



# Euronaut

Newsletter for European Sea Scouts  
Issue 12 • January 2005



## Inside this Issue

- Irish Sea Scouts compete at the Koch Cup
- KochCup-deltagernes logg - Seier I Kiwi-cup
- Euronaut returns
- Scouts set up funds to help tsunami victims
- AQUA 2005
- Sail training
- Sail training (en français)
- 90<sup>th</sup> anniversary Dublin Sea Scout regatta
- Coastal and offshore sailing in 2004
- On the web

## Irish Sea Scouts compete at the William I. Koch International Sea Scout Cup

by Patrick Murphy

The starts were crucial. With a 33% weight penalty, everything is crucial. We rounded on two seconds, millimetres from the committee boat. We couldn't see anyone ahead of us. I hiked out hard. James hiked out hard. We tacked, the fleet tacked. One boat got ahead of us. We tacked again, the spray filling the boat as we cut through wavelet after wavelet. The mark was dead ahead. Coming in on port was a risk, but we took it. We rounded the mark in fourth position. James pushed the boom out and threw off the kicker, or vang as the Yanks call it, and we headed for the gybe mark.



Patrick Murphy (helm) and James Martin (crew)

A boat was moving faster than us and was coming up to windward of us to overtake. We'll be having none of that we thought, and aimed high of the mark, forcing the boat to go below. We shifted our weight back and

started planing down the leg. A very quick gybe later and we were still fourth heading for the leeward mark. The fifth boat exchanged places with us on the second downwind leg to leave us two from the middle of the fleet coming up to mark. With a gust came an overlap, and with that overlap came a tighter mark rounding and we regained our fourth place starting the beat to the windward mark.

The wind had increased slightly, making our 400lbs combined weight more advantageous. I hiked out hard. James hiked out hard. The third boat was five boat lengths away and we were closing in. We passed the third placed Norwegians and tacked, hoping for just one more tack to take us to the windward mark. 'Out wide and in tight' I remember an instructor drilling into me a year or two ago. The drilling paid off - for the Norwegians at least - and they inched ahead of us again around the mark. Out went the main, and we goose-winged right behind the Norwegians, taking their air as much as we could and remaining right behind them. The gap between the Norwegians and the first place boys from Maryland was a boat-length, and the gap between the Norwegians and us was non-existent.

Coming up to the leeward mark for the last time, we established an overlap and started fighting the Vikings for the last beat. The wind picked up even more - if that were possible - and we hiked out even harder than we had been. We groaned as our leg muscles started to complain. But it was working. Our flat boat was moving faster than the heavily heeled Norwegian boat below us. We tacked in front of them and had the boys from Maryland in our sights. They were lighter than the Norwegians, but were hiking out twice as hard. We hiked till our stomach muscles joined in our leg's groaning. We were moving still faster. We passed them with twenty metres to the finish. We crossed the line with spray hitting our eyes and cooling our faces as we both laughed and celebrated our victory. First race, first place.

James and I were Ireland's entry in this year's William I. Koch International Sea Scout Cup. Both of us are assistant leaders in our respective Sea Scout Troops - 3rd Port of Dublin (Dalkey) for James and 2nd Louth (Blackrock) for myself. Eoghan Lavelle of our Sea Scout National Team, who was trying to arrange for an Irish crew to compete in the event, contacted us. We jumped at the chance and within weeks of him first contacting us, we were going through US immigration at Shannon.

The competition is sponsored by William Koch, the man behind three of the biggest and best America's Cup attempts in the last twenty years, and is organised by the Boy Scouts of America (BSA). We arrived at Massachusetts Maritime Academy, the base for the events, on Sunday 20th June. There were 30 entries for the event, representing the Regions of the Boy Scouts of America, as well as 5 international teams, from Australia, New Zealand, United Kingdom, Norway and Ireland. The first day of racing, a practise day, began at 10am on Monday morning. We were ferried back and forth from the "pond" where the racing took place each day by six large Chevrolet fifteen seater trucks which were provided by General Motors, the premier sponsor of the event.

On the practise day we were very successful - coming first in the first race and following up with a fourth and a third. The winds, which were very strong, were much to our advantage because James and I were a good bit over the weight limit of 150kg (300lbs) that is recommended for 420's, the boats we were sailing in the competition. The weight was not an issue the first day, but as the week drew on we became acutely aware of the importance it plays in sailing.

The second day, which would see us broken up into gold and silver fleets, was slightly less windy than the first day. With an overall 5th placing, we were happy and were placed into the gold fleet. The gold fleet, otherwise known as the Koch Fleet, raced to win the Koch Cup. The Koch Cup, which is a replica of the America's Cup, was crafted in London by the same silversmith who created the America's Cup. It is valued at over \$150,000 and is engraved with the Scout Motto and Promise. The Kiwi cup, so-called because it was donated by the New Zealanders, is a Maori sculpture presented by the Kiwi's to the winner of the Kiwi (Silver) Fleet.

The third day saw us complete 7 races in our quest for the Koch Cup. The next day we took a trip to Martha's Vineyard where we lazed on the beach and relaxed. On day five we had to complete six races as best we could to get us up from 10th place out of the 30 boats in the competition. We prayed for strong winds. They had almost died completely on day three, leaving us with results that looked like this: 12, OCS, 11, 9, 11, 7 and 5. Our prayers weren't answered. The winds were even slacker than before, and we had to battle our hardest to earn an unfortunate 10, 12, 9, 13, 12 and an 11. This pushed us further back, leaving us in twelfth place overall.

However, the slow winds hadn't slowed our spirits and everyday while on the water the boats would raft up beside "the Irish kids" and we taught them Irish songs such as 'The Fields of Athenry', 'Molly Malone' and 'Ireland's Call'. They learnt quickly and soon we were giving recitals on the water after every race (and even during a few as well!), much to the amusement of the crews ashore.

In the evenings at Mass Maritime we watched films and on one occasion a seminar on racing rules from one of the International Judges that were overseeing the event. There was also a pool table at the academy, and, with the skills I had honed in The Amusements in Blackrock (and with the help of my team-mate from California) we were the kings of the table.

The Americans do a lot of things differently to us Irish. They have over 7 million people involved in scouting over there, and so, it is a lot more organised. They have lots of corporate sponsorship and there is a big emphasis on uniform, which is very smart.

I think I speak for both James and myself when I say that we both had a really great time when we were over there, and there are many experiences I had and lessons I learned that I will never forget. I had my first real protest hearing over there, for instance, and as a member of the colour guard I learned how to march, how to raise flags and all the tradition behind flags. I would like to thank again the Boy Scouts of America for the opportunity to go to America and race against them, and to that effect, at the dinner in Bill Koch's house on the last night, we presented a sculpture of Setanta standing with the Hound of Ulster on behalf of Scouting Ireland, Ireland's new unified scouting association.

We finished 12th overall out of the thirty boats that were competing - we had left Ireland hoping to be 29th. Hopefully when the third William I. Koch International Sea Scout Cup is in full swing in Miami in 2006, Ireland will be there again!

Patrick Murphy, ASL, 2nd Louth (Blackrock) Sea Scouts, Dundalk, Co. Louth  
James Martin, ASL, 3rd Port of Dublin (Dalkey) Sea Scouts, Dalkey, Co. Dublin

[Additional information about the William I Koch Sea Scout Cup can be found at the event's website at <[www.seascoutcup.org](http://www.seascoutcup.org)>]



## **KochCup-deltagernes logg - Seier i Kiwi-cup - vi GRATULERER!!**

**(30.06.04 - 09:52) De norske deltagerne i William I Koch International Sea Scout Cup, Erling Guderud og Siri Neslein vant Kiwi-Cup-klassen i Kock-cup. På disse sidene legger vi ut deres logg/dagbok fra forberedelser og regatta.**

Erling og Siris logg fra KochCup 2004

25. mai: Første dag med trening sammen. Seilte Andunge rundt Nesøyaområdet. Vi bestemte at Erling

skulle være rormann mens Siri skulle passe fokk og at vi fikk så mye ut av regattareglene som mulig!

Vinden forsvant litt, siden kom det regn...



27. mai: Vi er så heldige at vi fikk komme med på et kurs på KNS og i dag skulle vi seile med spinnaker. Det gikk bra, knotet litt med spinnaker i starten men det gikk bedre etter hvert! 18. juni: Det meste er klar før avreise. I går var siste trening/regatta hos KNS, og deltagerne vant kveldens regatta, så nå steg plutselig ambisjonsnivået for USA-seilasene. Det er morsomt at de føler at de mestrer jolleseilingen og at samarbeidet dem imellom ser ut til å fungere.

19. juni (lørdag): Vi drar fra Gardermoen og har en lang reise, først til Amsterdam og videre til Boston. Flyturen gikk veldig bra. Med en gang vi hadde funnet bagasjen vår ble vi plukket opp av den speider fra USA. Når vi kom til MMA sjekket vi inn og fikk tildelt rom. Gutter i en etasje og jenter i en annen. Noe som var veldig strengt, hvis en gutt gikk innenfor døren i jente etasjen, ble de sendt hjem og omvendt. På kvelden dro vi på restaurant for å spise middag.

20. juni (søndag): Vi bel vekk klokken 0600, står opp og blir kjørt til en restaurant for å spise frokost ved 1000 tiden. Vi fikk ikke noe mat før søndag kveld pga at det var først da regattaen var offisielt åpnet. På kvelden var det middag i messen på MMA.

21. juni (mandag): Endelig en dag med seiling. Vi ble vekk 0600, frokost 0645, flaggheis og uniforminspeksjon 0745, avreise til innsjøen var klokken 0815. Det var en rimelig travel morgen hver morgen. Fra MMA var det ca. 10 min å kjøre til innsjøen hvor vi skulle seile. Når vi kom til innsjøen og seilings arenaen var vi allerede delt i 2 grupper: fleet I og II.

22. juni (tirsdag): Denne dagen var dagen for kvalifisering. Morningsen var maken som dagen før. Og på dagen var det kvalifisering, her ble vi delt i Kiwi Cup og Koch Cup. Vi kom i Kiwi Cup som er den nasjonale Cupen.

23. juni (onsdag): Dette var dagen hvor deltagerne i Kiwi Cup skulle ha fri, vi begynte dagen med en båttur på 1 times tid. Deretter dro vi til Marthas vineyard som

er en ferie øy for amerikanere. Her badet vi og bare sluppet av.

24. juni (torsdag): Dette var den største regattadagen med 8 regattaer på "pølsebane", resultatene våre så ut som følger: 1, 3, 1, 3, 2, 1, 2 og 3 etter denne dagen ledet vi med 10 poeng og det hele så veldig lyst ut. På kvelden var det å prøve å samle krefter før vi gikk tidlig til sengs.

25. juni (fredag): Den siste dagen med seiling. i seilte 4 regattaer igjen på "pølsebane", denne dagen var det mange ledere fra Chevrolet, mange store aviser og tv kanaler. Etter seilasene hadde vi vunnet sammenlagt! Så ble det mange intervjuer både fra aviser og tv kanaler.

På kvelden skulle vi på fest middag med milliarderen Bill Koch som hadde sponset halve regattaen. hos han fikk vi servert fiskesuppe, hummer og frukt og kaker til dessert. Han var vistnok en av USAs rikeste personer. Her var det premieutdeling. Vi fikk en sølv pokal med tre steet med hjem pluss en totempell som blir stående på et museum i USA med våre navn inngravert.

26. juni (lørdag): Dagen for avreise, vi måtte være klare for å dra klokken 0600, vi ble ikke kjørt til flyplassen før klokken 1200. Flyet vårt ble utsatt 2 timer pga av problemer med flyet. Grunnet sen avreise fra Boston rakk vi ikke overgangen i Amsterdam og måtte derfor ta ett senere fly hjem.

Vi hadde en superfin tur. Tusen takk for at vi fikk muligheten til å dra.

Etter regattaene 25.juni ble Siri og Erling sammenlagt vinnere av Kiwi Cup. Vi gratulerer fra nettverket, og er imponerte over innsatsen!!  
[from

[<sjospeider.scout.no/index.php?lang=nor&selhoved=1&selunder=1&selsak=82>](http://<sjospeider.scout.no/index.php?lang=nor&selhoved=1&selunder=1&selsak=82>)]



## EURONAUT Returns

**Euronaut** has been the newsletter of European Sea Scouting since 1993. Issue 1 was produced by Andre Mihiere, Eclaireurs/Eclaireuses Unionistes de France, and was bilingual (English and French) Issues 2 - 11 produced by the Sea Scout Committee, Norwegian Scout Association, with nos. 2- 9 in English and nos. 10 & 11 in English and French.

The most recent issue (Issue 11, February 1998) was a wrap-up of the Eurosea V conference in Norway. Since then our publication has been "on holiday."

As of Issue 12, **Euronaut** is co-edited by Eoghan Lavelle (Scouting Ireland) and Bruce Johnson (BSA). Submissions for future issues may be sent to either at

<[eflavelle@eircom.net](mailto:eflavelle@eircom.net)> or  
<[commodore@seascout.org](mailto:commodore@seascout.org)>. **Euronaut** will appear  
as often as there are enough articles to support it.

To subscribe to Euronaut, go to  
<[europe.seascout.org/newsletters](http://europe.seascout.org/newsletters)> and follow the  
instructions.

## Scouts set up funds to help Tsunami victims

[From [Inbox@APR](mailto:Inbox@APR), the monthly newsletter of the Asia Pacific Office of the World Scout Bureau] – World Scouting joins the international community in reaching out to the people affected by the tsunami in South Asia, Southeast Asia and some parts of Africa through a special project called "Tsunami Scout Aid". Several member-countries of the [APR] region have been hit by the tsunami particularly in India, Indonesia, Maldives, Sri Lanka and Thailand and partly in Bangladesh and Malaysia. In response to this catastrophe, the World Scout Committee and the APR Scout Committee are merging their fundraising efforts — through the World Scout Bureau — so as to ensure that the flow of support coming in and out of the Scout Movement is coherent and consistent.

The World Scout Bureau has set up web pages for condolences, donations and news at [www.scout.org](http://www.scout.org) where key principles are recommended for raising money, coordinating donations and relief operations, and other offers of help. For more information, email [worldbureau@world.scout.org](mailto:worldbureau@world.scout.org).

Expressions of condolence and comfort were received from WOSM Chairman Marie-Louise Correa and Secretary General Dr Eduardo Missoni on behalf of the members of the World Scout Committee and the World Scout Bureau. They expressed confidence that Scouts can make a difference by helping those in need and the disaster will represent a special challenge to Scout volunteers and professionals.

On behalf of all intended recipients, the APR office appreciates the messages received from individuals, associations, and sister organizations who wish to convey their sympathy and words of comfort as a way alleviating all those in distress and are deeply affected, directly or indirectly, by the immeasurable loss.

## AQUA 2005

AQUA 2005 is the biggest international Sea Scout camp that will take place in Slovakia from 27 July to 1 August 2005 in Lake Orava, Namestovo. AQUA 2005 provides a big water adventure, while giving everyone an opportunity to discover Slovakia, a new EU member country that is full of natural beauty, a rich history, and friendly people.

The theme of AQUA 2005 is "Water is life!" and consists of 5 activity-packed days of activities on Lake Orava and its surroundings, various "land" activities, and interesting evening programs.

The water program includes rafting, sailing, windsurfing, canoeing, flat water racing and water games. Land activities are dominated by "extreme" sports like abseiling, water ropeway, wall climbing, and "EnviroCenter" focused on eco-activities and water environment. You can also enjoy various regional exploration options – mountain hiking, city or castle tours, and more.

If you would like to experience more Slovakian adventures, we will be glad to help you with your planning before or after AQUA 2005, arrange home hospitality or accommodations at various scout centers.

The participation fee is 25 € and includes the full program and catering, local transfers, camp materials and souvenirs. The application deadline is 30 April 2005. The application form can be downloaded from <[www.aqua.sk](http://www.aqua.sk)>, where you can find additional information about the event, including international staff vacancies.

CONTACT: Slovensky skauting (Scouting Slovakia),  
AQUA 2005, Prazska 11, 811 04 Bratislava, Slovakia

Tel.: +421 905 210 402  
Fax: +421 2 57 297 305  
E-mail: [info@aqua.sk](mailto:info@aqua.sk)  
[www.aqua.sk](http://www.aqua.sk)

## SAIL TRAINING

Coastal and offshore sailing is an excellent activity for senior Scouts and Venture Scouts, and a number of European Associations and some individual Sea Scout Groups either own or have access to suitable craft. The international Sail Training movement, as we know it today, gradually emerged in the early 1950s and one of the catalysts for its development was the foundation of the Tall Ships Races in 1956.

"Sail Training International" organises and manages these races in European waters. The purpose of the events is to provide an opportunity for friendly competition among the sail training fleet and to develop international friendship and understanding among the young trainees and the communities visited during the races. The Tall Ships races typically attract a fleet of 70 -100 vessels from about 20 countries, and of every size from 30ft yachts to square rigged ships over 300 feet long, and up to 3-4,000 young people (aged 15-25) take part.

## TALL SHIPS RACE PROGRAMME for 2005

6 / 9 July In Waterford (Ireland)  
9 / 14 July Waterford to Cherbourg/Octeville-Race 1  
14 / 17 July In Cherbourg/Octeville (France)  
17 / 25 July Cherbourg/Octeville to  
Newcastle/Gateshead - Cruise  
25 / 28 July In Newcastle/Gateshead (UK)  
28 Jul/3 Aug Newcastle to Fredrikstad (Norway) Race 2

Anyone wishing to apply for a place in a Tall Ships Race or Cruise-in-Company, or in joining a sail training vessel for any cruise, should contact the operating organisation for the ship in question for information on programme, booking procedures and costs. Web site addresses are given below.

## SAIL TRAINING

Sail Training et la voile côtière sont activités très excellentes pour Pionniers et Marins, et il y a des Associations Scouts, et aussi des Groupes Scouts qui ont leurs propres bateaux, ou qui ont accès à bateaux appropriés. Le mouvement international de Sail Training a commencé dans les 1950s, spécialement après la première Course des Grands Voiliers en 1956.

"Sail Training International" organise et dirige ces Courses dans les mers d'Europe. L'objet de ces événements est de fournir une occasion de compétition amical dans la flotte des grands voiliers et de développer l'amitié entre les "Moussaillons" et les communautés qu'ils visitent. Généralement les courses des grands Voiliers attirent une flotte de 70 - 100 vaisseaux de peut-être 20 pays, petits voiliers de 10 metres aussi bien que les grands voiliers de 100 metres, et peut-être 3-4000 des jeunes (16-25 ans) participant.

## COURSES DES GRANDS VOILIERS 2005

6 / 9 Jui Waterford (Irlande)  
9 / 14 Jui De Waterford à Cherbourg - Course 1  
14 / 17 Jui Cherbourg/Octeville (France)  
17 / 25 Jui De Cherbourg à Newcastle - Croisière en compagnie  
25 / 28 Jui Newcastle/Gateshead (Royaume-Uni)  
28 Jui/3 Aov/ De Newcastle à Fredrikstad - Course 2  
3/6 Aov/t Fredrikstad (Norvège)

Si quelqu'un veut s'engager dans l'équipage d'un vaisseau dans un Course, ou pour une croisière en compagnie, il doit contacter l'organisation du vaisseau pour information, etc. Les adresses des organisations nationales sont ci-dessous

### Sail Training International -

[www.sailtraininginternational.org](http://www.sailtraininginternational.org) - is the umbrella organisation, and its European members are  
Belgium : Sail Training Association Belgium. No web site

Denmark : Danish Sail Training Association.  
[www.dsta.dk](http://www.dsta.dk)

Finland : Sail Training Association Finland. [www.staf.fi](http://www.staf.fi)

France : Amis des Grands Voiliers.  
[www.amidesgrandsvoiliers.org](http://www.amidesgrandsvoiliers.org)

Germany : Sail Training Association Germany.  
[www.sta-g.de](http://www.sta-g.de)

Ireland : Coiste an Asgard. [www.irishsailtraining.com](http://www.irishsailtraining.com)

Italy : Sail Training Association Italy. [www.sta-italia.it](http://www.sta-italia.it)

Latvia : Sail Training Association Latvia.  
[www.sta-latvia.lv](http://www.sta-latvia.lv)

Netherlands ; Sail Training Association Netherlands. No web site.

Norway : Norwegian Sail Training Association.  
[www.nsta.no](http://www.nsta.no)

Poland : Sail Training Association Poland.  
[www.pogoria.pl](http://www.pogoria.pl)

Portugal : Portuguese Sail Training Association.  
[www.aporvela.pt](http://www.aporvela.pt)

Russia : Admiral Makarov State Maritime Academy. No web site

Spain : Sail Training Association Espana.  
[www.sta-espana.org](http://www.sta-espana.org)

Sweden : Sail Training Association Sweden [www.stas.nu](http://www.stas.nu)

United Kingdom : Association of Sail Training Organisations. [www.asto.org.uk](http://www.asto.org.uk)

## Ninetieth Anniversary Dublin Sea Scout Regatta

This year Dublin Sea Scouts celebrated the 90th anniversary of the Dublin Sea Scout Regatta, a very popular event consisting of rowing and canoeing races for the different age categories. The regatta grew from the "Wood-Latimer Race", first held in 1914 for crews of 4 oarsmen and a coxswain, which, on that occasion was won by 2nd Port of Dublin (Clontarf) Sea Scouts. As time went on other rowing and also swimming events were included, but the Wood-Latimer race remains the premier event to this day.

The 2004 Regatta was based at the den of 8th Port of Dublin (Dunlaoghaire) Sea Scouts, and the events were held outside the West Pier. There were 6 races in East Coast Skiffs, 2 races in BP 18s (Sea Scout Standard Boats) and 7 Canoe sprint races. There was a very good attendance, with about 220 competitors from 10 Troops in the Greater Dublin Area, a Regatta staff of 30 Leaders and Venture Scouts acting as starters, judges and recorders, safety boat crews, First Aid and communications, and an estimated 150 parents and supporters. A very busy barbeque crew at the Sea Scout Den kept competitors and visitors supplied with hot burgers and ice-creams throughout the afternoon, resulting in a profit of €200, donated to the Lifeboat Fund.

This year the overall trophy, awarded on points, was won by 9th Port of Dublin (Malahide). The Wood-Latimer was won, for the 5th year in succession, by the 5th Port of Dublin (Dollymount)..

## Coastal and offshore sailing in 2004

Thirty-five Scouts and Leaders from 9th Port of Dublin (Malahide) Sea Scouts chartered a large ketch in the South of England. They sailed from Portsmouth to Devonport and thence to Brittany to take part in the "Festival of the Sea" at Brest. They returned to Portsmouth via the Channel Island of Guernsey.



Venture Scouts of 8th Port of Dublin (Dunlaoghaire) Sea Scouts had a Summer Cruise from Dunlaoghaire to South Wales and the Bristol Channel, visiting Milford Haven and Lundy Island before returning to Dunlaoghaire. The

Patrol Leaders of the same Group had a training cruise from Dunlaoghaire to Carlingford and back.

### On the web

- ★ European Sea Scouting: [europe.seascout.org](http://europe.seascout.org)
- ★ European Scout Region: [www.scout.org/europe](http://www.scout.org/europe)
- ★ Euronaut: [europe.seascout.org/newsletters](http://europe.seascout.org/newsletters)
- ★ Seascout-Europe-Net: [europe.seascout.org/reflector](http://europe.seascout.org/reflector)

### Submission deadline for *Euronaut* issue 13: 15 March 2005

Send your articles to **Eoghan Lavelle**  
<eflavelle@eircom.net> or **Bruce Johnson**  
<commodore@seascout.org>