



Euronaut



Newsletter for European Sea Scouts

Issue 30 • April 2011

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Sea Scout Jamboree Armada

Wiktor Wroblewski, Polish Scout Association

The Sea Scout Jamboree Armada is an independent, self-governing Sea Scout project from various European countries in the tradition of earlier Sea Scout Jamboree Armadas to the Netherlands and the United Kingdom. Sea Scout vessels will sail from their home ports and a rendezvous at a pre-arranged harbor, in this case Copenhagen. After a visit to Denmark's capitol city, the Armada will sail in company to a port near to the World Jamboree campsite.



Who?

Sea Scout leaders who already have experience organizing similar Jamboree armadas in the Netherlands and England. As with previous armadas, Norwegian Sea Scouts are the driving force for the northern European contingent. This summer there will be ten traditional Norwegian wooden boats that are well-designed for sailing with

youths and children. They will sail to Copenhagen where they hope to meet at least five more boats from Poland and elsewhere. Currently the following countries are participating: Sweden - 1, Denmark - 1, Norway - 10, Poland - 5.

When?

Provisional plans are as follows:

- 21-22/07/2011 – Armada yachts assemble in Copenhagen, city tour, integration meetings
- 23/07/2011 – Shopping, preparing for sea, Scout game, barbeque, disco
- 24/07/2011 – Skipper briefing, sailing in company from Copenhagen to Ystad, evening program at the harbor
- 25/07/2011 – Skipper briefing, sailing in company from Ystad to Rønne, evening program at the harbor
- 26/07/2011 – Skipper briefing, sailing in company from Rønne to Åhus, evening program at the harbor
- 26/07/2011 – Arrival the port of Åhus
- 27/07/2011 – Jamboree opening ceremony (for participants)
- 28/07/2011 – Visit to the Jamboree campsite for visitors and sailing home

Can I get involved?

Yes. If you are interested in bringing your boat to the armada, please contact Ron Brown at brown@post4.tele.dk or +45 (28) 14 11 17. Ron also reports that there are a few places left on *Ran* leaving Copenhagen on July 17 and returning on the 30th.

A Scout is a Friend to all and brother to every other Scout: Modern Day Scout Heroes – Scouts of Libya 2011

Roy Masini, The Scout Association

In television news reporting from Libya Scouts in uniform could be seen in Benghazi

preparing centrally cooked food for the inhabitants. This however is only one part of the amazing story.

In the al-Houry Cemetery a Scout was building digging graves, then building breeze blocks and cement walls to keep out the sandy soil. Another Scout aged 15 was standing at one of Benghazi's busy road junctions directing four streams and lines of traffic. Nearby a Scout leader could be seen operating the pumps at a petrol station, with lines of traffic waiting many hours. The city's Girl Guides have also played their part, though do less visible work in this usually conservative society

The developing turmoil in Libya has destroyed government services and caused many workers to leave the country, the Scouts of Libya have come very much into its own. For many years

Scouting had spread to every corner of the country rendering services in both the cities and in the most isolated places, including desert scouting. These service including volunteer work during natural disasters, environmental protection, constructing farm roads, fire fighting, post office help, traffic control and other forms of social service.

The list of their duties would seem to be endless but the estimated 3,500 Scouts in Benghazi alone, aged between eight and eighteen have been cleaning the streets, assisting doctors and orderlies in made shift hospitals, giving blood, providing first aid to the injured, with the older Scouts washing the bodies of the dead, finding homes for refugees, unloading aid shipments and picking vegetables. Scouts have also helped staff the ambulances, some of which near the front line have not returned. The Scouts are the only disciplined, civilian uniformed organisation left in eastern Libya,



as the police have been disbanded.

The Libyan Scout movement was founded in 1954 and recognised in 1958 and escaped later prohibition as they were seen as non political and that was how they survived.

Surprising as it may now seem 'Colonel' Muammar Gaddafi was briefly a Scout while growing up in the southern town of Sebha, having been born in 1942. Around 1969, a number of British Sea Scout Leaders had set up a Sea Scout Group while working in Libya. News came through that Colonel Gaddafi was to visit them. Not knowing what to expect he was received with some trepidation as most organizations had either been gutted, monopolised or taken over by the regime, However Colonel Gaddafi had not come to close them down but told them he had been a Scout Patrol Leader at the age of 14 when in the desert and these had been his happiest times; going on to say the Sea Scout Group could keep their headquarters could have the use of any boats they wished. Sea Scouts Groups in Libya are currently the 1st Benghazi, 2nd Benghazi, 3rd Benghazi and the Tripoli Sea Scouts.

The Scouts in Libya thrived and survived and grew to 18,000 members becoming the Public Scout and Girl Guide Movement although their activities are carried out separately. Currently some of the Scouts are keeping in limited contact with Scouts in the Arab and African Regions, Italy Malta and Scotland.

Today for the Libyan Scout it is not just going along to Scout activities to earn badges but they have had to step into the breach to carry out essential services. All schools being closed has assisted. The Scouts of Libya (al-kishafah) have done more than exceptionally well and more than living up to the motto Wa A'eddou (Be Prepared).

Warington Fund Update

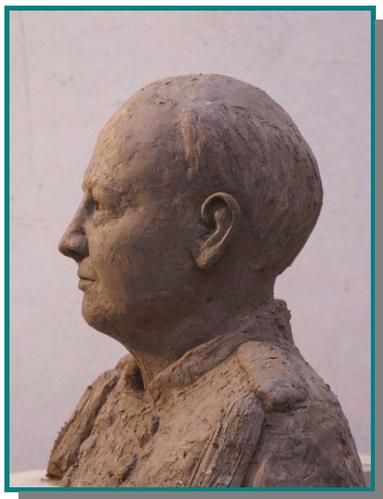
Ron Brown, *Det Danske Spejderkorps*

We are now in 2011 and it is time to see how our fund raising went with the selling of badges.

Badges were sold to the following countries:

Australia	740
Denmark	542
Norway	446
UK	200
France	104
Ireland	60
Holland	60
Eurosea 11	55
Czech Rep.	50
Germany	40
Belgium	20
Holland	20

This gives a total of 2319 sold badges. 73 badges went missing in the post when a torn, empty envelope arrived at its destination. A few badges were given away and there are a few left in the badge box. A total of 2500 badges were produced.



Warington Baden-Powell

Holland produced 1000 badges that they sold and they sent a donation of 250 euros. Finland also produced 300 badges and sent 150 euros. Bar profits at the November Sea Scout leader meeting in Denmark gave a further 75 euros.

PayPal and other bank transfer fees consumed about 150 euros while we earned 0,50 euros interest on the money in the bank.

In all we now have a little over 2,500,00 euros to play with.

At present I am waiting for photos of Warington to arrive so I can send them to the 2 artist that are willing to have a go at making a relive. Gilwell is also sending some photos of outside walls that they think would be a suitable place for the relive to be placed.

There will also be a brass plate with information about the relive and the final text has to be agreed with the present Lord Baden-Powell.

I hope that this project can be finished by the summer and that we can hold some sort of dedication ceremony at Gilwell.

More news as it happens will be sent by mail to server list and summing up in Euronaut.

Morbus nauticus (seasickness)

R. Henkes & Sjoerd Heeringa, *Scouting Nederland*

When I moved from "Limburger" (the hilly province in southeastern Netherlands) to Almere (a big new city in the center near the IJsselmeer), within a month I had a boat. It was totally amazing to me ... all that water and the space and vastness! Until then, I only used water to drink or swim in and I had no clue about sailing. I could not sail, so I bought a small open motorboat. I then took my license exam and in a short time learned a lot. A year later I bought a 20 foot powerboat. Four years later I bought my first sailboat, a Nacra 5.2 catamaran, because I wanted to go as fast as possible while sailing.

I had previously only been carsick. Long family trips were no fun. I remember when I was sick on the Flushing-Breskens ferry, my first experience with seasickness. More recently, seasickness came back on my boats, especially when I was at anchor and floated with the waves. I virtually had no problem while underway, particularly on sailboats.

Last May we sailed from Almere to the Shallows and the northern Dutch isles. We

had a few days without problems. Only when we sailed from Vlieland outside the North Sea to Oudeschild did seasickness return. This was very annoying, particularly because I now have sufficient knowledge about, or have built up immunity to, seasickness. It is important to know what to do about it.

In early April last year, I was asked to sail a catamaran from Southampton to Almere. To prepare for that trip I tried to collect all kinds of information about seasickness. Before and during that journey I followed the 'rules,' taking my pills on time. Despite winds and heavy seas, I did not fall ill. Online information read something like this:

Seasickness is widely feared and progresses through three stages:

- You're afraid that you will die;
- You hope that you will die;
- You're afraid you won't die.

Impressed with this insight, I did some additional research.

What is seasickness?

Sea "illness" (*morbis nauticus*), as well as car, air, and space sickness is a motion disease (*kinetose*). Motion sickness is mainly characterized by dizziness, nausea, vomiting, pallor, sweating, and tightness in fear. Additionally, side effects include headaches, drowsiness, yawning, sighing, hyperventilation, and loss of interest.

Medically the following happens: There is an attenuation of the conflict proprioceptors and eyes off. The conflict induces vertigo, nausea, vomiting, sweating, paleness, chills, hypotension, and headaches. In short, you're really sick. Further, patients can feel sick in or on anything that moves, even riding animals (e.g., horses, elephants, camels).

Until about 1960 it was believed that motion sickness was caused by over stimulation of the vestibular system. Now this is known as a "sense-conflicting theory." Position and motion of the human body can be observed by the vestibular system, eyes and the nerve endings in muscles, tendons

and joints. When these sensory organs don't register the same movements, the "conflict" occurs. For example, people in the cabin get seasick easier than people on deck and one reading in the car gets carsick faster than does the driver.

Important to know is that a certain tolerance can occur. After about three days on a boat the discomfort disappears. The symptoms will reappear if one sets foot ashore: this is "land sickness." Children under two years and deaf people cannot feel seasick. Furthermore it does not explain why some people get seasick and others don't. Dutch sailer Laura Dekker, the youngest to attempt a single-handed circumnavigation, describes the first days at sea on her blog: "My boat's rolling made me a bit seasick, but it's fortunately better now. I'm already over half of my first stage."

What to do to prevent seasickness

Recommended behavior and resources against seasickness include: fresh air and views, pills and suppositories, acupuncture bracelets and magnetic patches, no smoking and alcohol, ginger, and coca cola and cotton in your left ear. However, once one is seasick with nausea and vomiting, it is too late for medications. A suppository is the only medication that will work. Seasickness is basically harmless until someone has it for several days and has little to drink. This causes dehydration. The danger that someone will fall overboard or be injured while disoriented is significantly greater. Finally, a seasick crew member cannot be perform watch duties and needs extra care from others on board.

Handling seasickness

Stay alert and intervene if necessary. One often wants nothing but death because of seasickness, and so someone else may need to make decisions for you. Let someone as unaffected by seasickness as possible ensure the right conditions: a peaceful course, (even if it means an indirect route), possibly lying to, give someone a simple task on deck, and make sure lifelines and life jackets are used. Make sure everyone takes enough fluids, and has something in their stomachs such as dry bread or biscuits.

Precautions

- Make sure you have a good, substantial meal before departure. Avoid sandwiches, greasy sausages, butter, and salt. Chew thoroughly and enjoy the taste. Consume no alcohol.
- Make sure you're dressed warmly.
- Make sure you have slept well and that you are looking forward to going sailing.
- Be on deck as much as possible. Look around at the horizon. Don't fight the boat's motion - go along with it. Seeing the horizon helps you to understand what is happening.
- Work hard on board, looking for beacons on the horizon, staying at the helm, at furling the sail, etc. Find things to distract you. If you cannot do anything, lie down and sleep.
- Be alert to the symptoms of seasickness, but don't look for them.
- Occasionally snack on biscuits, oranges. No sweets or chips! Chew well.
- Avoid steam or diesel exhaust smell.

What if you are getting sick or nauseous?

- Alert yourself immediately! Do not stubbornly hesitate to admit you are sick: it is important that you take yourself seriously.
- Inform the skipper and others, then they understand your actions and you do not feel guilty.
- Eat despite reluctance, biscuit or dry bread. Do not stop eating because you feel sick: this is one of the biggest mistakes of seasickness.
- Drink a sip of fresh water regularly. No orange juice or milk.
- Stay active, do not sit in a corner, and continue moving and looking for distractions.
- Serve as helmsman. Being active is one of the best methods for tackling sickness.
- Breathe deeply. Nose in and mouth out.
- If you need to go inside, don't delay and act briefly and effectively.
- Put on your life jacket and lifeline.

What if you have to vomit?

- Ensure that your lifeline is attached somewhere safe.
- Let someone else get you some water.
- Imagine yourself comfortable with it and you will feel better when you're done.
- Try to see the humor in how difficult this is. "Smile, tomorrow will be worse!"
- Go on sipping water after vomiting, but don't drink too much.

What if you are really sick?

- Get undressed and go to sleep in bed with a bucket next to you. Your body needs a rest and that is very effective.
- Inform the skipper so he / she can keep an eye on you. The combination of sleeping and vomiting can be dangerous! (suffocation)
- After a few days at sea even severe seasickness is usually self-limiting, because then the body gets used to movement. Being seasick for more than a few days can be fatal due to dehydration.

What medication you can take?

Information below is intended only as an indication. It is incomplete and may contain errors, so read it at your own risk. Several active substances used in remedies for travel sickness prevention include cyclizine (short term), meclizine, or cinnarizine. You can get dizzy or drowsy from these substances, sometimes worse than the seasickness itself. The active ingredients in ginger extracts and homeopathic products (the last few) do not have these side effects.

The active ingredients are packed in tablets, capsules and suppositories. Seasickness remedies usually take time before becoming effective, sometimes several days. Once you are seasick, tablets, drops and capsules have no effect. Only a suppository can help.

Brandname	Active ingredient	€ Price	Packaging	Available at	Duration	Taking
Primatours	12,5 mg cinnarizine 25 mg (chlor)cyclizine	3,50	10 tablets	Drugstore	Longer than 4 hours	½ hour before departure
Suprimal	12,5 mg meclozine	3,00	10 tablets	Drugstore	Longer than 4 hours	½ hour before departure
Cinnarizine-25	25 mg cinnarizine	2,00	30 tablets		Longer than 4 hours	½ hour before departure
Cyclizine-50	50 mg cyclizine	12,14	100 tablets		Several hours	½ hour before departure
Cyclizine	100 mg cyclizine	?	suppository	Only by prescription	Several hours	½ hour before departure
Phytocaps	280 mg ginger powder	?	capsules	(alternative) Drugstore	Several hours	Long (?) before departure
Solgar Ginger	520 mg ginger powder	14,60	100 capsules	(alternative) Drugstore	Several hours	Long (?) before departure
Orthica Zingiber-5	500 mg ginger extract	17,50	60 capsules	(alternative) Drugstore	?	From 3 hours before departure
Dr. Vogel	Cocculus D4 of Tabacum D4	?	tablet	(alternative) Drugstore	Longtime (?)	From several days before departure
Travelin	25 mg Cocculus D4 25 mg Ipecacunha D6 25 mg Nux vomica 25 mg Petroleum	4,60	50 tablets	(alternative) Drugstore	Longtime (?)	From one day before departure
Cocculine	Cocculus D4 Tabacum D4 Nux vomica Petroleum	4,65	tablets	(alternative) Drugstore	Longtime (?)	The evening before departure

With this online information I had a better understanding of what seasickness really is. But my interest was particularly aroused by an article by an KNRM (Royal Dutch Lifeboat Association) doctor who linked the level of histamine in the blood to the degree of seasickness.

Why don't tigers and pigs get seasick? They have a mechanism in their system that prevents them from getting sick from spoiled food, breaking down the histamines. That makes them immune to seasickness.

In the German Yacht magazine in January 2005 an extensive article was published on the relationship between the histamine levels in the blood and seasickness. Histamine is an endogenous substance that occurs in allergic reactions and is included in many foods. It is common in fermented foods and foods that are no longer very fresh. When you get more histamines, you are more susceptible to seasickness. By eating low histamine food, your sensitivity is reduced. With drugs such as antihistamines, the histamine level in the body is also

reduced. Cinnarizine is such an antihistamine, and we know that it works well against seasickness.

Smart eating and drinking

Watch out for red wine, beer, and cheese. Avoid long storage life of fermented foods such as salami, sausage, tuna, and canned or ready-prepared meals, because they have a high histamine content. You also need to watch out for spinach, tomatoes and red sauces. Furthermore, almost no dairy products except milk are recommended. You're better off with fresh fruit and fresh food. Bread, rice cakes and rye bread are fine. Milk, water, tea and juice will also do.

Take a nap!

Sleep is also a good histamine reducer. During a good night sleep most of the histamine in the body disappears. Sleeping with feet facing the bow, then the stomach contents are not always up so annoying!

Combatting

To combat histamine levels and to reduce the chance of seasickness, chewable

vitamin C tablets are also effective. A dose of 4 x 500 milligrams per day lowers the histamine level significantly. It is the only agent that also helps if you're already seasick.

It works!

Few KNRM (Royal Dutch Lifeboat Association) crew ever get seasick, but they have successfully experimented with vitamin C. So I had no problem sailing from Southampton to IJmuiden. Armed with Cinnarizine tablets, supplemented with vitamin C and even caffeine tablets against the predicted drowsiness (100 pills at a shop for € 10,-). I did my night watches, and on the last day I dared to sail without these tablets with success. After a delightful and informative journey from England to the Netherlands on a beautiful catamaran, I was several beautiful experiences richer!

Summer Camp & Rover Camp in Denmark

Kristine Clemmensen-Rotne, Det Danske Spejderkorps

The camp will be held at the Thurøbund Sea Scout Centre at Thurø in Denmark:

Grastenvej 204c
Thurø
5700 Svendborg
Denmark

The dates are:

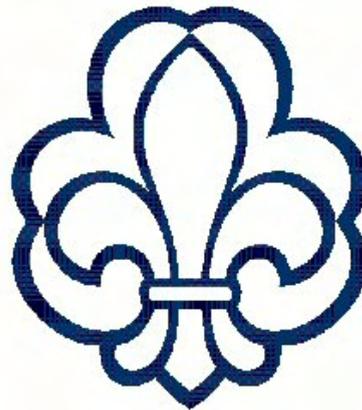
Rover Camp - 13-15 July 2011

Summer Camp - 16-23 July 2011

The Rover camp is for ages 18+, while the main camp is for ages 6-23+. There will be suitable activities for Scouts of all ages. Since it is a Sea Scout center there will be both activities on land and sea. There will also be a dinner for the whole camp.

The price for the full camp is Dkr. 1450,00, which includes food, activities and bus transport from Gentofte to Thurø on the 16th and return on the 23rd.

It also possible to only participate for fewer days paying Dkr. 170,00 per day.



The full camp will have a pirate theme, so please bring a pirate outfit along with your uniform.

If you or your group have any questions or are

interested in participating please contact me no later than the 1st of May 2011.

More information about the Thurøbund Sea Scout Centre can be found at: www.tsc.dk and hytten.thurobund.dk (in Danish)

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Journeys in Scandinavia

Ron Brown, Det Danske Spejderkorps

After the contacts at Eurosea last summer, and arrangements for the Armada starting in Copenhagen this summer, the Danish Sea Scout group decided to visit all the national Sea Scout leader meetings in our neighboring countries. The closeness of the languages makes this possible (with the exception of Finnish, but they have Swedish as a second language).

This mission required 3 very long weekends, 3840 air-miles, hours spent waiting in transit lounges and a few long car rides.

Grimstad, Norway – 8°C and overcast

Arrangements very much as we are used to in Denmark, with the local group responsible for the accommodation and catering. Program arranged by the National adviser for Sea Scouts. Friday evening devoted to social networking. Very long day on Saturday working until 2200 hrs. Finished on Sunday after lunch.

Umeå, Sweden – 8°C and snowing

Similar to Norway, except for getting up at 0600 hrs. on Saturday to ride snow scooters out in the wilderness to eat breakfast by a frozen lake. Not good for sailing on but great fun on a scooter at this time of year. Rest of the day spent working until 1800 when a 3-course gourmet dinner was served. Sunday work until lunch.

same in all 3 countries, and echo what we discuss in Denmark;

- New program material
- Funding and recognition problems
- Coming events (camps, etc.)
- Finding new committee members
- Reporting on the past year's activity

The 3 weekends were well spent. At our



Lappeenranta, Finland - 18°C and sunshine

Started with lunch on Saturday, at a local group, before moving on to a hotel/conference center. Work until 2100 hrs. with a break for dinner, then into the sauna. Work on Sunday until lunch, then some sightseeing until 1500 hrs.

All the meetings were well attended ; considering the distances and the winter conditions, this was impressive. The subjects discussed were very much the

last 2 meetings in Denmark we have had representatives from our neighbors and we will continue this practice, turning each meeting into a mini-Eurosea.

FUTURE EVENTS

TALL SHIPS RACE 2011

30 June - 3 July – In Waterford (Ireland)

3 - 9 July – **Race 1**

Waterford to Greenock (Scotland)

9 - 12 July – In Greenock

12 - 21 July – **Cruise in Company**

Greenock to Lerwick (Shetland)

21 - 24 July – In Lerwick
24 - 28 July – **Race 2**
Lerwick to Stavangar (Norway)
28 - 31 July – In Stavangar
31 July - 5 Aug – **Race 3**
Stavangar to Halmstad (Sweden)
5 - 8 August – In Halmstad
See – www.sailtraininginternational.org

CULTURE 2011 TALL SHIPS

11 - 21 Aug – In Klaipeda (Lithuania)
21 - 26 Aug – **Race 1**
Klaipeda to Turku (Finland)
26 - 28 Aug – in Turku
28 Aug - 2 Sept – **Race 2**

ASTO SMALL SHIPS' RACE, COWES, UK

1 Oct 2011

TALL SHIPS RACE 2012

5 - 8 July – in Saint Malo (France)
8 - 19 July – **Race 1**
St Malo to Lisbon

Editorial

Unfortunately this issue of *Euronaut*, no. 30, has been delayed because contributions were very slow to arrive. It seemed for some time that we might have to postpone the issue until later.

However, at last a reasonable amount of material has been submitted, and we hope that you find it interesting. You will find one very definite change – this issue of *Euronaut* is not bilingual (English/French). We must make clear that neither of us is fluent in French but we have always felt that the bilingual policy, following on from earlier years of *Euronaut*, was a good idea, and we have been very happy to undertake the extra work that this entailed.

However, recently there has been criticism of this policy, and as an experiment we produced the last *Euronaut* in January in two separate issues, English and French. We have been very surprised that not a single comment was received, for or against this unannounced change !

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

We must appeal to all our readers to support *Euronaut*, to send us regular news notes on waterborne events and adventures at sea and on inland waters, program ideas, new boats, old boats that continue to give good service, etc. What about Sea Scout camps and expeditions? - in *Euronaut* no. 17 we published an article from Poland about a sailing expedition down the Danube River through Austria, Slovakia, and Hungary. Has there been any other such expeditions on any other of our European rivers?

How do you introduce basic chart work to junior Sea Scouts? Are you introducing a new type of boat in your association? What part does teaching "First Aid" play in your training? In a good and active Sea Scout program such a list is almost endless! Our newsletter is an ideal medium to announce new ideas, and also to give warnings of undertaking certain activities without proper training of leaders and Scouts.

So, can we ask all our readers to sit down and think about some good expeditions or adventures from the recent past, or a new way of teaching some aspect of Sea

Scouting, and send us a note with a photograph or two, or perhaps also draw a map if it was a river journey?

We would be very pleased to be overwhelmed with material !

The Editors

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 **August 2011**.

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 July 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



Sea Scout training in Dublin Bay aboard *Cushag*