

The Patrol Books No. 11

**JOURNEYS:
THE SECOND AND FIRST
CLASS JOURNEYS**

By E.W. HAYDEN

Illustrated by "Frud"

Published by
THE BOY SCOUTS ASSOCIATION
25 BUCKINGHAM PALACE ROAD
LONDON, S.W.1

First Published 1962

Reprinted 1962

Printed by C. Tinling & Co. Ltd., Liverpool London and Prescott

Downloaded from:
"The Dump" at Scoutscan.com
<http://www.thedump.scoutscan.com/>



Editor's Note:

The reader is reminded that these texts have been written a long time ago. Consequently, they may use some terms or express sentiments which were current at the time, regardless of what we may think of them at the beginning of the 21st century. For reasons of historical accuracy they have been preserved in their original form. Any spelling errors have also been retained for historical accuracy.

If you find them offensive, we ask you to please delete this file from your system.

This and other traditional Scouting texts may be downloaded from The Dump.

THE SECOND CLASS JOURNEY.

I. THE TEST.

What exactly is the test? The book of rules says: -

Go by day, on foot, with another Tenderfoot Scout, a journey of eight miles. The journey will have a route laid down by the Scoutmaster and an objective will be given. A verbal report, from notes, will be made to the Scoutmaster by the Scout immediately he returns.

There is also a footnote to the rule which reads: -

If both Scouts are taking the test, each will report independently.

Not so long ago you were invested as a Scout after passing your Tenderfoot tests and the whole of the Second Class was open to you. First of all, you probably tackled those tests which particularly appealed to you or those which you found easier than others. No Tenderfoot Scouts tackle the journey as their first Second Class test but there is no rule which insists on it being taken last.

The journey is a test, just like the others, to be attempted when you are ready and when it is convenient for you. It will not be the first hike that you go on - at least let's hope not - but all the same it is a test which is certainly within the reach of an eleven-year-old Scout. The test is a hike - yes, even for Air Scouts and Sea Scouts - and it is all over in a day. You will probably go off sometime in the morning and be home for tea. Just right for a Saturday or one of those many days in the school holidays, so there is really no trouble about finding the time to do it. I

Journeys: The Second and First Class Journeys

hope that for many Scouts this test will seem like an ordinary day in their life as a member of their Patrol.

Most of you will start off in the countryside and for Scouts in the towns and cities that will mean an initial journey by bus or train to arrive at the starting point. Part of the actual journey may be through a town but that will only be so if there is something of interest to see.



... and be home for tea.

On this journey you can take a friend who may or may not be taking the test. I hope that he is not taking the test and that for him it is an enjoyable day out under your leadership, a day for getting the right ideas before taking the test himself. You, in your turn, probably went with another Scout when he was being tested.

What an opportunity it is for you now. No Patrol Leader or Second around. On this outing it is you who are the leader with a companion who is depending on you to take him along the right way and bring him safely home.

II. THE ROUTE.

The rule says that the route will be laid down by your Scoutmaster. When you are older and more advanced on the Scouting trail you will receive instructions for your First Class journey and these will include map references, compass bearings and such like, but at this Second Class stage your instructions will be more simple. A compass direction or two, perhaps, and in some Troops even a map reference, but this is up to your Scoutmaster. What is certain is that you will only receive instructions that you will understand. After all, he hasn't got so fed up with you that he wants to lose you yet!

Journeys: The Second and First Class Journeys

The instructions you will receive might be something like this: -

TO: SCOUT JOHN SMITH,
CURLEW PATROL,
6TH NORTHTOWN.

SUBJECT: 2nd Class Journey.

DATE: 16th April, 1960.

Travel by bus to the King's Arms at Sutton-on-the-Hill. Go back about fifty yards in the direction from which the bus has come. On the opposite side of the road there is a bridle path to Stradley Church. Proceed to Stradley Church. From the Church walk to Hitchley Green by the footpath that begins opposite the West Door of the Church. From Hitchley Green travel back home by bus. After a wash and brush up I expect to see you at my home for tea at about 5 p.m.

Skip.

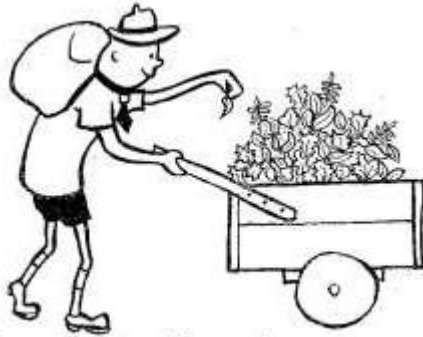
Now those directions are simple and are the sort of thing you will receive for the journey. As I have already mentioned, you may have some map and compass work if your Scoutmaster has previously instructed you in such activities. The object of this eight-mile hike is to get you out and to see if you can follow simple instructions. It is not a bit like the First Class journey when your Scouting knowledge is being thoroughly examined.

III. THE OBJECTIVE.

Following your route correctly is not all you have to do for the rule states that an objective will be given. This is to add some purpose to your journey and to discover if you are capable of carrying out some simple task. What may it be? That is entirely up to your Scoutmaster and if both Scouts are doing the test then each will have a different objective on which to report.

Here are some objectives which Scouter friends of mine have set for their Scouts.

1. How old is Stradley Church? Find out how many people can sit in the Church. What is the present Vicar's name?
2. Make a collection of leaves from trees you pass on your journey.
3. Trace your route in pencil on the One-inch Ordnance Survey Map, handed to you with your instructions.
4. What two teams are playing cricket on Winterton village green today? What was the score when you passed by that way?
5. Sketch the village pump at Stradley. Is it still used?



Make a collection of leaves from trees you pass.

These are just examples of different types of objectives, none of which is too difficult and they all give Scouts something on which to report to their Scoutmaster later in the day.

Your companion can help you provided he is not also taking the test, but you must direct his efforts and the responsibility of reporting to your S.M. at the end of the day remains yours and yours alone.

IV. THE NOTES.

During the journey you will have been making notes in a small notebook. It is from these notes that you will make your verbal report on returning home. What sort of notes should you make? Nothing elaborate is required. It all depends on how much you need to write down to ensure that you will be able to tell your S.M. where you went and what you did on the journey. You should make a note of the time you started; the time you reached places on the way, especially any mentioned in your instructions; the time and place where you had your lunch and the time you arrived home. Note how long it took you to complete your objective and write down any facts you were asked to discover. You should also make a note of anything of special interest that happened. Not how many cows you saw or people you met, but things like a Scout camp site, birds feeding their young, the village Church being repaired or a good turn rendered on the way.

V. KIT.

What will you need to take with you on this journey? Clothing provides no difficulty as you will wear your uniform, a reasonably stout pair of shoes (not sandals), and you will need a raincoat, preferably packed away in your haversack or small rucksack.

Between the two of you, take a small first aid kit. Only a simple one is needed so that you can deal with cuts and scratches, and bites and stings, if they happen to be in season! Ask your Patrol Leader if you may borrow the Patrol first aid kit. A compass and the Ordnance Survey Map which covers the area in which you are travelling are rather fun to have, for then you can try to follow your route on the map. This will help you to understand a map better and the knowledge gained will be useful to you when the First Class tests start to come along. Of course, if your S.M. has given you any compass directions you will need the compass, and if

he has rated you as qualified to tackle a map reference or two then you will certainly need that map!



You will get a little untidy.

Nobody is expecting you to cook a meal on the journey so you can both take a sandwich lunch and either hope to buy a drink somewhere or take a flask or bottle of drink. Although your ability to cook is not being tested there is no real reason why you should not cook your mid-day meal if you want to do so. Ask your S.M. or P.L. for the necessary cooking gear, take your food and good luck to you both.

It is important that while out on your journey you are a credit to your Patrol and Troop. Make sure your uniform is tidy. Give your shoes an extra good clean before you start out from home. You will get a little untidy on the way and your shoes will not stay spotless but there is a great deal of difference between the Scout whose uniform has only a day's wear and tear and the fellow who started out all untidy and with shoes covered with a week's mud!

Make sure that all you take with you is stowed away tidily in a haversack or small rucksack. Don't go out with your food in a paper carrier bag and your raincoat tied up with a piece of string. It is not only a question of looking tidy but also of carrying your equipment properly as befits any Scout, no matter how old or young he may be.

VI. THE REPORT.

When you get home after the journey, have a wash and tidy yourself up before going along to the Scoutmaster's home to make your report. Look through the notes you have made and make sure you can read them. Notes made on a journey are rarely in the best handwriting and you do not want to stumble through them and look a bit foolish.

At Skipper's home you will be asked to report on your journey. Do try and make it an interesting story of your day out. After all, you are talking to a friend and you are not a policeman making a report to the magistrates in the local Court of Justice. Use your notes as a guide and don't just read them out word for word. I expect your report will really be in the

Journeys: The Second and First Class Journeys

nature of a conversation, with your S.M. asking questions and commenting on what you say, so it will not be as difficult as at first you probably thought it was going to be.

When you come to the objective, relate how you tackled it and imagine that Skipper does not know the answers. For all you know he may not know and is depending on you to tell him! If a part of your objective proved too difficult for you don't try to bluff your way through this when reporting but say so quite openly and say why. It may be that by showing you did your best and because your reason is a good one, you will still pass the test.

VII. FINALLY.

That is all there is to the Second Class journey - unless of course you fail to pass. If that happens, don't be disheartened. There is always another time and it was probably good fun anyway. We cannot all pass tests first time and there is nothing wrong about failing anything at the first attempt. Being Scouts we remember the eighth Scout Law and ask Skipper when we can try again.

To sum up the test in a few words. To succeed you must show that you can understand simple instructions, carry them out and make a reasonable verbal report on your return home.

THE BEST OF LUCK to you and may the journey be really enjoyable as B.-P. intended all our Scouting should be.

THE FIRST CLASS JOURNEY.

I. THE TEST.

What does the Book of Rules require you to do? I quote it in full: -

"Go on foot, alone or with another Scout, a 24-hour journey of at least 14 miles. In the course of the journey he must cook his own meals, one of which must include meat, over a wood fire in the open; find his camp site and camp for the night. He must carry out any instructions given by the Examiner as to things to be observed en route and make a log at his journey sufficient to show he has carried out those instructions. A Sea Scout may do this journey partly by water and partly by land-at least 5 miles of the 14 to be done on foot. This test should be taken last."

This is all that appears in the test for the First Class Badge but in the next rule, number 437, it states: -

"The D.C. (or someone other than a Scouter of the Scout's own Group, appointed by the D. C.) will give the instructions for the journey and will examine the log which can be written up after the journey. The Scout will hand in the log within 14 days of the journey."

The conditions of the test do allow you to go on your journey alone but you will know that probably the majority of Scouts take a companion with them. Twenty-four hours is a fairly long time, and it is more fun to go hiking and camping in the countryside with a friend. He

will not only share with you in any adventures that come your way, but will be around to help out with the chores.

It is far better if your companion is not taking the test. I hope he is only coming along with you for experience so that when his turn to tackle the journey comes along he will have more confidence because of what he learned when he went with you. In any case you want to be the leader of this expedition and not just a partner with a Scout who is as experienced as you. Sometimes it just has to be that both Scouts are taking the test and to make up for this the examiner will expect a better performance than if only one of you were trying to pass.

The examiner for the First Class journey is the District Commissioner or some other Scouter appointed by him. Very often he asks one of his Assistant District Commissioners. One thing is certain, it will not be your own Scoutmaster, who until now has been responsible for examining you in your Tenderfoot, Second Class and First Class tests. All this gives an impression that this particular journey is an important matter. That is as it should be, because this is the last test, or should be the last, for your First Class Badge and if you pass, an important step in your journey to being a Queen's Scout will have been reached. This journey will test your knowledge of a great deal of what you have learned up to now in the Troop and so unlike the Second Class journey it is only attempted at the end of the trail to becoming a First Class Scout. A real Scouting finish to the end of the first big step in a Scout's training.

Before you set out on this journey you will have been on practice hikes. Probably you went with another Scout who was taking the test and this will prove to have been of real help to you now. Whether you did or not, this will not be the first time that you have been on an adventure of this kind for in any Scout Troop worthy of its name there are plenty of opportunities for hiking and camping.

In the succeeding pages we are having a look at the various parts of the test. Advice will be offered to you but whatever is written here can in no way replace the experience to be gained from practice. This book is not for the type of Scout for whom the First Class journey is something entirely new, and for whom hiking is a novel experience and camping something which has been avoided with fair success until now.

II. THE ROUTE.

An important part of the test is to follow a route given to you and arrive safely home afterwards. The distance to be hiked will be at least 14 miles and as you will have 24 hours available there will be enough time to enjoy the journey. It certainly will not be a race against time!

When Skipper sent you on your Second Class journey he did not expect you to know a great deal about finding your way around and fending for yourself in the open. It is all very different now for you are nearly a First Class Scout and the District Commissioner will expect you to know how to use a map and compass properly and efficiently. Compass bearings should be nothing strange and map references nearly child's play. If this cannot be said of you then you had better start learning right away!

How will your instructions reach you? There are various methods and the wise D.C. uses more than one. I expect you will know the sort of thing that happens in your own District and if you

Journeys: The Second and First Class Journeys

have been on a practice hike with another Scout you will then have had experience of one set of instructions.



You may receive your instructions a few days before the date of your journey. This is especially true if the route is rather more difficult than is usual and the D.C. feels that it is only fair for you to work out your route on the map beforehand. On the other hand he may have set a rather difficult objective and wants to give you a little time to consider how you are going to tackle it. Another method is for a sealed envelope to be handed to you which may only be opened on arrival at your starting point. The only information you will have before starting out is what Ordnance Survey Map is required and the name of the place at which you may open the envelope. The drawback of this method is that the D.C. must play safe with both route and objective, and this journey is intended to be adventurous.

What sort of instructions will they be? You may be given a clear route to follow and if this is the case your first job will be to transfer the directions on to your map and follow the route exactly. It will be a real test of your map reading ability in that you have got to find the route on your map and then using the map follow the route to your destination.

Alternatively, the D.C. may just give you the names of places (or indicate map references) through which you must travel. In this case you have to find the places on your map, plot your route and follow it. One of the advantages of this type of instruction is that if you see something interesting marked on your map, which is not far off your path, you can include a visit in your itinerary.

No matter what manner of instructions you receive it is fair to say that they are almost bound to include map references and compass bearings. One of the advantages of having a companion with you on the journey is that you can get him to check map references and such like for you. Do remember the importance of spending a few minutes checking your direction. Do not go off in a great hurry and find that you have travelled miles off your route. You are being tested on your ability as a pathfinder so do not go and let yourself down right from the start.

A good practice is to ask your S.M. or P.L. to set you some instructions for a 14 -mile journey and then see if you can trace the route on a map. This would make quite a good activity for the whole Patrol at one of the winter meetings.

One last point about your route. DO NOT TRESPASS. It may be that when your D.C. first prospected the route it was in order to cross certain fields but since then the situation may have changed and it is no longer permissible to walk across. When this happens select an alternative route for that stretch of the journey and report the facts in your log. Not only will you be doing the right thing as Scouts but your D.C. will be grateful to you for pointing the facts out to him. The face of the countryside is constantly changing and even the most active Commissioner cannot keep up-to-date with every change.



III. THE FOOD AND COOKING.

During the journey you have to cook your own food and one of your meals must include meat. Any cooking you do must be over a wood fire so the primus stove is taboo for this particular expedition.

What food will you take? There are 24 hours ahead of you so there will be a breakfast, a mid-day meal, tea and supper to be prepared and as you are hiking you will need reasonably substantial meals. This should be no new problem to you as you will have learned a thing or two on your practice hikes, on Patrol expeditions and even at Troop camps.

The menu you choose and the cooking gear you take are dependent on each other. First then decide on your menu and then collect together the cooking gear that you will require. When deciding on your menu try to keep the weight of your food down, so take few tinned foods or better still, none at all. Do not do too much cooking at any meal; this will also help to keep your cooking gear down to a minimum. If you are a 'gen' man on cooking in aluminium foil then choose your foodstuffs with that great aid to light weight camping in the forefront of your mind.

Some people use the popular dehydrated foods when hiking and it is very surprising what there is obtainable in this line. They are more expensive than some Scouts like to afford but there is no doubt that their use does keep the weight down. A note of warning-do practise using these foods before setting out on your journey. Experiments are all very well in their proper place but there is no sense in having poor meals as a result of not being prepared. Two points: Soup in packets is lighter and less bulky than soup in tins. Porridge is certainly less bulky to carry than cereal foods but if you have a hearty breakfast of eggs and bacon or sausages then the argument need not arise because you can do without either.

I am not saying much more because there are two excellent books in this Series which you ought to read. "The Scouts' Cook Book" and "Backwoods Cooking" will provide you with lots of ideas. To finish this chapter, here is a menu which would see you through, be in line with the conditions and would not weigh very much or require too much in the way of cooking gear.

1st Day.	Lunch.....	Meat chop, Fried Tomatoes and Potatoes. Fresh Fruit.
	Tea.....	Fresh salad, bread and butter. Tea.
	Supper.....	Soup.
2nd Day.	Breakfast....	Egg and Bacon.
		Bread and Marmalade.
		Tea.

IV. THE SITE FOR THE NIGHT.

You must find your site and camp there for the night. You are obviously not going to use an I.H.Q., or a County or District camp site. Your job is to find a farmer or someone who owns some suitable land who will allow you to camp on the ground for the night.

It may well be that this will prove one of the more difficult things you have to do. This will certainly be true if you make the mistake of aiming too high. Remember what the basic requirements of a camp site are and concentrate on finding some place which meets these requirements even if the view is not so wonderful as you would like it to be.

What are the basic requirements? At the stage you have reached in Scouting you should know, but for the record they are: –

1. Drinking water within reasonable distance.
2. A supply of wood for your fire.
3. Reasonably well-drained land.

There is no need for you to be told why these three are the basic requirements. If you do, then you should not be thinking about tackling the First Class journey!

A word of warning. Do not leave it too late before looking for your site. Not everyone is prepared to let Scouts camp on their land for the night and you do not want to be left late at night with nowhere to pitch your tent. Remember also, to ask politely for permission to camp

and explain why you want a site. People are very often more ready to help if they know why you want something. When you have found your site you will have to prepare your camp. The tent for you and your companion must be pitched, your fireplace prepared and probably the fire lit. If there is no handy place for your dirty water then you will want to make a small wet pit.

Keep your little site clean and tidy the whole time you are there. An interested owner may well wander down and see how you are getting on and you will not want to give a bad impression. After all, it may be a jolly good site which is fairly handy to home and your Patrol would like to camp there one week-end.

Your site will figure in the report you write for the D. C. so it is advisable to make some notes in a notebook for future reference. The things you want to record are: –

1. Name and address of the owner.
2. Map reference of the site.
3. Suitability (e.g. only useful for 2 Scouts, just right for a Patrol, etc.).
4. Will the owner allow Scouts to camp on other occasions. (Partly up to you!)
5. Advantages-wood, water, surrounding country, etc.
6. Disadvantages-near main road, shortage of wood, etc.
7. A plan of your site.

Before you go off in the morning to complete the journey, ask the owner to sign your camp permit card which you should have with you. If you have the time ask him if there is some small job you can do as a repayment for his kindness in letting you camp on his land. There is one thing he will certainly appreciate and that is that you should leave your site in excellent condition. This will probably impress him more than anything else.

V. SPECIAL INSTRUCTIONS.

Just to go out from base, be it your home or summer camp site, and then return, might be an adventure of its own but just a little without purpose. To give you something to do and something on which to report the D.C. will set you an objective or more likely a number of objectives. These special instructions will not be a series of chores to be done as quickly as possible but will provide some interesting and maybe exciting activities for you along the route. In your report you will have to show how you dealt with these special instructions. What sort of instructions will you have? Well, it all depends. That you will say is no answer but it is at least the beginning of the answer. If you are an Air Scout or a Sea Scout the District Commissioner will take this into account. The Air Scout may have to find a suitable landing place for a glider or make a log of aircraft seen while out on his journey. The Sea Scout might well be expected to make his way along a river or a canal and report on its present use and state of repair. Of course, he may do some of his journey by boat for that is permitted for the Sea Scouts, lucky fellows.

Journeys: The Second and First Class Journeys

The keen photographer may find himself with the job of taking pictures of churches, trees or even people he meets on the route. The naturalist might be asked to report on the natural life in a certain place which he will pass through on his journey.

How does the D.C. know of your particular interests? Your S.M. will probably tell him or even better the D.C. will want to have a word with you before he sets your instructions for the journey.



I have given you examples of main objectives but nearly always there will be one or two subsidiary ones to keep you fully occupied.

A sketch may be called for. You may be told what it is to be or on the other hand you may just be instructed to sketch a building built before a certain year. Of course, a Scout who is a born artist will probably fill his log with examples of his ability, but it is good for all of us to try and express in picture form what we see. The D.C. will not expect anything more from you than what he considers the best that you can do, provided you have tried.

You may be asked to write a log detailing birds you see while out on the hike or a report on the weather. This should not be difficult for you and will form an interesting section of your final report.

Estimating some heights and distances may also feature in your list of minor objectives.

Having read so far it will occur to you that it is vital for you to take pencil, notebook and possibly a plain exercise' book for sketching. These will not take up much room in your rucksack and their weight is certainly not excessive.

One final point, what part does your companion play in this aspect of the test? If you are both taking the test, which I hope you are not, then you should have been given different objectives, although a weather log or similar report may well be a joint effort. Can your companion help you? Provided he doesn't actually do the job for you he can help in any reasonable way.

VI. THE LOG.

The log is perhaps better called your final report to your D.C., or whoever acts as examiner on his behalf. I know many Scouts who thoroughly enjoy every moment of their First Class journey until the time comes along to write the log. It is very often looked at in the same way as that awful essay so often required by schoolmasters to be written after the summer holidays!

Why a report? This is really the only satisfactory way in which you can show your D.C., in detail, that you have carried out his instructions to the best of your ability.

*To: Mr. A.D. Johnson,
District Commissioner, Morton District
From: Phillip Smythe,
Second of the Peewit Patrol,
25th Morton (St. George's) Troop.*

First Class Journey Report

*Date: Saturday, 14th May and
Sunday, 15th May, 1960.*

*Route: Watford Station (095966) via
Bovingdon Church (018038)
To Chorleywood Station (026961)*

*Map: Ordnance Survey Sheet no.160 -
London, North West*

*Companion: Terry Williams
No. 3 of the Raven Patrol,
25th Morton (St George's) Troop.*

What sort of book will you use? The Scout Shop sell an exercise type of book specially ruled for the job and this is quite adequate. On the other hand, if you are good at book binding, or putting a stiff cover round an ordinary exercise book, then there is no reason why you should not improve the look of your report in this way. In fact, there is every reason why you should use whatever skills you may have to give your report an individual look, but it is not necessary to use other than the ordinary exercise book unless you want to do so.

What appears inside the covers of your report? First of all it is a report to your District Commissioner, so something on the lines of the illustration on page 22 will be appropriate for your first page and you will not go far wrong if you set out the page like that.



... mention of the weather.

CHURCH of ST. ALBAN - CHAPWELL



The Church is built of white stone with a massive square tower. This tower dates back to the 14th Century, but the rest of the building is mainly of the 16th Century.

A memorial to Sir Spencer Witheroe — the famous scientist — is to be found in the South aisle.

Journeys: The Second and First Class Journeys

Saturday, 14th May - continued.

Time	Description of the journey	Miles	
15.30	Left Sappat Post Office (042996) Proceeded by footpath opposite to the Post Office in a Northerly direction to CADLOPER HILL (050009) On the way we passed a Trigonometrical Point (412 feet) at Ref. 049007.	1 $\frac{1}{4}$	4 $\frac{1}{4}$
16.00	From Cadloper Hall, which unfortunately is closed to the public, we walked West along road B4362 for 50 yards to entrance to footpath signposted to Chapwell. Footpath rises steadily and runs for most of the way through woodland. The footpath enters village street through the churchyard of CHAPWELL CHURCH (042018) I have drawn a sketch of the church on the opposite page.	1 $\frac{1}{2}$	5 $\frac{3}{4}$

What is to follow? So that the report will be complete and form an interesting document in years to come, it is worthwhile using the next page or two to write out the instructions given to you. In this way the rest of the book will prove of much greater interest to other readers and in any case it is handy for the D. C. himself.

After these preliminaries you can get down to the job of writing the real body of the report. I suggest that one way of compiling it is to set out the contents in the following order: -

1. The report of the actual journey.
2. Report on any special instructions.
3. Any weather log, nature log or similar report required of you.
4. List of kit.
5. Menu.

Let us look at each of these separately.

1. Report of the journey.

This will contain details of the route you follow, the report on your camp site and general matters of interest not belonging to other sections, such as any good turns and if a special log has not been called for, a mention of the weather.

Many Scouts use the well tried method of ruling columns and there is much to commend it. The usual columns are: Time, Description of Journey and Distance. Such items as sketch maps and sketches being drawn separately on the page facing the notes to which they refer. Pages from a report of this type are shown on pages 24 and 25. Instead of the sketch the keen photographer could mount a picture taken by him on the journey. Notice also that the report is factual and does not include a lot of unnecessary detail which only serves to make the report boring both to the D. C. and yourself!

On the other hand this method of setting it out is not compulsory. If you have better ideas then use them. The artist may make his more pictorial or the commercial student may decide to type his report. All this is to the good and I hope you will be encouraged to use your natural gifts or any aids open to you. Remember the whole time that it is YOUR report and not a version of what somebody else might do in a similar position.

You will also want a map of your route, unless the D.C. has definitely stated that he wants a map of only part of the journey. The rule to follow then is draw a map of your whole journey unless you have instructions to the contrary. This map will fill two pages of the report and remember that you have only to show your route, so do not fill the pages with a lot of detail which will tend to obscure the real reason for having the map at all. Make the map as accurate as you can and there is no reason why it should not be copied from the Ordnance Survey Map. Draw it to scale and try to use a scale which will ensure that full use is made of the space available in your report. Your map will look better if it is coloured but do not overdo it; just make it look as much like an Ordnance Survey Map as you can. Naturally you will not forget to show where the North lies and to indicate the scale of the map.

Earlier I mentioned the necessity for a short report of your site. This should be included in this section of your log and obviously there is more than one way of presenting this. My suggestion is that it should appear on a page of its own, like the sketch of the Church, opposite to the page of your report where you mention that you found the site and set up camp for the night.

2. Report on any special instructions.

Although there is nothing compulsory about this, your log will look better if the report on any special instructions is set out separately from the details of the actual journey.

If you do make this a separate part, then go the whole way and make it really different. No columns here! The best approach is to write down the special instruction, underline it, and then give your report. If you do this it will be much clearer to the D.C. and you do want him to get a good impression.

It may be that the D.C. asked you for a sketch and obviously this would look better in the first part of the report on the page opposite to where the place is mentioned in the details of your route. In this section just write out the instruction and then state that the sketch may be found on a previous page.

3. Weather log, Nature log or similar type of requirement.

This must obviously be separate or it will just clog up the rest of your report. A log of this sort has to cover the whole of your journey, unless your instructions clearly state otherwise. Do note that I have written log and not collection. A collection is an entirely different thing from a log. A log records your observations and it is not necessary to substantiate your notes with a collection of things observed.

The important details in any log are the times and places at which you make your observations. So back we come to the columns and frankly there is little or no alternative. Some logs, such as those on the weather, will require more than the three basic columns for time, place and observation, but this will be very obvious to you if you give it a little thought. For this log, you will need to take with you a notebook which is already ruled up with the columns and headings, ready for action. You can then make a fair copy when you get home because your original will get a little grubby on the journey and you may want to improve on the actual wording of your notes.

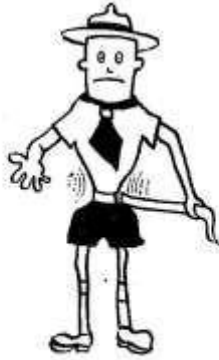
There is no reason why your companion should not make the entries at your direction. You will, after all, be in charge and it is good experience for him. If you are both taking this test it is hardly possible, and that's another good reason for only one person doing the First Class journey at any one time.

4. List of Kit.

This should be divided into these smaller lists:

- (a) Personal kit carried by yourself.
- (b) Camping, cooking gear, etc. carried by yourself.
- (c) Camping, cooking gear, etc. carried by your companion.

There is no need to make the list too detailed.



*... showing clearly what you had
for each meal.*

More about this subject in the next chapter.

5. Menu.

This should be set out neatly showing clearly what you had for each meal. I don't believe that you need an example of how to do that!

VII. KIT.

No doubt your Scouter told you shortly after you joined the Troop the excellent story of the person who before going to camp put all his kit into three heaps. The first consisted of kit that was absolutely essential, the second of kit that might be useful, and the third of gear that was not necessary at all. He then packed the first heap, and if there was room took the best items off the second heap but in no circumstances did he weigh himself down with anything from

Journeys: The Second and First Class Journeys

the third heap of gear. But you are beyond that step and now that you are nearly First Class, collecting your camp gear together is no novel experience.



No mug dangling on the outside.

LIST OF KIT

1. Personal kit carried by myself.

Sleeping Bag	Sweater
Groundsheet	Plimsolls
Pyjamas	Raincoat
Towel	Shoe cleaning kit
Toilet kit	Touch
Spare shirt	2 Plates and a Mug
Spare shorts	Knife, Fork and Spoon
Spare socks.	

(A mirror and a mending kit was carried by John Robinson.)

2. Camping Gear carried by myself.

Hike Tent	First Aid Kit
Canvas Wash Basin	Washing-up Gear
Hand Axe	Map - (O.S. Sheet 170)

3. Camping Gear carried by John Robinson.

Tent Pegs	Trowel
Canvas Water Bucket	Tea cloth.
Gilwell Canteen	Compass.

At your stage in Scouting untidy methods of carrying kit should be avoided. There should be nothing outside the rucksack with the possible exception of sleeping bag or blanket rolled inside the groundsheet or the hike tent properly fixed. No mug dangling on the outside -

please! No carrying paper bags with some rations inside and no billy cans stuffed with food, to carry in your hands.

Your rucksack should for preference be of the framed variety but do not use one which is too large for you. If you have had plenty of experience, it will be clear to you that a great deal of equipment can be packed into a relatively small space. This is specially true if clothing is carefully folded or even rolled tightly. Your kit for the journey comes under two headings - personal kit and camping gear.

In the main you will cope with your own personal kit but some items could be shared between you, thus reducing your load. There is no sense in both you and your companion carrying tooth-paste, shoe cleaning kit, mirror, nailbrush and mending kit, as these can very easily be shared between you. The other items of gear of which you only need one between you are map, compass, first-aid kit, tea-cloth, small trowel and a canvas wash-basin. You will also be able to share out the hike tent, food and cooking gear. A word of advice, based on experience-don't share the matches but take a box each!

Your kit list in the log will probably look something like the illustration on page 19. Note that it does not go into too much detail.

Before packing your kit it is a good plan to write out a list of what you will need and then cross out each item as you put it in your rucksack. Even campers of great experience follow this practice and it is the one way of making sure that nothing is left behind.

One final word, do clean the gear properly when you return, especially anything loaned to you from the Patrol or Troop equipment store.

VIII. SOME OTHER MATTERS.

Time of year.

Although there is no ban on taking your First Class journey in the winter, it is not really the best time of the year. Try to get this test organised for the better months from April to October and it will be more enjoyable.

Good Turns.

The fact that you are on this journey does not mean that your promise to help other people at all times is forgotten for the 24-hours period. A Scout, and especially one on the threshold of the First Class Badge, should always be on the look-out for doing his Good Turn.

Country Code.

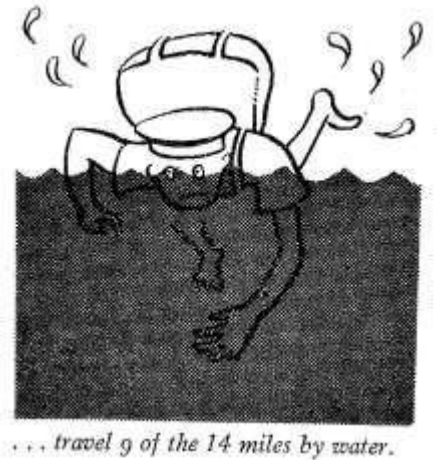
You know your Highway Code because it is one of the tests you passed not so long ago but on this journey you will be mainly off the roads and your route will be along footpaths and across fields. Do you know your Country Code? If not then get one for yourself or suggest to the P.L. that the Patrol has a copy of its own. It is published by Her Majesty's Stationery Office and is sold by leading booksellers.

Sea Scouts.

If you are a Sea Scout the rules permit you to travel for 9 of the 14 miles by water. I hope the majority of Sea Scouts take the opportunity offered to them. Your D.C. will want to know well

Journeys: The Second and First Class Journeys

beforehand if you choose to travel by boat so that an appropriate route can be set and the right objectives given to you.



Air Scouts.

No, you cannot travel partly by air - yet! However, the D.C. will ensure that your particular interests are met and either your route or the objective or both will have an Air Scout flavour.

Uniform.

Wear correct uniform for the journey. Even off the roads you will be in the public eye and they will judge the Scout Movement by you.

IX. A FINAL CHAPTER.

Do remember that the basis of this test is that you must show the D.C. that you are capable of looking after yourself for 24 hours and of travelling a route of at least 14 miles without losing your way. You will also have special instructions to add to the interest of your journey.

After arriving home you have to write a report within 14 days. On your report and possibly at a personal interview the D.C. will judge your success or failure. It is, however, the journey on which you are mainly being tested and not the log. The log is the report of your journey so that the D.C. may judge whether you have carried out his instructions successfully. Make it as interesting as you can but nobody expects you to produce the sort of log which is expected of Senior Scouts when they tackle the Hiker Badge.

Supposing you fail. If this is the case the D.C. will tell you and your Scouter why he has failed you. Don't be despondent for very few people pass everything at the first attempt. Of course, you will be disappointed but just take it as a real Scout and ask the D.C. when you can have another go. If he sees that that is your attitude he will be only too happy to give you another chance in the near future and will himself hope for your success.

That's the lot! So - the best of luck to you and may you enjoy every minute of that journey!

THE PATROL SERIES

- | | |
|--|----------------------------------|
| 1. PATROL ACTIVITIES | by John Sweet |
| 4. 400 IDEAS FOR PATRO LEADERS | collected by Skipper |
| 5. THE PATROL GOES TO CAMP | by Rex Hazlewood |
| 6. KNOTTING FOR SCOUTS | by W.J. Genese |
| 8. SIGNALLING FOR THE PATROL | by R.H. Harrison |
| 9. TRAINING IN OBSERVATION | by Rex Hazlewood |
| 10. KEEPING LOG BOOKS | by E.G.W. Wood |
| 11. JOURNEYS: THE SECOND AND FIRST
CLASS JOURNEYS | by E.W. Hayden |
| 12. THE PATROL YEAR | by Delta |
| 14. THE SCOUT'S QUIZ BOOK | compiled by Colin Leveridge |
| 15. MORE PATROL ACTIVITIES | by John Sweet |
| 16. PATROL CORNERS AND DENS | by E.G.W. Wood |
| 17. LIGHTWEIGHT COOKING | by Gerald Baerlein & Eric Colley |
| 18. UNIFORMS AND BADGES OF THE WORLD | by E.G.W. Wood |
| 19. OUR FOUNDER | by E.E. Reynolds |
| 20. YOUR MOVEMENT | selected by Rex Hazlewood |
| 21. PIONEERING FOR THE PATROL | by John Thurman |
| 22. PATROL MEETING BLUEPRINTS | by John Sweet |
| 23. THE SCOUTS' COOK BOOK | illustrated by Anthony Birch |
| 24. QUIZ ON THE SCOUT SPORTSMAN BADGE | |