Home. A very interesting day.

Note. Behaviour of scouts on the whole good though somewhat hilarious on the journey home: notably Colin Easton!

Chumault
24.5.44

14.5.44

THE BOY SCOUTS ASSOCIATION

INCORPORATED BY ROYAL CHARTER
FOUNDER: THE LORD BADEN-POWELL OF GILWELL, O.M., G.C.M.G., G.C.V.O., K.C.B., LL.D.
CHIEF SCOUT: THE LORD SOMERS, K.C.M.G., D.S.O., M.C.



IMPERIAL HEADQUARTERS

25, BUCKINGHAM PALACE ROAD
LONDON, S.W.1

6th June, 1944.

TELEPHONES: VICTORIA 8005 (8 Lines)
TELEGRAMS: SCOUTCRAFT, LONDON
CODE: BENTLEY'S COMPLETE PHRASE

IN REPLY PLEASE ADDRESS
THE GENERAL SECRETARY
AND QUOTE

Lt.-Col. W.J. Keen, C.I.E., C.B.E., J.P.,
23, Charleston Road,
Eastbourne.

Dear Colonel Keen,

I have great pleasure in forwarding herewith the report of Commander Rosseter's inspection of the Southbourne and Aldwick Sea Scout Troop which is a very good report and will encourage them to do even better.

After perusal will you please pass this report to the District Commissioner concerned for his information before it finally goes to the Scoutmaster.

Yours sincerely,

W. Kapley

For-General Secretary.

SUSSEX BOY SCOUTS ASSOCIATION

County Commissioner:
Lt.-Col. W. J. KEEN, C.I.E., C.B.E., J.P.

23 CHARLESTON ROAD
EASTBOURNE

Tel. 1844

9th June 44.

Dear Roundroff.

*Please accept my very
heartiest congratulations to
yourself & all the members of
your group on this most excellent
report on your work. I don't think
I have ever before seen a report
in which the best good remark
by the Inspecting Officer was V.G.,
all the others being Ex: or V.G.I.
best done. All at 9.*

JUNIOR TROOP : 1945

	<u>SWAN PATROL :</u>	<u>WIDGEON PATROL</u>	<u>GANNET PATROL</u>	<u>HERON PATROL</u>
A/P/L :	A. Easton	G. Twine	P. Glass	A. Cheesman
2 :	B. Birling	J. Hatch	D. Tilbury	J. Durban
3 :	D. Marsh	S. Lockless	C. Easton	D. Bowles
4 :	W. Hamblin	J. Staker	A. Mitchell	D. Rice
5 :	B. Honey	K. Perrin	O. Rogers	J. Foster
6 :	W. Mackenzie	M. Gillespie	P. Woods	R. Sadler
7 :	A. Bury	R. Roper	E. Martin	R. Edwards

PORT WATCH

P.L. O. Gape
J. Easton
A. Pead
W. Soper
G. Ivey

STARBOARD WATCH

P.L. B. Plumb
A. Baker
J. Chatfield
B. Colwell
D. Goodall
R. Outen.

D. Birling will be Troop leader :

September 1945

8th April 1945 - VICTORY DAY


at long, long, last V.E - Victory in Europe - day has come and although the war as a whole is not over, life in our own islands will gradually become easier and pleasanter. Gone is the dread sign which has disturbed our sleep so often during the past few years. Gone the necessity to cover every light which has made the winter nights so trying and cycling so dangerous. Before too very long we hope, coupons & rationing will be gone too but before this can happen, all our allies on the continent must be freed of the terrible threat of starvation.

For the troops the years have been difficult but not too much so and we have managed to keep going and take in more & more boys so that numbers have been doubled although

leaders are fewer than pre-war. Restricted but never the less veritable boating has been carried on & we have had many fine trips to Easthead.

It is proposed to write a full report of all our doings during these war years and when this is done a copy will be posted in this log.

For this Victory in Europe day no elaborate celebrations are called for because the war as a whole is not yet over but we did light a bonfire on the beach and assisted by some members of the public, sang songs and danced until gone 10 o'clock when we stood for the flag, sang Auld Lang Syne and went to our beds. On Sunday the 13th the troop marched with their new banner to our church for the Victory Day Service. In the afternoon three seniors represented the group at a great parade to Chester Cathedral. C.B.

Geoffrey Vivian Beardsley	Service Number: P/MX 58969	HMS Hood Battle of Denmark Strait
Born: 1917	Joiner 4 th Class Royal Navy	Commemorated: Portsmouth Naval Memorial
Age: 23 Died: 24 May 1941		Was a member of the earlier Southbourne Sea Scouts
Wife: Peggy		

James Edward Brundrett	Service Number: 180924	Italy
Born: 1921	Lieutenant 647 H A A Bty Royal Artillery attd 9th Bn Royal Fusiliers (City of London Regiment)	Commemorated: Gradara War Cemetery, Italy
Age: 23 Died: 30 Sep 1944		
Parents: Frederick and Enid		

James Brundrett was Charles Brundrett's nephew.
Charles's brother Sir Frederick and Lady Edith lived at
Hill Brow (now Three Greens) Prinsted Lane

H M S Hood - May 24th 1941



When war with Germany was declared, *Hood* was operating in the area around Iceland, and she spent the next several months hunting for German commerce raiders and blockade runners between Iceland and the Norwegian Sea. After a brief overhaul of her propulsion system, she sailed as the flagship of Force H, and participated in the destruction of the French Fleet at Mers-el-Kebir. Relieved as flagship of Force H, *Hood* was dispatched to Scapa Flow, and operated in the area as a convoy escort and later as a defence against a potential German invasion fleet. In May 1941, she and the battleship *Prince of Wales* were ordered to intercept the German battleship *Bismarck* and the heavy cruiser *Prinz Eugen*, which were en route to the Atlantic where they were to attack convoys. On 24 May 1941, early in the Battle of the Denmark Strait, *Hood* was struck by several German shells, exploded and sank within three minutes, with the loss of all but three of her crew. Due to her perceived invincibility, the loss affected British morale.



D-Day

6th June 1944

- **June 4, 1944** Allied troops liberate Rome. Within six weeks, Anglo-American bombers could hit targets in eastern Germany for the first time.
- **June 6, 1944** British, US, and Canadian troops successfully **land on the Normandy beaches** of France, opening a "Second Front" against the Germans.
- **June 22, 1944** The Soviets launch a massive offensive in eastern Belorussia (Belarus), destroying the German Army Group Center and driving westward to the Vistula River toward Warsaw in central Poland by August 1.
- **July 25, 1944** Allied forces break out of the Normandy beachhead and race eastward towards **Paris**.