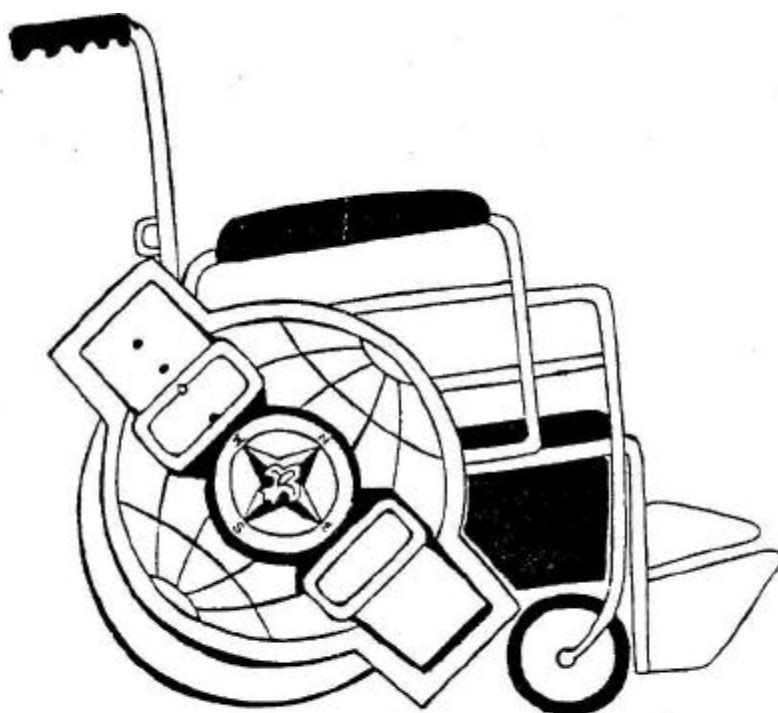


Odiham
District
Scout
Fellowship



NEDERLAND '84

EXPLORER BELT EXPEDITION
NEDERLANDS
1984

Organised by Odiham District
Scout Fellowship, Hampshire

Leader - John Owen

CONTENTS

Introduction

"It was made by the people we'd meet".

Summary

Appendices:

1. The Explorer Belt Scheme
2. Income and Expenditure
3. Useful contacts
4. Preliminary training weekends & Questionnaire
5. Travel arrangements
6. Itinerary
7. Instructions to teams with a disabled member
8. Team projects
9. Letter of introduction
10. Maps
11. Access for the disabled
12. The Explorer Belt & Judges Comments
13. Public relations
14. Insurance
15. Support Team Organisation
16. Medical Support & Wheelchairs
17. Acknowledgements

INTRODUCTION

Of the many activities which are dreamed about in Scouting the majority are forgotten or reappraised in the cold light of dawn. This one survived.

Until this expedition Explorer Belts were organised for the most physically and mentally able Venture Scouts. So the idea of running an Explorer Belt specifically for disabled Venture Scouts was something of an innovation.

Perhaps some would argue that Explorer Belts are the ultimate achievement in Venture Scouting and involve so much physical effort that handicapped Venture Scouts can not participate. But to those involved in this expedition, such attitudes are to argue against one of the basic concepts of the movement. With this in mind, we set out to prove that handicapped Venture Scouts could contribute something unique to Explorer Belt Expeditions.

Our first cautious steps were to Sandy Sandford the then ACC Handicapped for Hampshire. Sandy's response was typical of his character, "anything you can do for the handicapped, go ahead". Then to the Overseas Dept of Scout HQ, who are responsible for the administration of Explorer Belt Expeditions. They gave cautious approval, provided we were able to satisfy the basic requirements of time and distance on the journeys. From then on the Expedition had to be organised in just under one year, a short time for Explorer Belts. How the expedition was organised, what happened during our time in Holland, the facilities for the disabled we found, and assistance provided by Scouting Nederland, are described in this report. For those who we hope will follow in organising similar expeditions, details are presented of budgets, special equipment required, how the support party was organised, information given to participants and parents, and local contacts.

Our thanks go to all those, far too numerous to mention, who contributed to the success of the expedition. Our best wishes go to all who follow.

"IT WAS MADE BY THE PEOPLE WE'D MEET".

Many an ambitious project has been brainstormed together amidst the pleasant fumes of brandy and tobacco after a good dinner. In most cases such schemes have drifted into oblivion, along with the fumes, by the following day. This, however, was one of those rarer inspirations which survived the cold light of dawn and, through the determination and patience of a group of Venture Scouts and the hard work of a dedicated back-up team, came to a fulfilling conclusion. But perhaps it is wrong to say that it has reached a conclusion, for what was achieved is, we hope, just a beginning. A beginning not only for those who took part but for many others who could do something similar.

The idea was simply that, for the first time, disabled Venture Scouts would have the opportunity to take part in an Explorer Belt expedition. One of our Fellowship members runs the Endurance Venture Scout Unit at Alton, Hampshire, which includes handicapped members, so the customers were lined up.

The Explorer Belt scheme, as normally run, is a 10-day, 120-mile hike carried out abroad in teams of two. It is not just a hike but an experience in meeting the people of the country visited and gaining an insight into its ways and problems; it is, in fact, the ideal way of getting to know another country.

It was clear from the outset that our expedition would have to be slightly different in its organisation but that the differences should be the minimal to integrate the handicapped into it. In the event, few concessions were made to teams with a handicapped member. The most important was that each team consisted of 1 disabled and 2 able-bodied members. The distance to be covered was reduced from 120 to 90 miles and teams were instructed to phone base camp each evening from their camp sites so that they could be visited by the back-up team to ensure the well-being of the handicapped participants. In retrospect we can see we may have been over-cautious in this respect but, as this kind of expedition had never been done before, we feel we were wise to err on this side. The Netherlands was felt to be the best country to visit because of its wonderful people and suitable terrain for wheelchairs. A further novel feature was the 3 training weekends held in the months prior to the actual expedition. These were vital and without them all kinds of disasters would undoubtedly have occurred. The training sessions, leading up to a full weekend hike, served to get the team members working together, discovering the many problems and overcoming these themselves: problems of special needs, personalities and equipment. At an early stage the teams found that ordinary wheelchairs had drawbacks to which they suggested their own solutions. This resulted in the manufacture, by a local Youth Training Scheme group, of modified handles which enabled the disabled member's kit to be carried behind the chair and the pusher to assume a suitable posture to carry his own rucksack. Thus, although we had originally been prepared to make the further concession of transporting some kit by van, this proved unnecessary through the ingenuity of the participants: all kit was carried on the expedition.

So it came about that, by the end of the final training weekend in the New Forest, everyone involved was as fully prepared as possible for the expedition itself.

In the meantime, the back-up team had busied themselves making contacts with Scouting Nederland. In this respect it is impossible to overstate

the brotherly help given to us, from Group to National level in the Netherlands. We had already made exchange visits with the Wielewaal Group, Eindhoven, and they helped us enormously when we made a reconnaissance trip in April 1984. Thijs Stoffer of the International Team and Bernard Luiting, Chairman of the Dutch Committee for Extension Scouting, advised and assisted us from the National level. We found the ideal base at Gilwell St Walrick Training Centre near Nijmegen and Harry Leenders, the warden, made our arrangements there easy and flexible. We could not have had better friends awaiting us....

The evening before the journey to the Netherlands, the participants gathered at a Scout headquarters in Fleet, Hampshire, to spend the night and ensure a prompt departure early the next morning. A fleet of 3 minibuses and a car set off for Sheerness and the Olau Line Ferry to Vlissingen. Olau had been selected as our solution to the multi-dimensional problem, familiar to anyone who has taken a vehicle to Europe, because of its special facilities and discounts for the disabled. Olau's organisation and lifts ensured a smooth transition from land to sea on the outward journey but the return, to be recounted later, was not so simple. The 7-hour crossing, uneventful apart from an uncomfortable few minutes for Craig when a lighted cigar rolled somewhere into the seat of his wheelchair, passed quickly in the opulence on board.

Our arrival at Vlissingen gave us a wonderful impression of typical Dutch Scouting hospitality, for awaiting us were Barbara van de Loo and Winfried Donken who were brewing tea and coffee for us in the corner of a field just outside the port. We spent a pleasant time with them and we left them with an expedition tee-shirt as a small memento. By 2330 we were at Gilwell St Walrick where, as arranged, a meal was ready and our friend Jaap Nieuwmeijer from Eindhoven was there to greet us, as was Marjan Jonker, a local nurse who made her skills available if the need arose. Gilwell St Walrick immediately became home. The next morning the 2 teams of 2 able-bodied were briefed and unceremoniously despatched by train to Leeuwarden and Groningen to make their ways, as they liked, across the north of the Netherlands. The other teams were taken to Nijmegen to familiarise and to shop. In the afternoon they too were briefed and left to decide their starting points and outline proposed routes. Their instructions were to hike within an area roughly bounded by Nijmegen, Amersfoort and Apeldoorn, and they had the choice of spending that night at Gilwell St Walrick or being taken to any nearby site. We were surprised that only one team opted for another site. During the evening meeting of the back-up team, Theo Duffhues, a local Scouter who worked in a Nijmegen hospital, arrived to offer help as necessary. As things turned out it was never needed but it gave us added reassurance to have another Scouting friend available. The remaining teams set off on their ways the following morning and the back-up team, from its makeshift office in the room occupied by some of them, settled into its rota of vehicle and phone manning and free time. At any time one minibus was ready to cover any emergency and another was on standby, while the third was available to those off duty. The teams had the phone number of Gilwell St Walrick and the phone could be answered at any time of the day or night.

A full account of each team's adventures would fill a large tome, so let us simply thumb through their log books at random to gain a little of the flavour of the expedition...

"While we were sitting by the canal a Dutchman came over and started talking to us, so we showed him the Dutch translation of what we were doing. He invited us into his house and we met the rest of the family. We were given some coffee and cake then shown round an old unused windmill at the back of the house. As the family were travelling in the same direction as we were, they insisted on giving us a lift. On the way, all the interesting sights were pointed out to us and we were taught a Dutch drinking song. It was very interesting talking to someone who lived in the area".

"There were two choices: either we took a long detour or we could climb down a bank that was adjacent to the cycle path. We decided that we were already behind schedule so we went down the bank. We half carried, half slid Ian down the bank which he was in hysterics about! The wheelchair followed and the rucksacks came last. When at the bottom we checked everything and it had all survived".

"Disaster struck - one of the castors had lost a nut after a long hill, but as such great luck would have it we were next to a hospital for the disabled, where an extremely kind helper took us to the workshop. Once this was repaired we were able to go on again thanks to some great Dutch hospitality".

"This area was quite rich in animals. We saw a lot of geese and ducks at the small lakes, also swans and wind-surfers! There was a pair of fallow deer in someone's back garden".

"As we came along the dyke wall we spotted some lovely tall ships sailing in the Ijsselmeer. You could almost feel it was 300 years ago!".

"We met six English kids who were cycling around Holland. We offered to trade our rucksacks for their bikes but, not surprisingly, they weren't interested!".

"We got up at 07.00 and packed up. We had to be patient with Paul as he wanted to do all his equipment packing".

"We travelled there via ferry to find the camp site had gone!".

"On the way we stopped at a shop and I had to ask in Dutch for meths - and she understood what I said!".

"After eating we talked to the family a lot and showed them the leaflet explaining in English and Dutch what the Explorer Belt was about. Mrs Mol then retranslated the English into correct Dutch!".

"The steps up and down the road bridge across the River Waal practically killed us! After going under the railway bridge we started to 'flag' as our feet began to ache and our shoulders felt sore".

"Decided to wash some clothes and Jeremy's sleeping bag due to a leakage a couple of nights earlier. Left the machine to do its thing. After we had packed we ventured towards the machine. No noise came from it so Martin opens the door and Hey Presto - we're flooded!".

"Whilst in the shop we could hear cheering. We were soon to find out that Craig was making friends with the other campers, giving them arm wrestles all the time we were there Craig did not have to buy a drink!".

"The hospitality we received in Germany was fantastic. When we stopped for a drink the landlord gave us souvenirs of Elten. The Germans were really friendly towards us".

"By this time the heat was stifling, and every step hurt! We were losing fluid almost as fast as we drank it...by now we were really struggling and walking into a haze caused by the sweat in our eyes".

"Jeremy once again needed to relieve his bladder, so Martin volunteered to take him. In his gusto he ran off at speed with Jeremy and was promptly bitten on the backside by a dog. Speeding in a camp site isn't wise!"

"Holland, I thought, was supposed to be flat but today we found some hills that even Britain would be proud of! Hard work with a wheelchair".

"Jeremy said to us at the start that he would get 3 girls for us all; we never believed him. Off he trots and he comes back with 10. We troop down to the pub where we paid for 3 rounds and they paid for one. We even got a song out of them. We finally celebrated their leader's birthday by giving her the bumps. We now believe everything Jeremy says".

Meanwhile, back at the ranch, the back-up team stood by, visited the hikers and indulged in an unseemly night life with the staff of Gilwell St Walrick which left most of them sleep-walking for a good week after the expedition. Characteristically, they discovered the brewery which makes Holland's strongest beer. The duty drivers remained strictly, if reluctantly, sober. Sue, the back-up team nurse, had many early morning trips to supervise Andy's daily injection of Factor 8 to combat his haemophilia. Those who had the chance to visit the group headquarters of our friends at Eindhoven and the Dutch National Headquarters at Leusden were greatly impressed.

It was sad that a violent allergic reaction to the strong sun in the exposed north of the country forced the girls' team to retire early. Finally the teams returned and handed in their logs, which were rushed off for a hard day's reading by the judges. Meanwhile the condition of the wheelchairs was examined and a local Sea Scout group took the hikers sailing on the river - another piece of hospitality which appeared out of the blue. In the evening each team was informally interviewed by the judges who included Bernard Luiting and Jaap Nieuwmeijer. The next day was spent in unwinding either at 'Phantasialand', a lavish amusement park in Germany or in Amsterdam. The Amsterdam party was kindly met at short notice by Truus van Duinen, our Scouting contact there, who guided us around lesser-known parts of the city, leaving us to continue to the more obvious attractions later!

The final evening was a real open-air Scouting affair. The presentation of the hard-won Explorer Belts and certificates were made in the courtyard of Gilwell St Walrick by Bernard Luiting. The judges, who had been carefully chosen for their wisdom and impartiality, had decided that every team which had completed the expedition had reached the very high standard required for the award of the Belt. The presentations were followed by a sumptuous barbeque at a camp fire circle in a woodland clearing. Jaap and our other friends from Eindhoven had gone to great lengths to arrange this al fresco banquet of steaks and kebabs, marinated by the skillful hand of Piet van Malsen, the Wielewaal Group Leader. As members of the expedition and the many Dutch friends we had made cooked their steaks over the embers in the gathering darkness, our last full day in the Netherlands came to an end in a great Scouting atmosphere.

It was around three in the morning by the time the Eindhoven gang had ingeniously completed the washing up by means of the hot showers and, emerging from the steamy atmosphere caused, had loaded up and set off, still singing, for home. We were up again at 04.45 to depart for Vlissingen. After a somewhat somnolent crossing our disembarkation was

marked by a degree of chaos due to one of the minibuses being made to drive off before some of its occupants could be got down to it in the lifts. Having failed to squeeze into either of the other minibuses, a lonely wheelchair occupant and his pusher pursued the convoy to the customs!

It was good, on arrival at the Odiham District Scout Fellowship headquarters, to be greeted by tea and cake and fresh labour from other Fellowship members for unloading. We were home, but had been made to feel at home wherever we went in the Netherlands.

So what did we learn from all this? A great many things, but let us just state the two most important. Firstly it has been shown that, in line with the present move toward fuller integration of the handicapped into society, it is possible and rewarding to include disabled people in activities of this kind. Secondly that the Dutch people and Scouting Nederland in particular are wonderfully helpful and hospitable. We hope we can do something in return. A beginning.....

And what of the impressions of the disabled lads themselves? Let us finish with those of two of them.

Paul Clark:

"One thing I have gained from this is I have got to put myself out and not leave it all to the others. I have also taken the others far too seriously at times but admittedly sometimes I also should have taken them seriously and I haven't. I have got to have a more positive attitude, even when things do get me very frustrated. My eating habits - I have got to try more even though my partners were helpful with this. They tried hard to find something I liked, which I appreciate. As time has gone on I have become happier with these two boys even though my memory let me down badly".

Craig Hawkins:

"Our hike in Holland was unique:
It was made by the people we'd meet.
We met many friends to find out some things
Of which to put on our sheet.
Andy and John were helpful.
They tended my every need.
I couldn't look at the map
Because I could not read.
My glasses were stuffed in the rucksack
And it's too much effort to get them out.
Besides which Andy and John were tired.
And they told me never to shout.
We went to the Open-Air Museum".
To try to find some things out.
We saw some lovely Dutch costumes
Of which we were writing about.
On the river we saw some barges
In which we took great interest:
Our favourite was nicely polished,
So we classed that as our best.
We went round a windmill and discovered some things;
It functioned as good as it looked.
The sails were in good form
And down on the lawn were golden buttercups".

SUMMARY

The Expedition demonstrated that Handicapped Venture Scouts can be involved in Explorer Belt expeditions. As in this case, the disabled must be involved as an active part of a Team. This was seen to produce the best from both the handicapped and able-bodied Venture Scouts. It may also mean there is a disability level beyond which neither would benefit. Nobody to our knowledge had previously taken a group of handicapped with largely unknown companions, and sent them out camping and hiking for 10 days.

Training weekends were essential to teach the Venture Scouts to work together as a team, but in three weekends it could do no more than solve a few basic problems. It was only after five to six days of the expedition, that we realised, much to our surprise and relief, the teams were solving their own problems. We realised the teams were reluctant to call for help until a problem was beyond their control. Fortunately there were very few. Future expeditions should take note and persuade their teams that calling for help will not affect the judges decision. We would undoubtedly have had more problems with either larger numbers of disabled or more severe handicaps.

Our judges awarded 17 Explorer Belts, more than expected, but their reasons given in Appendix 12 are cast iron. It was essential to have judges with local knowledge and experience of working with the disabled. The reactions of the able bodied after the journeys needs careful examination before any similar expedition. If the handicapped are going to participate in Explorer Belts, with able bodied teams, then marking schemes are very difficult to derive to cope with both types of teams. It is also very difficult to ensure that all the teams have disabled members as the handicapped are more likely to drop out at the last moment. The Venture Scouts deserved the Explorer Belts they won, but the handicapped teams were successful for different reasons, and reasons not found on any previous Explorer Belt.

We are happy that changes made to the present Explorer Belt rules were correct. Both wheelchairs and pushers would have suffered exhaustion if a longer distance had been demanded. The modifications performed on the wheelchairs were essential. The support team organisation relied on the teams carrying all their kit, calling for only occasional visits. Milage covered by the vehicles would have been very high if each team had had to be visited twice a day.

The expedition was only possible because we had a ready made support team from the Scout Fellowship, who were capable of planning arrangements in Holland and the training weekends.

It was important that the capabilities of support team members are well known from the beginning. Keeping the support team occupied at Gilwell was a problem. Even with one day off in three, waiting all day for the phone to ring produces restlessness.

No problems were encountered by the Teams in moving around Holland or using normal commercial camp sites. The cycle tracks helped considerably. Their logs and interviews showed they had made contact with the Dutch, although as anticipated, hospitality did not extend as far as or. other Explorer Belt Expeditions where teams have been invited into peoples homes. Much to their surprise the teams met large numbers of Dutch who could not speak English.

We suggest because of our problems with the Association's travel insurance, Headquarters reviews its policy to include medical cover for pre-existing conditions.

APPENDIX 1

THE EXPLORER BELT SCHEME

Aim - The aim of the Explorer Belt is to offer Venture Scouts, and Scout and Guide Club members under 20 years of age, an insight into and a wider understanding of another country, its people, its culture and its problems and to give them opportunities for initiative, resource and endurance. It is not a competition or a test - it is a challenge. It can also provide Venture Scouts with the opportunity to make progress towards the Venture Award or Queen's Scout Award.

The Expedition - Explorer Belt involves an expedition to another country with the objective of enabling participants to plan and undertake a number of challenging projects which demand qualities of initiative, curiosity and resource; taking Venture Scouts along unusual and adventurous paths and bringing them into close touch with the ordinary people and the Scouts of the country concerned.

The hike should cover a distance of at least 200 km (125 miles), be of not less than 10 days duration, and be carried out by teams of 2 Venture Scouts of the same sex, each team operating independently of other teams and choosing its own route. The starting and finishing points will be pre-determined by the Expedition Leader but will not be communicated to teams before the start of their hike. In order to take part in an Explorer Belt expedition, Venture Scouts should be physically fit and have the support of their Group Scout Leader/Venture Scout Leader and the District Commissioner, who consider them suitable in terms of experience and maturity.

The Girl Guides Association has approved the participation of Ranger Guides subject to certain conditions:

1) wherever possible, two teams of Ranger Guides should meet and camp together at night, 2) at least 2 Ranger Guide Leaders are to be invited to take part in the leadership and 3) Ranger Guides who gain the Belt may not wear it as part of the uniform.

If, however, Explorer Belt involved no more than a hike as previously described, it would be little different from similar overseas expeditions. The essential difference lies in:

PRELIMINARY QUESTIONS intended to give each team an incentive to carry out research into the history, geography, climate, language and customs of the country. A short list of subjects requiring answers of about 100 words each perhaps a list of 30 to 50 questions with brief answers should be issued to teams at least three months before the expedition. This provides a team with some basic knowledge of the country it is going to visit. Information should be obtainable from readily available reference sources: eg. the National Tourist Office and a popular guide book.

PROJECTS: each team will be required to carry out, during the course of the hike, 14 projects selected by the Expedition Leaders and designed to bring teams into the closest possible touch with the people and their way of life. The Venture Scouts must at end time with ordinary people and discover from them all they can about the country, its economics, politics, history, geography and social customs. One of the projects should be an 'open' or 'opportunity'¹ question, chosen by the teams at their discretion, which should enable them to pursue a particular subject that interests them or to perform a team 'Good Turn' that makes use of Scouting skills and is not just something in return for kindness received. It should be stressed that this 'open' project may be seen as direct evidence of their initiative and of their involvement in the community. The projects must not be communicated to teams until the start of the hike and should be provided in English and the language of the country.

Each team is given a log book in which they will jointly write up the reports on each project, a day-to-day diary and details of expenditure. The log book and any additional items will be handed to the Expedition Leader immediately upon arrival at the end of the hike. Expedition Leaders and judges will then read the log books and conduct interviews with all the teams. It is important that Venture Scouts are not judged on academic standard of their log books but on their level of involvement in the community and their method of finding information. An Explorer Belt Certificate will be awarded to all participants who complete the projects and the hike. Explorer Belts may be awarded to those who, in the opinion of the judges, have made exceptional efforts to involve themselves in the lifestyle of the country.

APPENDIX 2

ODIHAM DISTRICT SCOUT COUNCIL

FELLOWSHIP EXPLORER BELT - HOLLAND - 1984
Income and Expenditure Account
for Year ended 31st March 1985

INCOME		EXPENDITURE
Contributions	3,543.77	
Pocket Money	60.00	
Grant British Council	2,400.00	
Grant Scout Association	500.00	
Donation - Private	20.00	
Donation - Odiham District	150.00	
Interest Received	111.47	
		Repayment - Odiham Dist. 150.00
		T Shirts and Hats 190.64
		Gifts for Judged 55.75
		Exploratory Trip 152.91
		Training weekends 200.14
		Ferry 770.50
		insurances 368.90
		Transport hire 523.19
		Transport Expenses 762.11
		Hospitality 112.20
		Equipment (inc. Explorer Belts) 279.44
		Telephone, Stationery, Post. 80.62
		Barbeque 220.76
		Pocket Money 60.00
		Travel Cheques and Ex. Commission 28.45
		Subsistence 1,021.00
		Accommodation and meals 935.34
	<u>6,785.24</u>	<u>5,911.95</u>
		Excess of Income over 873.29
		Expenditure
	<u>6,875.24</u>	<u>6,875.25</u>

R K Jones - Expedition Treasurer

G Edwards - Honorary Auditor

This represents the income/expenditure as at 31st March 1985. The remaining money will be used for production/postage of this report, refunds to Venture Scouts, their Units or Districts.

APPENDIX 2

USEFUL CONTACTS

Buitcentrum Gillwell St Walrick
St Walwickweg 9
6611 KG Overasselt
(08892-1829)
(Warden – Harry Leenders)

Bernard Luiting
Chairman of the Dutch Committee for Extension Scouting
Kloosterlwf 9
5504 HR Veldhoven

Thijs Stoffer
Member of Scouting Nederland International Team
Noorder Stationsweg 7/1
2061 HG Bloemendaal
(0237-3221)

Jaap Nieuwmeijer
Leader, Rowans Scouting Group 'Wielewaal' (alias Dutch Mountain Rescue Team)
Woenselse Markt 9
5612 CP Eindhoven
(040 – 451290)

Truus van Duinen
Member of Scouting Nederland International Team
and Amsterdam contact for visiting Scouts
Witte de Withstraat 131
1057 XS Amsterdam
(020-166381)

Scouting Nederland
Landelijk Bureau
Lariksaan 5
3833 AM Leusden
(033-944814)
(Postal address:
Postbus 210
3830 AE Leusden)

The British Council
65 Davies St
London W1Y 1AA
(01-499 8011)
(Director of Exchanges – Roger Budd)

Dutch National Tourist Board (VVV)
143 New Bond Street
London W1Y 0QS
(01-499-9367)

APPENDIX 4

PRELIMINARY TRAINING WEEKENDS & QUESTIONNAIRE

We realised at a very early stage of planning that some form of pre-expedition training would be required for 3 main reasons:

1. To establish contact between able-bodied and disabled participants.
2. To develop experience, which nobody involved had, of long-distance hiking with wheelchairs.
3. To give the disabled members of the expedition lightweight-camping experience and to check that of the able-bodied members.

Three training weekends were held.

Training Weekend One 24-25 March, ODSF HQ

Objectives:

1. To introduce everyone involved.
2. To establish the composition of the teams.
3. To provide training on lightweight camping.
4. To undertake a short hike.

Programme:

Saturday 14.30. Introduction by Expedition Leader: what the Explorer Belt entails; sense of 'one expedition' rather than just teams working independently; expedition is in some ways experimental, being the first Explorer Belt for disabled and able-bodied; aim of the 3 weekends.

14.45 Talk by Deputy Leader or where the expedition will be based, cost, who supplies what, projects and log.

15.00 Tea and mutual introduction session: all involved each introduce themselves to the rest and describe their disabilities - able-bodied included!

15.30 Mapping exercise in ad hoc groups

16.30 Talk on equipment and food. This was general and could not cover all the special problems of this expedition.

17.00 Making and playing improvised musical instruments in ad hoc groups. This was particularly successful in building up communication in a relaxed atmosphere.

18.00 Dinner (provided by ODSF). Many of the able-bodied had their first experience of feeding the disabled. A start was made on Friday on forming the teams.

19.30 Talk on Explorer Belt logs

20.00 Talk on basic first aid and hygiene, including special problems such as periodic movement for the disabled and the potential for blisters on the hands of the pushers!

20.30 General discussion and walk with wheelchairs to nearby pub.

Sunday. Breakfast (provided by ODSF)

09.00 Six mile hike without equipment but including a simple project and log. This took 2-2.5 hours. One puncture was reported.

12.20 Lunch (provided by ODSF). Discussion of hike and the problems it exposed, eg. unsuitable configuration of wheelchair handles, for which modifications were proposed.

Training Weekend Two 12-13 May.

This was designed to establish how well the teams would cope with a wheelchair and full equipment. We asked each team to carry as much equipment as possible themselves although we transported some of their bigger items. Food was bought en route. Teams made staggered starts on the Saturday morning, from Runway's End, the Farnborough Scout District

HQ, and hiked to Woodlarks where they camped overnight. The route of about 8 miles took only about 4 hours including stops and shopping, but most were quite tired at the end. Various cooking stoves were tried out and 'Trangia' spirit stoves found to be very suitable. On the Sunday morning the teams hiked the 7-8 miles to the ODSF HQ at Crondall.

At this stage the staff were reasonably happy with most of the teams but realised that there were a few individual problems to be solved.

Training Weekend Three 6-9 July, New Forest

The purpose was to provide a 'dress rehearsal', for both teams and staff, of 2 average days' hiking on the expedition, ie. about 20 miles total. The weekend was based at 'Fernycroft', the Hampshire Scout County Training Centre in the New Forest and the hike camp sites were those run by the Forestry Commission which have good facilities. Each team was given a separate route which avoided main roads as far as possible. The teams decided to avoid the heat by starting early the Saturday morning and resting at midday. They all covered their 10 miles and booked into their camp sites by 3 pm but, with the rough ground covered, the 10 miles was plenty. All had been reminded to ensure an adequate fluid intake in the hot weather. No problems arose with cooking evening meals.

We had the handle conversion kits for the wheelchairs but found that only two fitted. Minor workshop modifications were subsequently made to allow for the slight differences between wheelchairs which were nominally identical. The two sets available performed well but it was decided that extra fixing points were needed for rucksacks behind the chair.

All teams covered the distance within the time constraints and all but one carried all their kit. It was decided that teams would carry all their kit on the actual expedition and that visits by the back-up team to the sites would probably be necessary about every other evening.

Andrew Dixon-Smith, who suffers from haemophilia, reported a bleed on the Saturday evening and was driven back to Lord Mayor Treloar Hospital for treatment. The incident emphasised the need for fully laid down procedures in case of such an occurrence on the expedition.

EXPLORER BELT EXPEDITION HOLLAND 1985
Preliminary Questionnaire

1. Name the eleven provinces which make up the Netherlands.
2. Who is the present head of state?
Who was the preceding head of state and when did it change?
3. What is the capital of the Netherlands?
4. Distinguish between the Netherlands and Holland.
5. Is Holland in the EEC?
6. What is the Dutch climate like in August (temperature, rainfall etc)?
7. Is there an equivalent of the 999 service in Holland? If there is, is it free and how do you call it?
8. What is the Waterstaat?
9. What are the group of islands to the north of Holland called. Name some of the larger islands.
10. What are the origins of Royal Dutch Shell, the Dutch East India Company, Unilevers?
11. What is the unit of currency and its present exchanged rate?
12. What are the origins of the Dutch people, and the present population?
13. What or where is the Randstaat?
14. What is the Waddenzee, where is it?
15. How large is the Netherlands?
16. Has the Netherlands and equivalent of the national health service, if so are visitors allowed to use it and do they need anything?
17. How do the Netherlands compare with GMT?
18. What does the abbreviation ABN stand for?
19. Name four rivers in the Netherlands.
20. What are the main religions in the Netherlands, can they be split geographically?
21. Why are windmills used, when is national windmill day?
22. What happened in February 1953?
23. Who was William of Orange, what was his connection with Britain and Holland?
24. What is the Haapskopje?
25. When was the Zuyder Zee first started, and what is its present name?
26. What are erwtensoep and boerenkool met rookworst?
27. What is the favourite transport of the Dutch and what provision is made for it?
28. How does the Scout movement in Holland compare with our own, where are its headquarters?
29. Who is the Prime Minister, what is his official title and what are the names of the main political parties?
30. Where is the Dutch Embassy?

APPENDIX 5

TRAVEL ARRANGEMENTS

General Transport

To transport the Venture Scouts and support team, the expedition used a fleet of three minibuses. In addition we had the occasional use two cars belonging to members of the support team. The minibuses provided flexibility in the event of problems arising with any expedition member, especially the disabled, on the long journey to and from Holland. In Holland the vehicles were needed to support the teams on their journey.

Many problems arise when booking minibuses for use abroad. The problems were multiplied when firm numbers for the expedition were not likely to be available until a few months before we were due to leave. To reduce our costs, we applied to several charitable organisations who owned minibuses. Fleet Lions Club responded immediately with the offer of an eight seater bus. As it did not have a tachograph, we had to remove the excess seats, which provided valuable additional luggage space. Through the generosity of an ODSF member Mr J Rome, a 15 seater minibus with tachograph and full length roof rack was provided. As the number of both Venture Scouts and support team members were established, we realised a third bus would be required. A 15-seater ambulance was borrowed from Lord Mayor Treloar's College (LTC) at Alton, the school attended by the handicapped members of the expedition. Officially described as an ambulance, it was a 15 seater (bench type) transit minibus with tachograph and half roof rack.

For the journey to Holland, 32 people travelled in the minibuses and one car. Although there were spare seats in the minibuses the large amount of kit and equipment, required to support the handicapped, occupied all the spare capacity. Had it not been for the roof racks we would not all have got in; the six wheelchairs and spares took up the majority of the ambulance's luggage space. Before putting personal kit on the roof racks, it was important to ensure all passports and other items required for the journey were removed. We soon realised, it was not just the disabled who had to be asked this question.

Ferry Crossing

A disabled member of the support team carried out a survey for any concessionary fares offered by ferry operations. Although several companies gave discounts for groups, only the Olau Line, offered to carry the vehicles free of charge, (up to one vehicle per disabled passenger). Olau also gave a group discount for parties over 30, of £8 per passenger for day sailings. This rose to £9 at weekends and represented a considerable saving on the normal passenger fare of £14. We also hired a cabin for £18, although we found additional cabins could be obtained easily on the ship at reduced rates.

The Olau Lines sails from Sheerness to Vlissingen which is one of the longest sea crossings at 8 hours, but had the advantage of minimising the time in the minibuses. Olau's ships are large, comfortable and extremely well equipped. There were minor problems getting our wheelchairs and occupants on and off, see report on disabled access, but in general Olau were very helpful.

In Holland

Once the expedition started two minibuses were used to support the teams, allowing the third to be made available for those off duty, (see

support team organisation). There were occasions when two minibuses were not enough and we were grateful for the presence of the cars.

Vehicle Details Total distance travelled by vehicles (klms)

	Total	To Holland	In Holland	Return
Lions	2952	362	2250	340
LTC	2396	357	1695	344
Mr Rome	1743	353	1055	355

AA 5-star and green card insurances were taken out for each vehicle at an approximate cost of £38 and £12 respectively. For the LTC vehicle we had to provide complete insurance cover. This was arranged through the Scout Association's insurance brokers for £62.50 (including green card) which an insurance broker on the support team thought was excellent value. Budgetary estimates of £350 each, for four vehicles' had been made at the start of the expedition. This covered the donations, given for the vehicles' use, insurances and approximately 3000 klms worth of petrol. As only three minibuses were used, and only one vehicle approached 3000 klms, we ended well inside our budget. This allowed us to contribute towards the use of the cars in Holland, which had not been included in our original estimates. We did not cover the estimated milage because the number of visits to teams were reduced, when we found it unnecessary to visit each team every day.

APPENDIX 6

Itinerary for Explorer Belt Expedition 5th - 19th August 1984.

Sunday 5th:	meet at Fleet HQ (see map) between 20.00 and 22.00. Please do not be too late. A light supper will be provided.
Monday 6th:	.00 leave for Sheerness to arrive by 9.00. A light breakfast is provided (Roll coffee/tea). 11.00 Ferry sails from Sheerness. 18.00 Ferry arrives Vlissingen. 21.30 Arrive at Gilwell St Walrick. Meal at Gilwell
Tuesday 7th	8.00 Breakfast provided at Gilwell. 10.00 Handicapped teams to nearest large town to accustom themselves with Dutch environment. 16.00 Briefing for teams. Afternoon/evening teams leave for hikes.
Wednesday 8th	Explorer Belt hike
Thursday 9th	"
Friday 10th:	"
Saturday 11 th :	"
Sunday 12 th :	"
Monday 13 th @	"
Tuesday 14th	"
Wednesday 15 th :	" (Gilwell may be used as a camp site for the final night)
Thursday 16th	10.00 all teams to hand in Explorer Belt Logs, any subsistence money they have left, unused emergency cash. Afternoon: sailing with local Sea Scouts 18.00 Discussions with teams start on their hikes. Approximately 30 mins per team. Evening meal provided at Gilwell - 18.00
Friday 17th	8.00 Breakfast provided at Gilwell 9.00 Leave for day trips (Phantasialand or Amsterdam) 19.30 Evening meal at Gilwell
Saturday 18th	8.00 Breakfast at Gilwell 9.00 Leave for day trip (local) 18.00 Bar-b-Que at Gilwell Award of Explorer Belts
Sunday 19th	7.00 Breakfast at Gilwell 8.00 Leave for Vlissingen and Ferry 18.00 Ferry arrives at Sheerness 20.00 Arrive Crondall

Venture Scouts will have to pay for:

Any meals on the ferries and lunch on Tuesday at Gilwell Any incidental meals (lunch) on the day trips - Thursday, Friday, Saturday.

Any entrance fees or sight seeing rides taken etc.

£5 for each of these trips and for the ferry crossings is probably more than sufficient, plus whatever other money for incidental expenses is required. The teams will have sufficient subsistence money given to them for their journeys. On the hike they must account for all expenditures.

The expedition will pay for breakfast **and evening** meals **at Gilwell** on Friday and Saturday, as well as evening meal on Thursday and breakfast on Sunday.

PARTICIPANTS

Name	Affiliation	Team	Disability	Award
D.Bovey	Fleet VSU	HI		Explorer Belt
J.Bowker	4th Aldershot VSU	H3		Explorer Belt
J.Burke	Fleet VSU	H2		Explorer Belt
M.Buss	Endurance VSU	H4		Explorer Belt
R.Christopher	Fleet VSU	H2		Explorer Belt
P.Clarke	Endurance VSU	HI	Spastic	Explorer Belt
I.Critchley	Endurance VSU	H2	Hydroeaephelic	Explorer Belt
A. Crow	Endurance VSU	H3		Explorer Belt
S.Cunningham	Endurance VSU	A7		
A.Dixon-Smith	Endurance VSU	H5	Haemophiliac	Explorer Belt
J.Green	Endurance VSU	A7		
C.Hawkins	Endurance VSU	H3	Road Traffic	Explorer Belt
N.Kimberley	Fleet VSU	A6		Explorer Belt
P.Lang	Netley Marsh VSU	H5		Explorer Belt
M.Lyne	Fleet VSU	H4		Explorer Belt
M.Martin	Church Crookham VSU	HI		Explorer Belt
I.Puttock	Netley Marsh VSU	H5		Explorer Belt
J.Richardson	Endurance VSU	H4	Road Traffic	Explorer Belt

Endurance VSU, Alton District, Hants.

Fleet VSU, Odiham District, Hants.

Church Crookham VSU, Odiham District, Hants.

4th Aldershot (WEBS) VSU, Aldershot District, Hants.

Netley Marsh VSU, New Forest North, Hants.

BACKUP TEAM.

From Odiham Scout Fellowship, Odiham District, Hants.

A.Mcgrath, J.Owen, J.Davenport, M.Davenport, T.Mcgrath, .
N.Davenport, T.Christopher, J.Rome, A.Redrup, M.Davenport, S.Bonsor,
M.Bonsor.

From Endurance VSU.

I.Bowker, S.Bowker, M.Robinson.

From Fleet VSU.

R.Lepard.

ACC Venture Scouts, Hampshire. D.Smith.

APPENDIX 7

Instructions to teams with a disabled member

1. An Explorer Belt expedition calls for you, as Venture Scouts, to use your initiative and experience to discover all you can about the Netherlands and the Dutch people.
2. All the projects issued should be attempted. Those who successfully complete them and cover the route will be awarded the Expedition Certificate. Those who reach an exceptional standard, as decided by the judges, will be awarded the Explorer Belt.
3. You are expected to travel at least 90 miles, 145 klms, on foot. However if you wish to travel further to supplement your journey, you may use whatever transport you choose. Offers of help from private motorists may be accepted, but hitch hiking is not allowed.
4. You are expected to camp on route; however you may accept hospitality where it is offered as it will help you to answer the projects. Remember you are Venture Scouts; always be courteous to your hosts, and leave them a small gift.
5. Your route.

You should plan your own route to include as many features of the Netherlands and aspects of Dutch life as you can. An area between Gilwell, Apeldoorn and Amersfoort is suggested. If you go outside this area we may not be able to visit you as often as you or we would like - it's up to you. In any case stay in this area for the first few days.

We would like you to give us a proposed route when you start, but you may change this at any time in order to complete projects or follow advice from people you meet. You may start at Gilwell or be dropped off at a camp site of your choice, within a range of 20klms on Tuesday evening. At the end you may either spend the last night, Wednesday, at Gilwell, or be picked up from a chosen location within 20 klms of Gilwell by 9.00 Thursday 16th August 84. The judges will be looking for the reasons why you choose that route.
6. Between 09.00 and 11.00 hours on Thursday 16th August you will hand in:
 - a) Log Book with completed projects
 - b) Any supporting specimens labelled with your team name.
 - c) Your Emergency Envelope, open or unopened and any remaining money from the amount you were given at the start.
7. During the expedition, there are no check points, however the backup team may be contacted at any time at Gilwell St Walrick: 08892-1829 For at least the first few days and if they are transporting some of your kit every day, you will be visited by the backup team. So that this can be accomplished easily and quickly teams must phone in to Gilwell by 16.30 with the campsite name and map number/square code. If you and the backup team agree that a daily visit is not essential, you must continue to phone in with your location every night. Dutch phones use 25cent coins and they may not have a number displayed for us to ring back.

On arrival at your camp site, tell the warden (if any) that you have a wheelchair: there may be a discount for a disabled person. Also tell him that a vehicle will be visiting you in the next few hours. Make sure you are visible to the backup team when they arrive by putting the wheelchair where it can be easily seen.

8. You have been issued with an Emergency Envelope per team. This contains a small additional amount of money and the addresses of Scouting Nederland contacts. The envelope may be opened in the event of an accident to one or more of you . Any medical help other than from the backup team, police, ambulance or other service must be reported to the Expedition staff.
You are carrying a large quantity of money at the start of the expedition. Please look after it. It is split into two so that you do not keep all of it in the same place.
9. Ensure you follow the following health rules:
 - a) Do not sunbathe
 - b) If in very hot sun protect your skin by wearing long trousers, long sleeved shirts and a hat.
 - c) Wash your feet once a day; try to have a shower at least every other day
 - d) Avoid dogs and all wild animals
 - e) You have been given enough money to buy food to feed yourselves well for 10 days; do not try and make do with only smacks
 - f) Treat minor ailments, cuts, blisters as soon as possible. If your feet are feeling sore put some elastoplast on your feet to cover that area. Small blisters should be drained and covered with elastoplast tape; large blisters which have burst should be washed in antiseptic before being dressed.
10. You may wear whatever you choose during the Expedition but you must at all times be recognisable as a member of the Scout Association.
11. Log books will be read as soon as possible after your return to Gilwell. You will be asked to attend a meeting with the judges as a team, probably on Thursday evening. The presentation will take place at the Bar-B-Que on Saturday evening.
12. As with all things in life the more you put in the more rewarding are the results, so too Explorer Belts. Good luck and good Scouting.

John Owen
Expedition Leader

Instructions to teams of ordinary Venture Scouts differed only in sections 5 and 7. The teams could travel anywhere in Holland or the surrounding countrys to answer their projects. They were requested to telephone the support team at Gilwell when they reached their starting point, and when they knew their finishing point to arrange a pick up. From the starting point which was reached by Dutch Railways they were free to choose their own routes.

APPENDIX 8

Team Projects - Disabled and normal teams

1. Keep a log of your journey in the form of a diary. This should contain your route, places at which you stop, experiences, thoughts and an account of any expenses.
2. Report on all facilities, concessions and special arrangements you find for the disabled in the towns, villages, campsites you pass through on your journey.
3. Travel a distance of 5klms by water during your journey.
4. Learn a traditional Dutch song and typical joke. Be able to perform them on your return. Describe how you learnt them and from whom.
5. Spend a day in Germany or Belgium or on an island at least 1Klm from the Dutch mainland, not connected to it by a bridge, or spend a day at a Dutch folk museum. Note any differences between the countries or parts of Holland, or how Dutch life has changed.
6. How does a Carrilon or a similar Dutch traditional instrument work? Visit one or talk to the owner of such a instrument about its care, or visit a manufacturer.
7. How are the Dutch canals made and kept? For what purpose are they used?
8. What is the future of windmills or windpower in Holland?
9. Find the origins of the traditional Dutch costume; obtain an example.
10. What is "Herverkaveling"? Find somebody who can explain it to you . What do they think of it?
11. Find examples of and visit if possible, evidence of foreign involvement in Dutch/Holland's affairs.
12. Either find examples of how the geology of Holland affects its industries (are there any troglodites in Holland) or describe a particular piece of Dutch architecture, illustrating your answer.
13. Determine what the following items are in Holland:
 - Why is "Korfbal" unique?
 - How does a Dutch bicycle stop?
 - What is a "Brodje"
 - An "American" auction
 - The cost of hiring a bicycle in Holland
14. Is there evidence of "acid rain" orpests attacking Dutch trees in the parts of Holland you are travelling through? Can you find any reports of damage in other areas?
15. Visit a traditional Dutch craftsman or cottage industry. Is modern automation or machinery changing their industry?

Vertaling Team Projects

1. Houd een logboek bij van reis **per** dag. **Hierin** zou **moeten staan** je route, de plaatsen waar je bent gestopt, ervaringen, gedachten en een financiële verantwoording.
2. Maak verslag van alle mogelijkheden, aanpassingen en speciale oplossingen voor de gehandicapten in steden, dorpen en kampeerterreinen, die je tijdens je reis tegenkomt.
3. Leg 5 km. over het water af!
4. Leer een traditioneel nederlands liedje en een typische nederlandse grap. Je moet in staat zijn om dit na terugkeer uit te voeren. Beschrijf van wie he het hebt geleerd en hoe.
5. Breng een dag in Duitsland of Belgie door of op een eiland dat minstens een kilometer van het vaste land verwijderd. Het mag niet verbonden zijn door een brug. Of breng een day in een folkloristisch musai m door.
6. Hoe werkt een carillon of een ander typisch nederlands instrument? Bezoek een carillon of praat met de eigenaar (of maker) van het instrument van je keuze.
7. Hoe worden de nederlandse kanalen gemaakt en onderhouden? **Met** welkdoel worden ze gebruikt?
8. Welke is de toekomst van de molen of windenergie in Nederland?
9. Onderzoek de herkomst van een van de nederlandse nationale klederdrachten en breng een voorbeeld mee.
10. Wat is 'herverkaveling'? Zoek iemand die dit aan je kan uitleggen. Wat denkt hij er zelf van?
11. Zoek voorbeelden (en bezoek se indien mogelijk) van bewijzen van buitenlandse invloeden in nederlandse aangelegenheden.
12. Zoek of voorbeelden van hoe de nederlandse geologie de industrie beïnvloedt (zijn er holbewoners in Nederland?) of beschrijf stukje nederlandse architectuur om je antwoord beter te kunnen geven.
13. Omschrijf de volgende nederlandse onderwerpen:
 - ° Waarom is korfbal uniek?
 - ° Wat is een broodje?
 - ° De huurkosten van een fiets?
 - ° Hoe stopt een nederlandse fiets?
 - ° Een amerikaanse veiling?
14. Zijn er bewijzen van zure regen in Nederland? Of andere pesitiden die de nederlandse bomen aantasten in bepaalde delen van het land. Kun je erger.s een verslag vinden andersoortige schade in andere gebieden?
15. Bezoek een typisch nederlandse handwerksman of boerderij. Verandert de moderne automatisering of machanisatie de nederlandse industrie?

APPENDIX 9

Letter of Introduction

De houders van deze brief zijn Engelse Padvinders **die** deelnemen aan een expeditie de "ontdekkingreizigers **gordel**". Tijdens deze **tien** dagen wandelen en elke nacht kamperen (even tueel mogen van **tijd tot** tijd aanbieding van accommodatie accepteren). Evenwel het deel van de expeditie is Nederlandse mensen te ontmoeten en met hen te praten en zoveel mogelijk van de Nederlandse manier van leven te leren. Om te helpen in deze zaak moeten zij een aantal opdrachten uitvoeren, zij hebben een Nederlandse lijst daarvan. Als u hen zou kunnen helpen met het uitvoeren van hun opdrachten of de Nederlandse manier van leven. Zoudensizueg dankbaar zijn. Dit zal een waardevolle reis voor Padvinder zijn hartelijk dank voor uw medewerking.

The bearers of this letter are English Scouts who are taking part in an "Explorer Belt" expedition. During this they have to walk a distance of 150 klms over a period of 10 days and camp each night, (although they may also accept offers of accommodation occasionally). However the main aim of the expedition is to meet and talk to Dutch people, learning as much as possible about the Dutch way of life. To help in this they have to carry out a number of projects, they have a list of these in Dutch. Any help you can give them in tackling the projects or generally finding out about life in the Netherlands will be warmly appreciated and will continue to be a worthwhile journey for the participants. Thank you for your co-operation.

APPENDIX 10

Maps

The most detailed maps of the Netherlands, equivalent to the Ordnance Survey 1:50,000 series, are published by the Department van Defensie, Topografische Dienst, Delft. These, however, are expensive and each sheet covers an inconveniently small area.

Another 1:50,000 series is published by the VVV (Dutch National Tourist Board). These 'Kaarte voor vakantie en vrije tijd'¹ show most of the features needed for walking. Again, several sheets would have been needed to cover the area in which the 'disabled' teams were hiking. Coverage is, in any case, incomplete.

The ANWB (Dutch equivalent of the AA) publishes a series of 1:100,000 maps which covers the whole country in 13 sheets. Number 7, Veluwe, comfortably covered the area needed. Although intended primarily for motoring, many detailed features are marked, including camp sites. Each 'disabled' team, each vehicle and the 'office' was supplied with a Number 7 ANWB and the zuid en zuiwest Veluwe WV map, the ANWB map covering the whole area required and the VW map covering, in more detail, the area most likely to be needed. Teams were, of course, free to obtain any further maps they felt would be useful. The 'able-bodied' teams were left to obtain maps they thought necessary in their own areas from local VW offices.

The price of the ANWB map was df 8.83 and that of the WV map df 5.50. Various inaccuracies in each map, particularly with regard to the position (and sometimes even the existence) of camp sites were discovered during the hikes.

APPENDIX 11

Access for the Disabled

During our stay in Holland a survey was made of the facilities found for the disabled. In many cases the facilities found to be useful were not provided primarily for the disabled.

The following comments were compiled from reports brought back by the teams from their journeys and from observations made by the support team. When discussing facilities for the disabled, consideration must be given to the severity of the handicap. Although all the disabled were in wheelchairs, most could walk for a short distance unaided, and all had control of their bodily functions. A report is made on the campsite used, mostly in the Arnham-Nijmegen-German border area, transport including ferries, buses and trains, and public places, museums and towns. Any help received from the Dutch is also noted.

Camp Sites

There are a number of general comments concerning the suitability of campsites for disabled camping:

1. The site should be flat with hard, made up paths for wheelchairs
2. The ground should be smooth and flat, to avoid rolling down hill at night
3. Stepless entry to toilets and washrooms. A seat in the shower is important; wash basins height should allow a wheelchair to fit underneath. Even small toilets were usable with a little assistance.

The teams were given brochures from the "VW" - Dutch Tourist Services, and ANWB maps of the area. Some of the campsites were incorrectly marked on this map - although the WV large scale maps were accurate. Most of the campsites visited did not have any special facilities for the disabled, but few were found to be unsuitable. In August at the end of the school holidays many of the sites were full. The majority would soon close for the winter.

Each campsite visited is listed under province, town and campsite name. The cost for one nights camping for three people (1 disabled) with one or two small tents, is given, and whether the campsite is listed by the "VVV". Any special facilities are mentioned, and the comments made by teams given.

Gelderland - all of these sites were visited by disabled teams.

Arnhem - Camping Arnhem 13.30 Gds WV listed,
"adequate"

Arnhem - Camping Warnshorn 13.25 Gds WV listed,
"adequate"

Arnhem - De Hooge Veluwe 16.90 Gds WV listed.
"All steps had accompanying ramps - wide access to toilets and showers",

"Well run and laid out site, hard paths to all areas, good shop and restaurant".

Babberich - Rivo Torto 9.50 Gds

"Well laid out, pathed, reasonable toilets and showers, although they had steps"

"This was a flat site, with good paths and toilets throughout the large camping area"

Beek - Peeske 13.00 Gds

"Campsite on rough ground, left a lot to be desired",

"Toilets OK, but no handles in showers, wide washroom for wheelchairs, gravel paths not good for wheelchairs"

Deventer - De Hoven 8.10 Gds

"Good and one of the least expensive"

Dieren 18.10 Gds

"Facilities were pretty good - toilets reasonably wide, showers excellent"

Dodewaard 13.00 Gds

"Toilet facilities not adequate even for partially disabled"

"Flat site by River Waal - with steep path down from road on top of dyke, fairly rough ground for wheelchairs"

Doesbury - Ijsselstrand 17.00 Gds

"Reception and toilets both had ramps, reasonably spacious"

Doornenbury - De Waay 13.00 Gds VW listed

This site was not marked on ANWB map, the site which is marked some four kilometres away had not existed for many years. Very good facilities - swimming pool and restaurant.

Ede de Piepen (Scout Headquarters)

This site is listed in "Accommodaties" published by Scouting Nederland. 1 km from centre of Ede, camping ground with washroom and showers (Woods, campfire circle, telephone, Building to sleep 30 people).

Eebeck - Camping Raobert Scord 18.22 Gds

"Adequate"

Elst-DC Tobbenhot 18.75 Gds

"Good level ground, ample space in washroom, toilets a disappointment, not much room for a chair. Restaurant had a step to get in, although it was not very high, easy to pull chair over it"

"Small campsite, almost a large front garden. Flat site handicapped able to push themselves around. Good showers with free hot water and a seat to undress (one team complained it was in the way of the doorway when getting the chair in and out), toilets very cramped".

Gilwell St Walrick 2.50 Gds per person per night

Scout Site, open as Youth hostel in summer months)

Special facilities for the disabled, although the general facilities were found to be adequate. Plentiful showers, all with seats, but

normal toilets were too small for wheelchair. The disabled facilities were in a separate part of the building not normally accessible. One small problem was the dining room which was upstairs. A number of campsites are available, and a number of disabled were camping there with scout troops during our stay. Most sites were accessible for wheelchairs with a little help.

Nijmegen - De kwakken Bery 10.0 Gds

Some part of this site had good tarmac paths, while teams in other parts complained of few paths. Some sites were also on a slope. Wide showers and toilets, but steps up to them made things difficult. This was a very popular site and quite full.

Ochten - 't Zand 20.53 Gds Listed Disabled site by VW

Ramps into canteen and toilets, however only one sink and two toilets found working. Paved paths to some parts of site. Highest camp fee paid.

Osterbeck - De Bilderberg 12.90 Gds

Listed disabled site by VW. Good flat site, all steps had ramps. Roomy toilets and showers, with seats, which made it easy for the disabled to enter themselves. Paved paths all over the site. However surrounded by steep hills, not easy to push wheelchairs to this site.

Slijk-Enijk De Steenoven 11.00 Gds

Steep gravelled path running down from the road and around the site made it difficult to control the wheelchair. Steps to shop and toilets and additional charges for hot water.

Slijk-Ewijk

Toilets, showers, bar/restaurant all accessible by wheelchairs. Washing machines available. Pleasant site with beaches on River Waal.

Velt - Beekhuison 18.00 Gds

Showers and toilets adequate, gravel paths.

Wageningen - De Eng 14.70 Gds

Gravel paths, cramped toilets and showers. No seat in showers and floors were slippery.

Sites not visited by Disabled Teams, but visited by other Venture Scouts.

Groningen

Toilets unsuitable - too small

Friesland

Leeuwarden - Kleine Wielen 12.45 Gds

Flat roads, wheelchairs may have problems with speed ramps. Good toilets

Franker 7.55 Gds

Poor toilets even for abled bodied, rough ground no paths

Makkum-De Hoik Poarte 9.70

Portakabin toilets, completely unsuitable for disabled.
Flat site firm roads

Noord - Holland

Westerland - Waddensee Campsite 9.60 Gds

Schagen - Berg Horn 10.50 Gds
Adequate facilities near campsite

Ursen - Urserimerplas 10.50 Gds
Good for wheelchairs, paved paths, with pitches near roads. Adequate
toilets

Edam 8.25 Gds
Good site

Texel

Den Hoorn - Loodsmansiluin 12.50 VW listed
Rough ground on sand - not suitable for wheelchairs.

Ferries

UK - Holland Olau Line.
(Sheerness - Vlissingen)

On board the ferries it was very easy for the disabled to move themselves around in their wheelchairs. The only lips or steps were to the outside decks. Lifts were available to travel between decks and to the car deck. However the lifts did tend to be used by passengers who were capable of walking up the stairs.

Access to some of the cabins was difficult for wheelchairs, and no disabled toilets were provided, although the normal ones proved adequate.

Olau's booking office offered us assistance to board the disabled. Once a small communications problem was solved, a crew member ferried the disabled up and down in the baggage lift to the passenger decks. Parking on the car deck was controlled by a crew member who spoke German and very little English, to whom it was difficult to explain our problems. Our vehicles had to be moved after dropping their passengers. Those with roof racks too high for the car deck, had to be parked with the lorries. Vehicles usually lorries were then parked in front of the lifts blocking access for wheelchairs. In any case the vehicles were parked so close together that it was impossible for wheelchairs to pass between them. This meant we had to wait for the car deck to empty before bringing the disabled down from the upper decks. On the return trip parking on the decks was arranged differently and one of our minibuses ended up at the front of the car deck. It had to leave the ship immediately unloading started as it was blocking the exit for other vehicles. Short of seats in the other minibuses one of the disabled was pushed off the ship down the car ramp and through customs much to their consternation.

Waal Ferries

Car ferries easy as wheelchairs could go up and down car ramps - a bit steep but very wide.

Rhine Boats

Arnhem to Westerlooning.

Nijmegen to Emmerion

Driel to Westerlooning

Easy access, with ramps up to the boat. Crew were willing to let wheelchairs use the restaurant lift between decks.

Railways

Holland has an extensive railway network which provides a frequent service between all major towns. Several teams and the support party used the railways with the handicapped. Dutch railways ask for 24 hours notice if a disabled person with a wheelchair is travelling, but in practice this was found not to be necessary. Portable ramps to enter trains, were available if the station staff were asked, or they saw the wheelchair. Passengers were very helpful with the wheelchairs, and there was room to store them without blocking the gangway. Most stations had automatic doors and lifts where a change of level was

required. However our modified wheelchairs only just fitted into the lifts. Toilets on the trains were a problem due to their small size.

Buses

Diesel buses in Arnhem area had a place to store the wheelchair, unlike the city centre trolley buses where the wheelchair had to be placed on a seat, to avoid blocking the gangway.

Museums

Dutch Folk Museum, Arnhem (Open air) 14 Gds (3), Disabled facilities. Ramps to all modern buildings, but not to older exhibits. Dirt paths, difficult to push wheelchairs around, disabled toilets (30 cents).

Elektrum (Electrical), Arnhem
Easy access ramps and lifts to all floors, spacious toilets.

Princessehof, Leeuwarden - Ceramic Industry, Disabled Facilities
Many narrow, steep and winding stairs. Lifts to three floors but displays were poorly laid out for wheelchairs.

Fries Leeuwarden. History of Friesland
Ramps at entrance and internally similar to Princessehof.

Friisaandewerk Museum, De Waag, Makkum - Old Bottle Kiln Impossible for wheelchairs, all rooms separated by steps which were steep and narrow.

Edam - Noord Holland

Entrance hall, only accessible to wheelchairs

General Facilities

Roads & Cycle Tracks

On practically all major roads, all river bridges and in all towns there were cycle tracks. At road junctions the tracks had lowered kerbs which made crossing roads easy for wheelchairs. The teams found no serious problems in using these tracks. The main complaints were that tracks did not always run in the directions they wanted to go, and their rarity on country roads. A careful watch was required for the cycle tracks other users, especially the small but rather fast motorbikes.

Towns & Cities

There was a general absence of public toilets and surprisingly, litter bins.

Large supermarkets in large towns had wide access and checkouts. Many had special checkouts for wheelchairs. Small supermarkets and shops in rural areas had narrow entrances and steps, impossible for wheelchairs.

Gelderland

Arnhem:

Well equipped for the disabled many hotels and shops displayed disabled facilities badges.

VW offices with ramps and automatic doors.

Nijmegen:

Many shops, banks and public places had facilities for disabled access. Our Teams even managed to get two disabled to the top of St Stephen's Church tower to see the carrillion (30 cent, disabled free). As there were 480 steps and no lifts, it is doubtful if it is suitable for disabled visitors. Steen & Shrom, a department store had wide lifts, suitable for wheelchairs and a good self service restaurant.

Zutphen:

Lot of facilities for the disabled, especially in banks and Post Offices. Many had wide ramps besides steps.

Friesland:

Makkum - generally a good town for disabled visitors, several other people seen in wheelchairs. The Post Offices, and banks had ramps and spacious interiors.

Nord-Holland:

Den Helder, Harlingen, Heerbugowaard all had easy access for disabled into public buildings and supermarkets. Kerbstones had been replaced by ramps at road crossings.

Germany:

Small villages near Dutch border and River Waal shops had narrow walkways, and steps. Churches were a problem as they had many steps and narrow aisles.

Islands:

Texel

Many paths were sandy and difficult for wheelchairs. A nature trail for the blind had signs and directions in braille.

APPENDIX 12

Explorer Belt & Judges Comments

1. Changes to Explorer Belt Rules.

For the disabled teams the Explorer Belt rules were changed:-

- a) Each disabled team to complete 120 klms over ten days
- b) The disabled person would be the third member of the team
- c) Visits could be made to teams as often as required to assist with wheelchairs or medical problems

2. Expedition Area

The area chosen was the east of Holland, around the Rivers Waal, Nederrijn and Rijn, near the cities of Nijmegen, Arnhm and close to the German boarder. Able bodied teams, were given routes on the North Dutch coast.

Team Routes

The teams were instructed to plan their own routes, so they could complete the projects (appendix 8). Teams were given the option of staying at Gilwell or being taken to a campsite of their choice within 15 klms.

Routes, campsites and daily distance (klms) for all teams are given in the table.

With their instructions the teams were given lists of campsites from the "WV" and Scouting Nederland.

3. Venture Scout Recruitment

The majority of the Venture Scouts came from two local units, the Endurance Venture Scout Unit, Alton and the Fleet Venture Scout Unit, two Venture Scouts come from Netley Marsh, one from Aldershot and one from another Fleet Unit. All the handicapped were members of Endurance. We distributed our publicity throughout the county and to handicapped advisers in neighbouring counties. Much to our surprise we only received ONE reply. We therefore presume there are very few handicapped Venture Scouts (we know of no other in Hampshire).

4. Observations on how the teams organised themselves.

Many of the teams completely ignored the absence, and in some cases presence of disabled facilities on camp sites and carried on regardless.

Space behind and under the wheelchair seat was used to carry equipment. Wheelchair handles were altered allowing the Venture Scouts to walk at the correct attitude, for carrying a rucksac when pushing the wheelchair.

Most of the teams used Phasor Dome "F" tents, which were light, slept three, with space under the flysheet for the folded

wheelchair, and rucksacs. One tent reduced both the volume and weight the team carried.

5. How the teams survived

The Venture Scouts were given a larger amount of money (24 Gld = £6 per day each) than normal for Explorer Belt journeys. We wanted to ensure that the team could use first class camp sites and purchase good food, for the disabled. The money was overestimated slightly and the teams found they could afford the occasional meal in a cafe and a beer in the evenings: although not planned we believe this contributed to the success of the expedition. Many of the handicapped went to bed early, allowing the other team members a few hours on their own. On several occasions, as normally occurs during Explorer Belts, two or more teams used the same campsite, which provided both the handicapped and able bodied with some mutual support.

It was unanimously agreed by all that the Netherlands was the ideal country to run this type of Explorer Belt. The flat terrain, friendly people, plentiful campsites, facilities for bicycles which were also usable by wheelchairs and many special facilities for the disabled were all contributing factors.

The disabled live in a sheltered world at school and at home. From their remarks after the hike, they were able to experience, perhaps for the first time, a fairly ordinary life, finding that with a little help, no special facilities were required for them to exist in the outside world.

6. Alternative expedition schemes

There are two points in the expedition organisation requiring careful consideration.

- i) Running an Explorer Belt Expedition with handicapped scouts for just 10 days is a very artificial activity if the real purpose is full integration of the disabled into Scouting. After their return, there was a slight but noticeable drift away from the handicapped by the able bodied, perhaps a natural reaction after 10 days (12 since leaving England) of close contact. An alternative scheme may involve the judging of the expedition over its complete duration. This would need more radical changes to the structure of Explorer Belt expeditions, for instance the judging carried out in England, which may be more appropriate for disabled involvement.
- ii) Observations were made by several support team members that after their return, and at the presentation, the able bodied teams seemed a little uneasy, as if they were not completely a part of the proceedings. The able bodied teams were sent to a distant part of Holland in an attempt to eliminate any adverse interactions with the handicapped teams during the journeys, but they were together at the start and for the final few days. This reaction produced the view that ideally Explorer Belts

should be run completely for teams with or without disabled members. However as we discovered there were many problems in achieving this objective. It was difficult for several reasons, to arrange that all teams contained a handicapped member.

Firstly the need to recruit the exact number of able bodied Venture Scouts. This was a practical impossibility as the number of disabled was not fixed until a few months before we left for Holland. Secondly the disabled are susceptible to minor medical problems which if causing them to withdraw, left two Venture Scouts to continue as a normal Explorer Belt team. These problems inevitably led to disproportionate numbers, although fortunately more able bodied than handicapped applied. As only pairs of able bodied Venture Scouts were accepted, we ensured ready made teams were available.

General Observations

We do not know if additional able bodied teams would have improved the situation. The two able bodied teams did not add significantly to the expedition's organisation, and more could easily have participated. In fact they increased the expedition numbers, allowing us to obtain group concessions on the ferries.

For the experience we had as a support team, five was about the right number of disabled teams, any more would have generated considerable problems.

The wheelchairs just withstood the distance many came back with buckled wheels and, loose fittings. Although Holland was one of the easiest countries in which to push wheelchairs, the pushers stamina was regularly tested to the full. Holland was not such a good country for able bodied teams as the flat landscape proved uninteresting. (see appendix 16)

The Judging

Judging was conducted by a panel consisting of three English and two Dutch judges, plus the Expedition Leader as Chairman. The logs were read by the English panel members and the interviews conducted by the Dutch. At the end of the interviews it was the unanimous decision of the judges to award all the handicapped teams and one able bodied team, Explorer Belts. Due to the unique occasion, the judges were asked to record their thoughts and reasons for their decisions, which are given below. During the interviews the disabled were Invited to comment on their experiences, which for some with short memories was difficult. They applauded how the able bodied had taken care of them, commenting it was tough to carry a rucksack and push the wheelchair! Some of the judges express difficulties in judging the able bodied alongside the disabled teams, as no fixed scale could be formulated.

Teams

TUESDAY 7th Aug WEDNESDAY 8th Aug THURSDAY 9th Aug FRIDAY 10th Aug SATURDAY 11th Aug SUNDAY 12th Aug MONDAY 13th Aug TUESDAY 14th Aug WEDNESDAY 15th Aug

Town
Campsite
Distance

H5 Nijmegen DeWakken-
burg Doornenburg De Waay 27 kls Rivo-Torto 16 kls Beck Paeske 15 kls Doesburg IJsselstand 23 kls Dieren 21 kls North Anklam 19 kls Elst 15 kls Nijmegen DeWakken-
burg 14 kls

H4 Gilwell St Walrick 20 kls Slijk-Ewijk (II) De Kwakken-
burg 10 kls Babberich Rivo-Torto 16 kls Doesburg IJsselstand 23 kls Velt 20 kls Ede de Peiter (Scout H.2) 28 kls Dodewaard Gilwell St. Walrick 18 kls

H3 Gilwell St. Walrick Doornenburg De Waay 27 kls Babberich Rivo-Torto 13 kls Babberich Rivo-Torto 13 kls Doosburg IJsselstand 32 kls Anklam 10 kls Anklam 28 kls Elst 12 kls Nijmegen De Kwakken-
burg 18 kls

H2 Gilwell St. Walrick 25 kls Slijk-Ewijk (I) De Steenoven 16 kls Elst De Tobberhof 15 kls Oosterbeek De Bilsberg 8 kls Hoog De Eng 14 kls Ochten 18 kls Elst 12 kls Nijmegen De Kwakken-
burg 24 kls

H1 Gilwell St. Walrick 18 kls Dodewaard Oostenbeek Camping-
Rijnsoever 21 kls Anklam Schersbergen De Hoge Velde 12 kls Deventer De Hoven 10 kls Ebeek camping-
RoobenScord 12 kls Anklam 20 kls Elst 8 kls Nijmegen De Kwakken-
burg 20 kls

A6 Kleine Wijk Leeuwarden Friesland 8 kls Franken De Holk Poente 25 kls Weddenge. Campsite Westerwaard 25 kls Doosmerisdin Salagenstation 20 kls Ben Horn Campsite 30 kls Urseringen/As 28 kls Steendbart Campsite 22 kls

A7 Gaorningen 21 kls Schiermonnikoog Friesland 26 kls Freneker Noord 25 kls Den Oever Noord 25 kls Berkhout Noord 27 kls Strand-
Edam Team 28 kls Wilknew

Judges' Comments

Judging an event in Venture Scouting never has been an easy task for someone who has been associated with the section over a period of years. To undertake as part of a team of Judges, the judging of an Explorer Belt to Holland magnifies the task and makes the judging role that more difficult to undertake.

I have been doubly conscious of the fact since leaving England for Holland, that because this Explorer Belt Expedition included Scouts with a handicap, the able bodied Venture Scouts making up the teams were placed under pressures not normally experienced in Scouting - some will never experience the problems they met on route ever again in their lives.

Whilst some from a judging point of view may have allowed their emotions to cloud the issues to hand, I personally, and I am sure the other judges concerned, literally forgot the "Handicapped Venture Scout" existed. This made the task easier for everyone concerned, thus making our concentration focus on teams of 3 "normal" Venture Scouts.

Due to the nature of the Explorer Belt, visits were essential. Under normal circumstances back up teams do not normally visit Explorer Belt teams in action in the field unless something goes wrong, but visiting these particular teams gave me a very clear insight into how the teams were coping with the requirements of the Explorer Belt. Save for the able bodied teams that went to North Holland I personally met and spoke to every member of every Explorer Belt Team.

From early visits it became clear that the criteria outlined in the Explorer Belt Booklet were being well met. It was very pleasing to hear the conversations of members of the teams about their experiences during the day of my visit, on occasions leaving me somewhat envious of the exciting and interesting things that had happened during the Expedition - good solid international exchanges of help, friendship and cultural exchanges.

Having seen the teams in action and read the logs presented for reading by the Judges, in some areas I freely admit the logs began to form a league table of possible candidates for an "Explorer Belt" and some for rejection. Some logs were extremely good and well presented, whilst others left room for improvement.

However, after each team had been interviewed the logs were really secondary and frankly in my book could not possibly be a factor in the selection of a Venture Scout for an award of an Explorer Belt.

The interviews were quite unique, revealing and a rewarding experience to me as a Judge; what was lacking in the prepared log by each team was well and truly made up for in the interview.

As a result of this I had no hesitation but to recommend all Venture Scouts to be awarded an Explorer Belt for meeting the requirements set down by the Scout Association.

My decision was based on the fact that every Explorer Belt Team had clearly achieved the requirements set down for the Explorer Belt. Handicapped Venture Scouts had made significant contributions to the team in which they worked, for example, navigation, cooking, general expedition management and above all showing good humour and a real sense of fun, the latter being very important a) in a foreign country, b) with people somewhat strangers to themselves and c) the fact that the handicapped Venture Scouts did not at any time allow their handicap to become an issue likely to affect the purpose of the Explorer Belt.

I was pleased that both the Judges from England, Mr **and** Mrs Stanley Bonser, together with the Judges from Holland, Mr Bernard Luiting and Mr Jaap Nieuwmeijer, were all extremely forthright in stating, following the interviews, that every participant should be awarded an Explorer Belt.

I have been exceedingly impressed and glad to **have been party to** the judging of the Explorer Belt.

David Smith
Assistant County Commissioner
(Venture Scouts), Hampshire

We began to get to know the boys at the rendezvous in Fleet on the Sunday evening and on the boat over. As they were not aware of our role in the party we had a good opportunity to observe. During the week we paid several visits to see the teams on their camp sites in the evening. Each judge did not manage to see every team but all handicapped teams were visited at least once by a judge. Because of the distance, no judge visited the able-bodied teams. We were also able to hear comments by various members of the back-up team as they returned after visiting the teams for various reasons. It was good to be present and see the return to base at the end of the expedition. All this enabled us to get a good overall impression.

Every Log was read by each English judge. We discussed them all. Before each team's interview we gave a brief synopsis of their log to the Dutch judges. The interviews were led by Bernard Luiting. He added greatly to the interviews by asking leading questions to elicit how much background information had been gleaned by the Scouts. As a member of the host country he was able to ask far more pertinent questions than we could have done and so the whole interview was more valuable. At the end of the interviews we asked Bernard how he rated the teams in comparison with Dutch Explorer Belts. After due consideration he said they would all have passed. We were very pleased with his decision because we felt that although the teams had achieved varying standards, they had all more than qualified for the Explorer Belt. (As Lay Members of the Scout Movement) we felt that the overall assessment should be in three parts:- the Physical Achievement, the Log, and the Interview, with the main weighting on Achievement. The Able-Bodied Team (A6) covered a considerable part of North Holland using a judicious balance of walking and travel on public transport. Their Log is very descriptive of the problems created by flat, straight, monotonous walking under trying conditions of sea air, relentless sunshine and no shade. The Log is well written and illustrated and is a detailed diary of events. Their interview reflected the excellence of their Log and both boys felt they had achieved their objectives - with which we heartily agree.

Throughout the Expedition we have been full of admiration for the Handicapped teams. They have all covered the required distances on land and water and the majority of the project tasks. This has obviously meant a great physical effort by the two able-bodied members and all of them have shown maximum consideration for the limitations of the handicapped member. We have been amazed by what has been attempted and successfully accomplished. They have also shown the utmost consideration and tolerance of the personal needs and emotions of the

handicapped member. We agree that the Log of Team HI is not as well presented as the others although all the information is there. HI had to contend with a very emotional person. By the end of the Expedition they had resolved their problems and all agreed that they had learned much about living together, to the extent that, at the interview Paul, (the disabled member) thanked his team mates.

The other Logs were all well arranged with good illustrations and most included contributions from the handicapped member. All the Logs show that the teams talked freely with the locals to obtain the answers to the projects.

The interviews confirmed our feelings that they had all thoroughly enjoyed the Expedition. They had found the Dutch very friendly and helpful. Their enthusiasm was infectious. During the interviews it became apparent that all teams had used the handicapped member to help to the best of his ability.

There are two ways of obtaining results from an "Examination or Test" - either a graded list is produced and the previously announced number of people are deemed to have passed irrespective of the level achieved or a standard is used and all those who attain the standard are passed. In view of the fact that no pass rate had been announced to the participants, we agreed that a level of achievement would be the criterion.

Considering all the aspects of this Explorer Belt Expedition we feel that it would be invidious to award the belt to some teams and not others. Therefore we agree with Bernard that all teams should receive the Award.

After many years association with the Scout Movement we both feel privileged to have been part of the Netherlands ' 84 Explorer Belt, and have seen that the best traditions of Scouting have been upheld.

Margaret Bonser
Chief Scouts Commendation
English Guide & Scout Thanks Badge
American Girl Scout Thanks Badge

S H Bonser, CB, MBE
Air Vice Marshal (RAF-Rtd)
President Odiham District

It's been a marvellous experience for undersigned person, as the Chairman of the Dutch National Committee for Extension Scouting, to see and hear that Scouts from the South of England, both abled and disabled, had a wonderful Explorer Belt Expedition.

4

On Thursday 16 August 1984, I read the logs and interviewed the teams. In fact all of them had become a team. To me it was not necessary to know which part of the log, and of all the Projects were done by whom. I experienced that everybody did his part of the job, as far as he was able to do so, and as a matter of fact the interviews were very revealing! Together with the reading of the logs, I came to the conclusion that every team, and if I may say so, every person, sustained a lot of things to get ready with the Job, and to get ready with becoming a real team.

My conclusion is that everybody deserved the Honour of getting the Explorer Belt as an appreciation of his courage and his hard work for achieving his goals.

With hearty Scout Greetings

Bernard Luiting
Chairman of the Dutch Committee for
Extension Scouting

APPENDIX 13 Public

Relations

With its underlying objective of gaining a deep insight into the country visited through meeting and talking with its people, an Explorer Belt expedition is really a public relations project overall. This particular expedition gave special opportunities for the participants to show the public, particularly the Dutch public, what Scouting is all about at first hand. They rose to the challenge admirably. Pre-expedition publicity was by means of news releases from the Scout Association PR Department and, more locally, from us. Our own release went to 4 local newspapers, County Sound Radio, BBC South TV and TVS prior to the last training weekend. Only one newspaper carried an article and County Sound Radio broadcast a short interview. The British Council responded generously to an application for a grant, as did the Extoree Fund. The EEC was also approached for a grant from a fund which supports fact-finding work on access for the disabled on holiday in Europe but the state of the EEC budget at the time precluded any funding. Useful contacts were made with various organisations for the disabled and much useful information was gained. PHAB (Physically Handicapped and Able Bodied) showed particular interest and hoped to send at least one team of their own; unfortunately this proved not to be possible. We are most grateful for all the invaluable advice and help we were given.

During the expedition we visited the Public Relations Department at Scouting Nederland HQ, Leusden. We talked to Trees van Mierlo there and left a news release, in English and Dutch, for use in the Dutch press and Dutch Scouting magazine.

A comprehensive set of colour slides and black and white photographs was built up during the training weekends and the expedition. After the expedition articles and photographs were published in 3 local newspapers, the Hampshire Scout, Disability Now and the PHAB magazine. Articles have been submitted to Scouting magazine and the Royal Aircraft Establishment magazine. Talks illustrated with slides were given at the Scout Association National Conference, York, September 1984 and at various County and District meetings. Great interest has been shown in all quarters.

Undoubtedly the most important public relations contribution has been from the Venture Scouts who took part. A lasting good impression has been left wherever they went.

PHOTOGRAPHS



Vlissingen Scout Leaders Barbara van de Loo and Winfried Donken brewed up for us on arrival on Dutch soil.



Expedition leader John Owen briefs the team s at Gilwell St Walwick





Expedition members assemble for their presentations



Bernard Luiting presents Explorer Belts



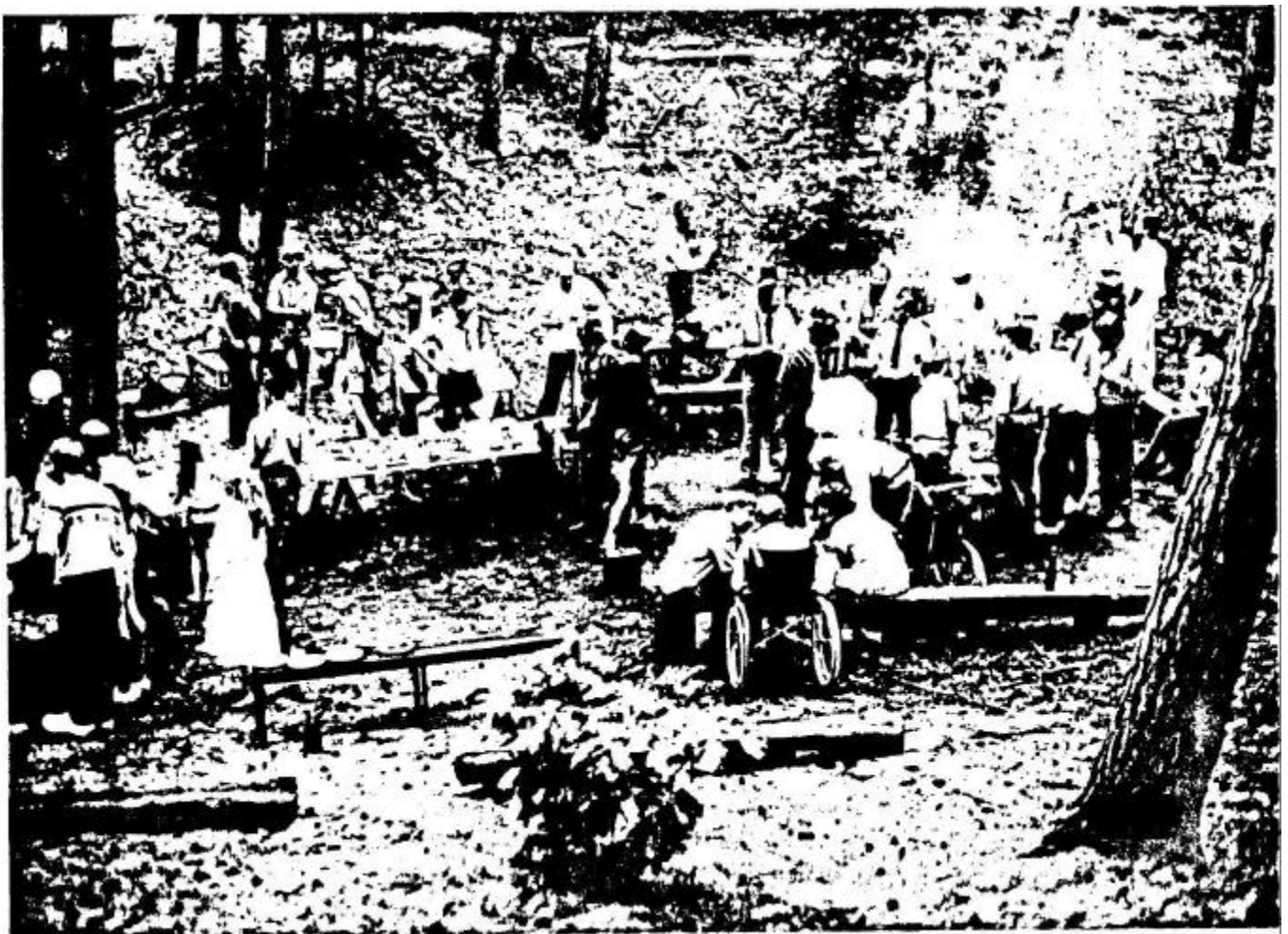
Craig Hawkins arm-wrestles with a Dutchman at one of the camp sites



A team with a modified wheelchair and kit on



Bernard Luiting presents Explorer Belts



The Barbeque at Gilwell St Walwick

APPENDIX 15

SUPPORT TEAM ORGANISATION

The Expedition required a support team to:-

Organise the Expedition and associated training weekends.
Transport the expedition to and from Holland.
To solve any problems encountered by the teams on their journeys.
To judge the Explorer Belt.
To write a detailed report on the Expedition

The Support Party

It is important to emphasise that the Expedition would not have started if a first class support team had not been available. The support team included not only the dozen or so in Holland, but also those who organised, ran, and catered at the training weekends and other expedition events.

Who Did What

John Owen-Leader

Expedition Planning, Liaison with Scout HQ, communication to Venture Scouts

Tony Christopher - Deputy Leader Administrator

Transport & ferry arrangement, liaison with Scouting Nederlands' grant applications

Christopher Bates

Organised and ran training weekends.

Keith Jones - Treasurer

Budgeting estimates, accounts, currency exchange

Jim Rome acted as our treasurer in Holland

Alan Redrup held any spending money lodged with us for the disabled.

Ian & Sue Bowker - Leader Endurance Venture Scout Unit - Alton

Liaison with Lord Mayor Treloars College for the disabled - Alton

Sue was our resident nurse in Holland

Pete Moore - Disabled Scout Adviser - Alton

Help with many of the Expedition events, and link with disabled organisations, Phab, mobility international, and British Council Grant Aid.

Martin Robinson - Assistant Venture Scout Leader - Endurance Venture Scout Unit.

Maintenance on wheelchairs in Holland

Reg Leppard - Leader Fleet Venture Scouts

The Members of Odiham District Scout Fellowship

Support on the training weekends, on departure and return to the Netherlands and a link at home while abroad.

Support Team Structure In Holland

The support team in Holland numbered sixteen, although not all, were there for the complete time. The main support team were split into three groups of four or five, which allowed one group in rotation to be off duty. There were two additional support team members (and judges) with a car. As judges they wanted to be able to visit the teams during their journeys, but were on call to assist if the support team ran into problems.

The off duty team had the use of one of the expedition vehicles. Those team members on duty provided a driver and navigator for the two remaining vehicles, in case of assistance being requested by a team. One of these vehicles was always kept at Gilwell to go and pick up Andrew (the Haemophiliac) if he developed a bleed. We were fortunate as there was a Haemophiliac Centre at Nijmegen Hospital.

The primary activities of the groups on duty were:

To answer the phone at base camp (Gilwell St Walrick) 24 hours a day and maintain an expedition log.

Provide drivers and navigators for two vehicles, which provided emergency cover for the teams (one vehicle was on permanent standby to pick up the haemophiliac if he developed a bleed).

To provide medical support of a day to day nature. To visit the teams when required. (It was intended to visit each team every evening for the first few days).

To rep air the wheelchairs and resolve any problems arising with the disabled.

To run a bank for the disabled as the majority are very poor with looking after money.

As a base camp, we used Gilwell St Walrick, Scouting Nederland Training Center, outside Nijmegen. We were made very welcome by the warden, Harry Leenders, and his camp staff. Gilwell had excellent camping facilities as well as extensive indoor accommodation. Although a Scout property it was open as a Youth Hostel during the summer months.

The support team used both the indoor accommodation and the camp site. A part of one of the bedrooms occupied by the team, was converted into an office, for the expedition. Gilwells phone and main office were approximately 15 yards away. The office was open during the day, and an assistant warden lived in the building if the phone rang at night. Many of our problems were solved by the camp staff, who entered into the spirit of the expedition. as they said "for Scouting anything is possible"

The Problems

The teams were instructed to phone in each day at 16.30 with the location of their nights camp site. In the first few days, the teams

waited until they reached the camp site before they looked for a phone, which was usually later than 16.30. Although there was a phone at each camp site it was usually in the restaurant or cafe, which did not open until 18.00. It also took the teams some time to discover that the phones in cafes were public phones, which the public could use by asking the proprietor. A problem for the support team was that Dutch public phones do not display their number, so it was impossible to phone the team back. In rural areas phones were infrequent, and if teams waited until 16.30 to phone, they were not always near a phone. This did not give us enough time to visit more than two of the teams that evening unless some were on the same camp site. After a few days the teams began to phone in earlier, in the afternoon, as soon as they had decided on their nights campsite.

As the teams spread out from Gilwell, even if they phoned in early, it was not possible to visit them all each night. In fact the teams encouraged us not to visit them, wanting to see us only when they had asked for a particular reason for a visit. It was really for our own satisfaction, that evening visits were instigated. Once we were satisfied the Venture Scouts could look after the handicapped, we visited the teams every two to three days.

Towards the end of the journeys we realised the teams had not told us the extent of their problems, probably fearing it would effect their chances of gaining an Explorer Belt. Fortunately there were few serious problems, one team had a very depressed disabled member, who was very fussy over his food. However once we knew, the problem was quickly corrected, and the team carried on. Other difficulties concerned were wheelchair repairs, and minor medical ailments, which fortunately did not all occur at the same time. There were occasions when the support team was at full stretch and the additional members with a car were invaluable.

No calls for assistance were received from the teams other than at the daily 16.30 phone in. This caused an unexpected problem as it left the duty support team at Gilwell becoming increasingly restless. We soon found that as long as a minimum of three and a vehicle remained at Gilwell, the others could for short periods go off to lunch, shopping, visiting local Scout groups, and so break the monotony.

It is important when forming a support team to find out their capabilities, limitations and compatibility. Groups who have worked together before are a distinct advantage.

General Expedition Organisation

This Explorer Belt differed from all others in many respects, one was probably the size and diversity of the organising committee. It is important to the success of any expedition, that actions agreed upon at meetings are completed on time. There were occasions when we came close to disaster, because of uncompleted actions. The advice is obvious, keep at least brief records of meetings, especially required actions, and send everyone present a copy. Highlight incomplete actions at the next meeting.

APPENDIX 16

Medical Support and Wheelchair Deficiencies

Medical Support

A medical form similar to that used at Extoree was issued to all the handicapped on their application to join the expedition. We found it necessary to send a copy independently to the parents of the disabled as information given to the disabled Venture Scouts seldom reached their parents.

Our medical priorities were concerned with a haemophiliac and a spastic with a tracheotomy. However in Holland the majority of the medical problems were the usual sore knees and feet, minor abrasions, insect bites and stings.

We were fortunate to have a qualified nurse with experience of disabled patients in the support team, who dealt with the day to day medical problems. In addition, through a support team member contact was made with a ward sister at Nijmegen Hospital, who offered her assistance.

The tracheotomy required no more than daily cleaning of his breathing tubes, which when prompted he carried out himself.

Our problems with the haemophiliac began on the final training weekend when Andrew developed a bleed. This prompted a number of actions, which otherwise, may not have occurred. His consultant was contacted through his parents and arrangements made to see him. Andrew's consultant, Dr Colvin at the London Hospital was most helpful and enthusiastic for Andrew to take part in the Explorer Belt. To reduce the chances of Andrew developing a bleed, Dr Colvin prescribed as a prophylactic a course of Factor VIII, to be administered each morning of the expedition. This required a small transfusion, taking about 0.5 hour. Dr Colvin provided 15 days supply of Factor VIII, a list of Haemophiliac centres in Holland, an introductory letter describing Andrew's condition and a customs clearance for the drugs. He also insisted, (we had already started), that Andrew was fully insured for all medical conditions while in Holland, including emergency travel home. As reported elsewhere, we were surprised when Scout Headquarters insurers refused to provide any medical cover for Andrew. However the local Thomas Cook's Travel agency provided on the spot cover for £9.90. We believe this is a serious deficiency in the Scout Headquarter Travel Policy.

Andrew gave himself the transfusion before setting off each morning. When she was on duty our nurse (Sue Bowker) went out to assist him. She also took Andrew additional supplies of Factor VIII, so that he always had two doses with him. It was important to retrieve the used syringe and empty drug cases for disposal. Syringes were placed in a "Sharps Box" and brought back to England for disposal at a local Hospital. All worked well till Andrew spilt two doses of Factor VIII, which left us without any spares. A trip to Nijmegen Haemophiliac Centre provided us with two additional doses, for emergency use.

Wheelchair Deficiencies

The major casualties **during** the **Explorer Belt** were the **wheelchairs**. When teams returned, the following faults were found with **the five** wheelchairs:

Buckled Wheels	4
Bald & replaced tyres	3
Footrest so loose they jumped out on rough ground	2
Loose handles	3
Slack wheel bearings	4
Calf support pin snapped (due to bad fit)	
Loose front castors	2

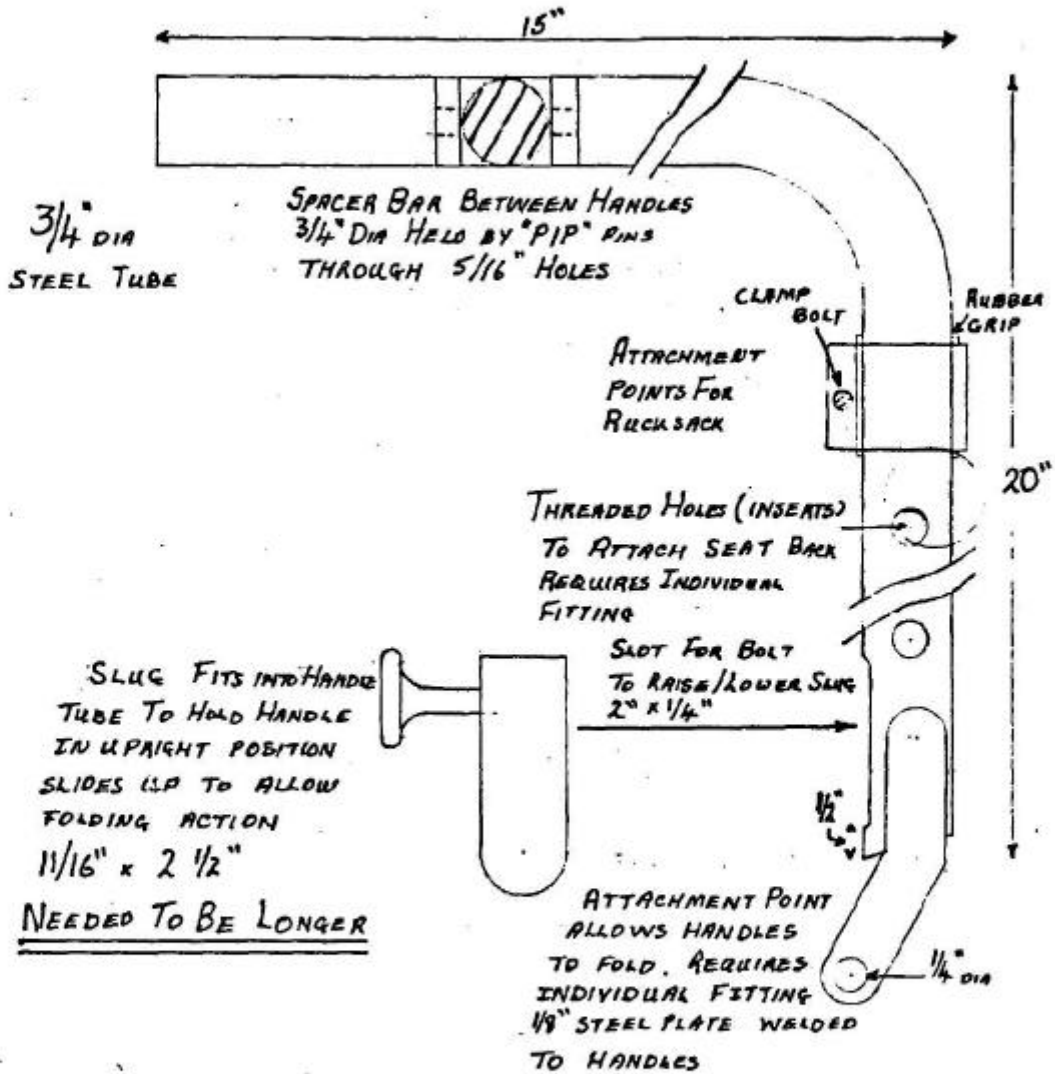
This is not the complete story as several repairs were required during the journeys. Our problems were complicated by the wheelchairs, which although the same manufacturer, were all slightly different. This became apparent when the special handles were made for the chairs.

To enable the Venture Scouts to carry their rucksacks and push the wheelchair new handles were designed for the wheelchairs, 20 cms higher, and 20 cms further back, than the standard handles. These enables the chairs to be pushed without the pusher's feet kicking the chair. We had found the normal handles awkward even for short journeys. This design also allowed a rucksack to be hung behind the chair (see photographs)

New handles were designed and made by the Youth Opportunities Scheme run by the Royal Aircraft Establishment Farnborough. When it came to fitting, we discovered that all the "standard" chairs were all slightly different, and each chair had to have its new handles hand fitted.

One problem which the new handles caused, which was not anticipated was the deformation produced in the adjoining parts of the chair. The extra leverage generated by the longer handles, caused the tube making up the lower chair, into which the handles fitted to become oval. A longer securing bolt was needed, to provide a better anchorage and spread the load evenly.

REDESIGNED HANDLES FOR WHEELCHAIRS
FOR LONG DISTANCE PUSHING



DRAWING NOT TO SCALE

APPENDIX 17

ACKNOWLEDGEMENTS

Members of the Expedition are deeply grateful to:

The British Council (grant of £2400)
The Extoree Fund (grant of £500)
Lord Mayor Treloar College (loan of minibus)
The Lions Club of Fleet (loan of minibus)
The staff of Gilwell St Walrick:
Harry Leenders
Bryan van Dartel
Dick Winubst | | . . ' | • |
Ron Werther
Theo van Hoveren
Heidi Janssen
Cora Somford
and others

Scouting Group Wielewaal, Eindhoven:
Jaap Nieuwmeijer
. . . Piet van Malsen
and many others from the Dutch Mountain Rescue Team

Bernard Luiting
Thijs Stoffer
Truus van Duinen
Pete Moore, Extension Adviser, Alton
YTS Section, Royal Aircraft Establishment Farnborough
The parents of the disabled participants, for their trust in us.

Odiham District Scout Council, (pre 1985) (Donation of
£150 from District Jamboree and Expedition fund, since
repaid).