

AUGUST 1979 20p

Soldier



CONTENTS

Volume 35, No. 8

FEATURE ARTICLES

- 5 New CGS: a profile
- 6 Chaplains on parade
- 11 New look uniforms
- 17 Exercise in Denmark
- 25 Training with adventure
- 35 Sappers dive for treasure
- 41 Soldiers at sea

FRONT COVER

The pomp and tradition of the British Army epitomised in the gleaming ceremonial dress of these troopers of the Blues and Royals — a contrast to the drab camouflage clothing they wear when on operational duty as tank crews in the cavalry.

Picture by Doug Pratt

BACK COVER

Sergeant Jack Fowler of The Parachute Regiment reaches successfully for a 'dead centre' landing on the small disc target during the accuracy contest of the Army parachuting championships at Netheravon.

Picture by Paul Haley

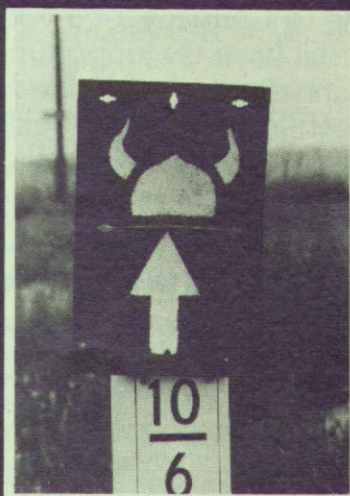
REGULAR FEATURES

- 10 How Observant Are You?
- 23 Soldier-to-Soldier
- 30 Humour
- 33 Military museums: The Royal Lincolnshire Regiment
- 49 Letters
- 50 Reunions
- 51 Collectors' Corner
- 51 See-the-Army Diary
- 53 Prize Competition
- 56 Book reviews



- 17 Soldiers from six nations go on exercise in Denmark and a 'backroom' battalion gets supplies to the front line.

- 25 Commanding officers get a taste of adventure as they pit themselves against the elements.



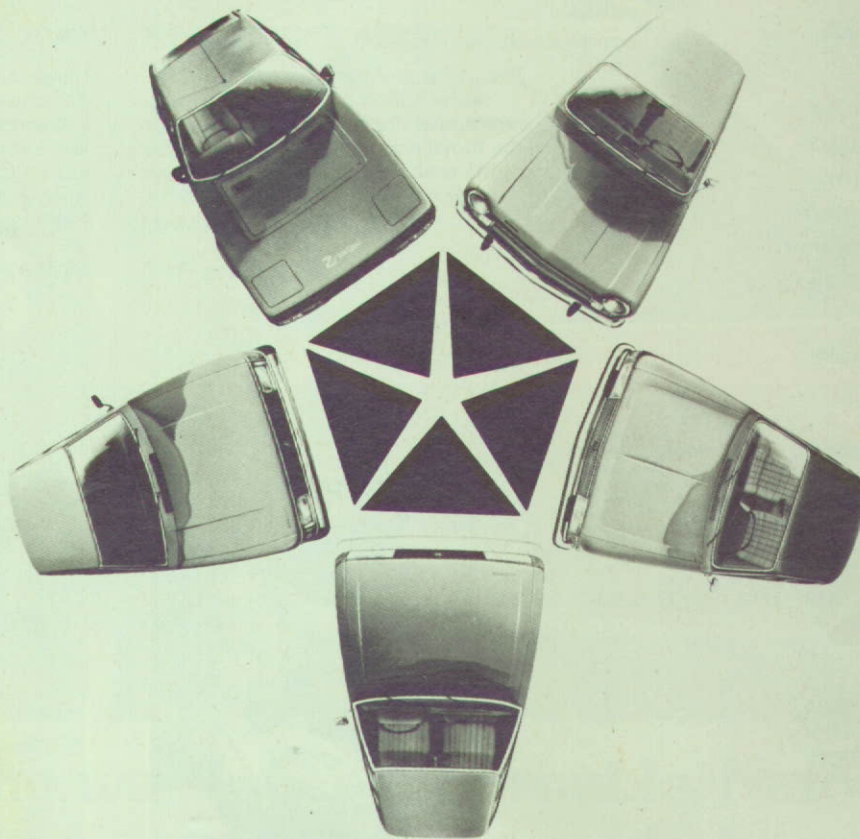
Subscription (13 issues): UK/BFPO £3.72; Elsewhere £4.08
SOLDIER News subscription (26 issues); UK/BFPO £3.50; Elsewhere £3.85.

Send UK cheque/UK postal order/international money order and state when subscription is to start and to whom to be addressed.

Editorial, photographic, advertising and circulation enquiries should be addressed to SOLDIER, Ordnance Road, ALDERSHOT, Hants, GU11 2DU (phone GPO Aldershot 24431, military network Aldershot Military).
SOLDIER is published by the Ministry of Defence and printed by Eden Fisher (Southend) Ltd, 555 Sutton Road, Southend-on-Sea, Essex. Crown copyright 1979.

Editor: BOB HOOPER (Ext 2585)
Deputy Editor: JOHN WALTON (Ext 2586)
Feature Writer: MICHAEL STARKE (Ext 2590)
Art Editor: JOHN RUSHWORTH (Ext 2589)
Picture Editor: LESLIE A WIGGS (Ext 2584)
Photographers: DOUG PRATT, PAUL R G HALEY (Ext 2584)
Advertising/Circulation: Mrs C WILKINSON (Ext 2583/2587)
Distribution: Miss D M W DUFFIELD (Ext 2592)

Introducing some friends you'll meet in Germany



Alpine. Sunbeam. Horizon. Simca.

If you are due for a posting to Germany, or if you are already stationed there, you'll be glad to know that you still have the opportunity to buy a Chrysler at very attractive tax-free prices. Chrysler has specialised in Military sales for over 15 years now, and we have produced a brand new booklet which tells you all you need to know about tax-free car purchase, H.P. and insurance. Send off the coupon today for your free copy, plus all the full colour brochures.

PLEASE SEND ME YOUR FREE BOOKLET AND BROCHURES AS INDICATED.

RANK: _____ NAME: _____

UNIT ADDRESS: _____

QTRS. ADDRESS: _____

PHONE-WORK: _____ HOME: _____

MY PRESENT CAR: _____ MILEAGE: _____

NEXT POSTING DUE: _____

I AM INTERESTED IN:

☐ ALPINE ☐ SUNBEAM ☐ HORIZON ☐ SIMCA

STATIONED IN GERMANY:

Mail to:

Chrysler Military Sales
Lyoner Strasse 44-48
6000 Frankfurt am Main
Tel: Frankfurt 666741-45

STATIONED IN U.K.:

Mail to:

Chrysler Military Sales Ltd.
38A Huntingdon St.
St. Neots
Huntingdon
Cambs

S8

TOP BRASS

An interview with the new Chief of the General Staff

by Maureen Cleave

GENERAL Sir Edwin Bramall is now the Chief of the General Staff, which is to say head of the Army. He is 55 and has been a soldier all his working life, even from small beginnings when, as an Eton schoolboy on his 17th birthday, he became a sergeant in the Home Guard.

The summer before, he had had two of his paintings hung in the Royal Academy, its youngest exhibitor. Wilfrid Blunt, who taught him at Eton, once said how grateful he was to him for making the Drawing Schools respectable — which he had done by also being Captain of Cricket.

If you sat next to General Bramall on a bus tomorrow, you would never guess he was a soldier — let alone in charge of 165,000 of them. He has nothing of the martial air in private life, no imposing stature, grand voice, nor — as he himself points out — a leg for a boot. He does, however, have a good deep chest for medals, and commands a wonderful loyalty and respect in men who have served under him.

"Isn't it splendid," one of them said, "to have someone as nice as that in charge of the Army?"

Fair in blame and fulsome in praise, he has a tendency to pop his head round people's doors rather than summon them to his presence. But he is impressively able and quick-thinking, courageous in argument, and steely and formidable as the occasion demands. His most attractive quality, among many, is his total lack of self-consciousness.

He was there to meet me at Andover Station, deep in conversation with the ticket collector and a lady who happened to be standing nearby.

He introduced me to Adam, his very old King Charles Spaniel, and we set off for the garrison town of Tidworth.

Tidworth, he said, was built to be within easy riding distance of Salisbury Plain, "an attractive setting but isolated. They brought the Kaiser down here in 1911, and he said: 'You're mad, tucking your army away down here.' I agree with that. It's far better to integrate the Army with normal society. Now I'll take you past what I call Coronation Street."

There it was, clean new prams in almost every garden, the gardens tended but not loved, for nobody was staying long. And it wasn't Coronation Street but Delhi 1-24, Jellalabad 1-24, Kandahar 1-24. The General said that nowadays people wanted to buy their own houses, which he could well understand — he would rather like to own a house himself — but that it broke up the team spirit.

"The Army," he said, "depends on

people living together. When I took over my battalion I had known the sergeant-majors as lance corporals, I had been to their weddings, and Avril, my wife, knew their children by name. This is a profession of total commitment. It has to be, and a wife has to understand that."

Lady Bramall has reared a family and set up house 27 times in 30 years. She has followed the flag from Colchester to Hong Kong and was preparing to follow it next week to a flat in Ennismore Gardens. She is calm, pretty and sympathetic; and very proud of her husband. "He has never changed," she said, which one could well believe.

He became a soldier himself not from choice (although he might well have chosen) but because he was overtaken by events, i.e., the War.

His is the last generation of senior command to have fought in the War; everybody coming after him will be too young. He landed in Normandy at the age of 19 and had been wounded twice, won the Military Cross and been made a Major when, at the age of 21, his place at Christ Church came up. He just felt he could not go back to school.

"Like most of my generation, I suppose, I have a love-hate relationship with the Germans; they fought so bravely and, with the exception of the SS, so cleanly."

After lunch we sat outside in the hot sun. The General, having offered us Cretan brandy, disappeared briefly and reappeared lugging several canvases through the French windows. Lady Bramall looked on, amused.

"I've brought you all sorts of things," he said and flung the pictures on the grass. "Very uninhibited, you see. I couldn't paint that stuff now. This one's called Digging For Victory; the allotments are all blue, very *avant garde*."

"And here's the photograph album: this is Flagstaff House, where we lived in Hong Kong, and look! — I'm the only General to be on Page Three of The Sun: ORGIES IN THE ARMY: DRIVEL! SAYS GENERAL. Here are some of the medals you asked about. "This is the collar of the GCB. It's worth £5000, but we have to give them back. Here are the instructions . . ."

COLLAR DAYS, it said. The Collar should be worn on certain occasions, e.g., Christmas Day or the anniversary of the Restoration of the Monarch (May 29), on parade and before sundown.

"Never on horseback," the General said. "When we had the Army Review in Germany for the Queen's Jubilee, all the Generals and Field-M Marshals flew out specially; they gave us one big changing room, and we



were all saying 'Where do you put *this*?' and 'Should I wear this with *that*?'"

Leading an army in war is a very different thing from keeping it at the ready in peacetime.

"Leadership in war is a thing you can't describe: like an electric force, it surges out. Certain men like Napoleon, Rommel, Patton have the ability to dominate a situation and make men win a battle they should have lost. Wellington was the perfect general and he did it all before he was 46. He and Napoleon were the same age.

"Command is a young man's game, before you get soft and it becomes an effort to bed down on the wet grass.

"Leadership in peacetime, however, is an intellectual process: a leader has to work out what the urgencies are, where everybody's going. He has to decide: 'This is my job.'"

The other part of leadership is the men.

"Suppose you're in some workshop and the heating drops below a certain level according to some union rule, in the Army you don't say: 'Everybody OUT!' You say: 'Put your sweaters on, bite on the bullet, work on, and I'll have this boiler fixed in ten minutes!'"

Generals are in a good position to give advice to the young, and they often take advantage of it. Field-Marshal Lord Grenfell advised his two young orphaned nephews to read their Bibles and shoot well ahead of the cock pheasant. (One of them went on to win a VC in the First World War.) General Bramall roared with laughter and said the Field-Marshal had been in his own regiment, the Green Jackets.

"What I say to a young soldier is this: 'You've joined the most marvellous outfit; be proud of it; do what you can to make it even better — and you'll walk 10 feet tall.'"



Above: A Bagshot gargoyle. Below: The house.



Chaplains' centre keeps up with the times

MULTI-COLOURED RHODODENDRON BUSHES, plump as summer clouds, line the road approaching the Royal Army Chaplains' Department Centre in its Victorian splendour in Bagshot Park, Surrey.

But the splendour of the one-time stately home set in its scrupulously manicured grounds — once owned by the Duke of Connaught — belies the matter-of-fact activities that keep the centre a hive of activity all year round.

The centre's warden, The Reverend Clifford Jobson, took time out from his busy schedule to tell *SOLDIER* that some 10,000 to 11,000 Army personnel of all ranks pass through the centre each year on a variety of Christian Information Courses, lasting from a few hours to a week.

"This is our bread and butter," he said. "We relate our religious experience to the everyday life of the soldiers by inviting them to come here. We open up our house and

talk to them about everyday life — and death. In fact, everything that comes under discussion in day-to-day conversation wherever you are is given an airing at Bagshot Park."

The week-long courses are residential and some 35 to 45 people at a time arrive to join in the lectures and discussion groups provided. And being residential, experience has shown that each day is rarely just a nine-to-five timetable as debates run on deep into the evenings.

The Reverend Jobson explained: "It's all part of the Army training system with the emphasis here being on character and morale building and to offer another perspective on life today which is less materialistic and more spiritual."

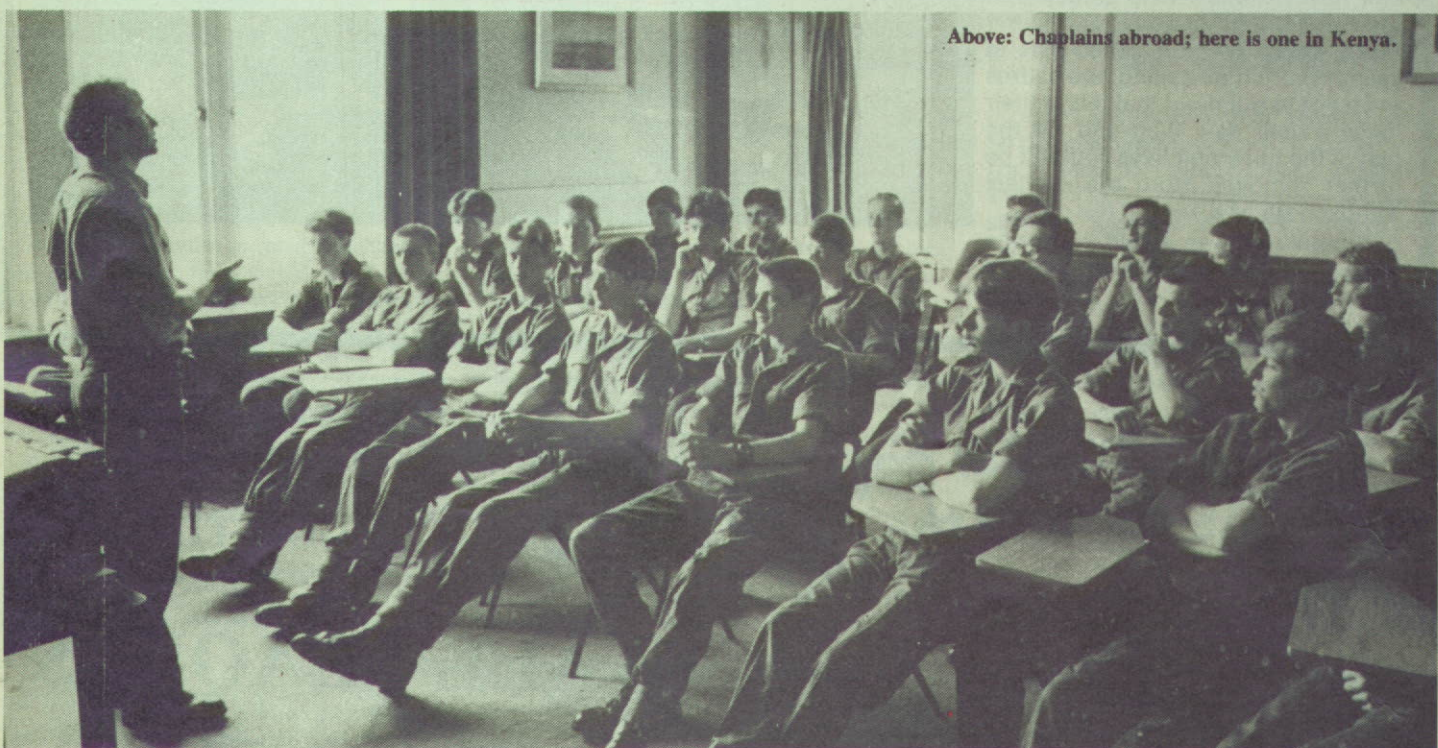
Senior chaplains get together once or twice a year to make their bids for places for members of their garrisons to come on these courses. Then Bagshot's staff of seven military (including an organist) and 21 civilians



Story: Mike Starke Pictures: Doug Pratt and Andy Burrige



Above: Chaplains abroad; here is one in Kenya.



Above: Young soldiers on a course at Bagshot.
Below: Archdeacon John Youens, when Chaplain-General, in the field with chaplains in 1968.



set about the task of preparing their programmes for each intake.

Often the first contact visitors have with Bagshot Park is the centre's Administrative Officer, Mrs Pat Fisher: "They're often a bit taken aback to find that I am a woman — 'No dear, I want to talk to your boss' one officer said to me recently!" But it takes more than this to muffle the cheerful Mrs Fisher.

Chaplains themselves, of course, occupy much of the rest of the staff's time in the centre's packed curriculum.

Before World War Two many chaplains joining the Army were simply told to buy their uniforms and report directly to their units. The result was that over-eager padres sometimes took a long time to adjust while others missed opportunities because they did not know the ropes. The need to train chaplains in the art of camouflage and fieldcraft was essential.

So, eventually a training centre and battle school was opened at Church Stowe near

continued on page 9

Like any corps or regiment in the Army, the Royal Army Chaplains' Department has its Corps Day for members and friends to meet socially on home ground.

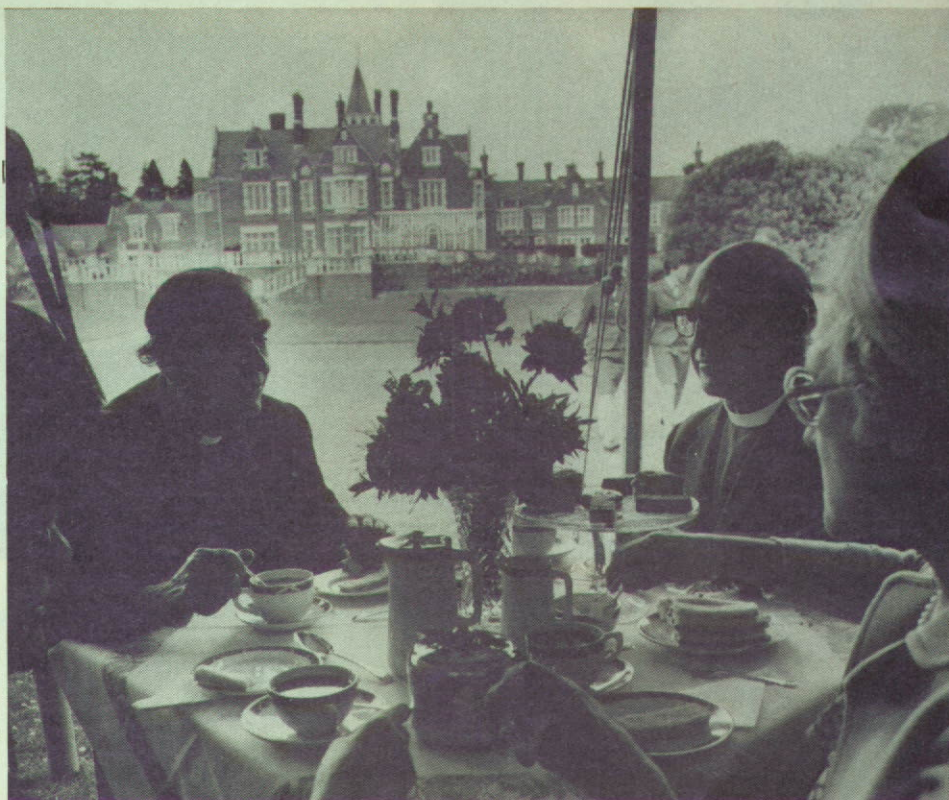
Home ground in the Chaplains' case is the magnificent Bagshot Park where the annual day for the RACHD falls in June when the magnificent rhododendrons are in full bloom and the spacious gardens are at their best.

The stately Victorian environment lends itself admirably to the high spot of the day when the chaplains and their guests indulge themselves in that most British of traditions — a strawberry and cream tea.

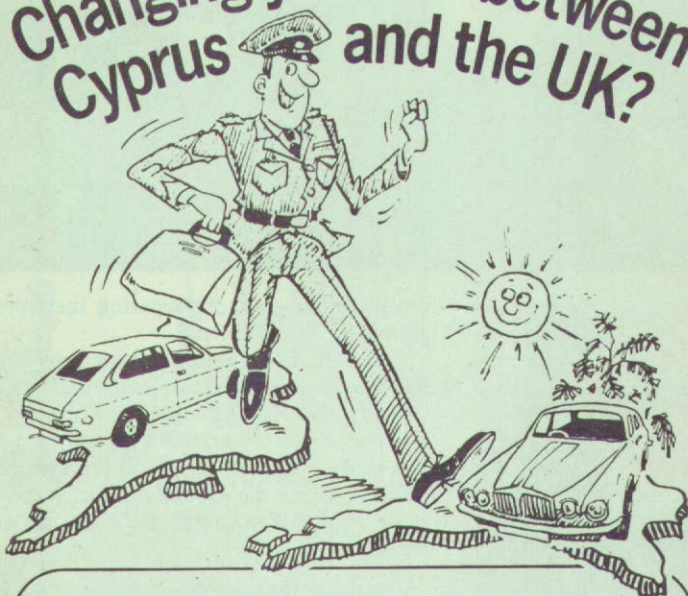
This year some 550 bowls of the succulent scarlet fruit were laid out for the delectation of the chaplains whose sober suits and dog collars contrasted with the summer dresses and hats of their ladies gathered in the sunshine for the day.

But with a pang of conscience in keeping with their calling, the padres are quick to point out that this is their 'once a year day' fling and for the rest of the time their lives couldn't be further removed from the genteel atmosphere of a 'vicars' tea party'.

Certainly no-one would begrudge them their one day of fun ... more tea, vicar?



Changing your car between Cyprus and the UK?



Whichever direction you're going, the Henlys Organisation can arrange to have a new Leyland car waiting for you on your arrival.

Before departing on your tour of duty in Cyprus, trade in your present car at any branch of Henlys for a sensible part-exchange price.

That way, you will have all the advantages of the INTER-

CAR scheme. The leading Leyland distributors in Cyprus will set the price you are quoted against a new or used car.

Whichever you choose, your car will be waiting at the airport.



Contact John Horgan, Inter-Car Centre, Henlys Ltd., West St., Bedminster, Bristol S3 3LH. Tel: Bristol 662261.



BLAZER BADGES

Wire or silk, any design

CLUB TIES

WOVEN OR PRINTED

WALL PLAQUES

Prices from £6.25

Discount structure for 6 or more plaques
Packing and postage to U.K. address 25p extra

Send S.A.E. for illustrated brochure

GREENBURGH (Gosport) LTD.

47, HIGH STREET, GOSPORT, HANTS. Tel. 81804.



Club & Promotional Shirts

BEEBS
(Print Unit) Ltd.
Hartopp Road,
EXMOUTH, Devon
Exmouth (03952)
78322

Please send me complete details
NAME.....
ADDRESS.....
SOL



Above: Some Army apprentices having a lecture.

Weedon and the process began of easing chaplains into the ways of their new Army environment.

The Reverend John Youens (later Chaplain General) first developed the notion of a battle school designed to integrate chaplains and the soldiers they would work with. Chaplains had been accustomed to Church Houses for many years and many of them were very grateful for these oases in the desert of war.

After the war the training centre moved to Bagshot to take in chaplains of all denominations. Said The Reverend Jobson: "We are thoroughly ecumenical here. In fact, we're miles ahead of the civilian church in this respect."

Nowadays two intakes a year come to

Below: Part of the packed museum at Bagshot.

Bagshot in February and September for three or four weeks to introduce them to the life of an Army chaplain. They are already clergymen in their own right but it is considered of vital importance that they should be able to integrate and identify with their new Army surroundings and the people in them.

They follow their Bagshot course with a month or so at the nearby Royal Military Academy, Sandhurst, where — like other non-combatants such as lawyers, doctors and dentists — they learn the finer points of military dress, discipline and deportment together with the more military aspects of their newly chosen sphere of duty.

Following this, the new padres are posted — preferably abroad — to give them as broad an experience of the Army as possible

in their first three or four years as short service commission officers. There are currently some 185 padres serving worldwide and the RACHD is busy recruiting as hard as any line regiment in order to swell the numbers.

As with any Army 'trade', chaplains' careers can take them through four or five phases of continuation training to achieve greater knowledge of their particular trade, along with a greater understanding of their particular environment. The Reverend Jobson added: "All training is designed to make them more effective in their desire to be of service to the soldier and his family."

Bagshot is, again, the cornerstone of this career structure with continuation courses run every few months to keep padres up-to-date in every aspect of their work. Week-long courses are run in a wide variety of



The Royal Army Chaplains' Department has a light-hearted claim to have pioneered three other corps in the Army.

The Keeper of the Wardrobe in days gone by was often a cleric and his duties included paying military expenses and issuing stores. So he may have originated the Royal Army Pay Corps.

In 1796 The Reverend John Gamble was appointed the first Chaplain-General. But he was better known for his work in the development of telegraphy. Hence the claim that the Chaplains' Department provided the first Chief Signals Officer of the Army.

A later Chaplain-General, Prebendary G R Gleig, doubled his appointment with that of Inspector of Military Schools and so has a claim to have done some spadework for the Royal Army Educational Corps.

Because the clergy were among the few people who could read or write, they were among the Army's earliest staff officers. After the Norman Conquest it was their duty to raise and train forces for the king. In some areas it was the tradition that the bishop should train and lead his own men.

When the Scots invaded England they were repelled by a force of four divisions commanded by the Bishop of Durham, the Archbishop of York aided by the Bishop of Carlisle, the Bishop of Lincoln and the Archbishop of Canterbury.

Nowadays, padres are strictly non-combatant although they pride themselves on keeping up to date with military operations by going on annual field exercises involving first aid, driving, map reading and signals skills.



Above: The serenity of Bagshot Park's chapel.

subjects including management, first aid, public relations, methods of instruction and the philosophy of defence. There are the increasingly popular marriage guidance courses, too, to help with welfare work, known as Personal, Family and Marital Relationship Courses to which are invited Army wives or soldiers who may like to assist in welfare at the garrison or unit level.

The permanent staff run many of the courses themselves but outside experts from universities and other sources are brought in to cover specialist subjects.

Bagshot Park also acts as a resources centre for chaplains worldwide producing audio/visual aids and lecture notes, plus a chaplains' 'mine of information' booklet with ideas and stories suitable for use during 'padres' hours' with soldiers. There is a well-stocked library for visitors to browse

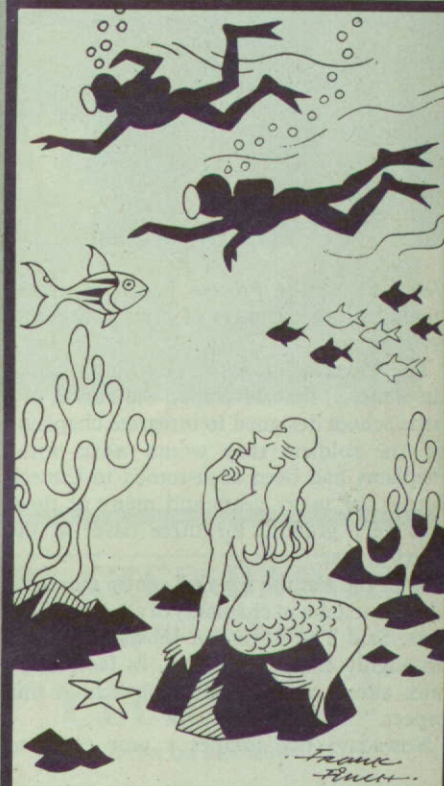
through too, as well as a museum. The Reverend Chris Tomlinson, Deputy Warden, is largely responsible for ensuring that everything is up-to-date.

The quietest time at Bagshot is when silence is imposed on the stately house during conferences for study and spiritual refreshment with their colleagues. Army ordinands and lay preachers are looked after there too. There are some 50 or 60 of them from privates to full colonels serving. But all in all the centre exists so that chaplains can keep pace with the speed of modern life in the Army of the fast-approaching eighties. "We've come a long way in modernising our attitudes and our teaching methods," said The Reverend Jobson.

And behind the Victorian facade of Bagshot Park, he and his colleagues work non-stop to see that what is best in the twentieth century is appreciated, if not exactly absorbed, by layman and clergy alike. ●

How Observant are You?

These two pictures look alike but they differ in ten details. Look at them carefully. If you cannot spot the differences see page 50.



The thin green line steps out



Story: John Walton

Pictures: Paul Haley

FROM A DISTANCE it could easily have been a Canadian Forces parade. A battalion of men standing in dark green uniforms — and not a sign of khaki. But this was Bulford and the soldiers parading were 1st Battalion, The Prince of Wales's Own Regiment of Yorkshire — guinea pigs in a year long trial which will decide the uniform of the British Army for the 1980's and beyond.

The Yorkshiremen and 70 members of 160 Provost Company, Royal Military Police from Aldershot (some of them were also on parade) had been wearing the new baratheia parade dress uniform on parades for six weeks. Now they were on the square again in front of an audience comprising 400 men of all ranks up to general and drawn from a wide variety of units within a 100 miles radius of Bulford.

The British media were also well represented and Lieutenant-Colonel James Barden came along from the Ministry of Defence to explain the thinking behind an experiment which was first conceived as long ago as 1973 and will take until 1986 if the Army is to change completely.

Colonel Barden said the present No 2 dress was 20 years out of date and many people no longer liked khaki which, he told the uninformed, had first arrived in India when officers' white duck was dipped in tea to make them less conspicuous.

He emphasised that the Canadian dress revolution (later modified) which saw a single common uniform, was not about to be repeated. Differences between corps and regiments were very important and there was no intention to interfere with such things as kilts and trews and head-dress — although some of the many variations could be reduced where differences were small.

The audience would be asked to fill in pro formas on their impressions of the uniform but "we don't expect senior members to express opinions. It's the young ones who will have to wear it."

The Bulford/Aldershot experiment will last a year. Next winter another series of parades will be held at Bulford to see how the uniform stands up to wintry conditions and there will also be special demonstrations in London, other parts of Britain and in Rhine Army.

Dark green was selected as the colour for the trial after an opinion poll which looked at various colours and combinations including chocolate, mixed dark and light green jacket and trousers and chocolate jackets with fawn trousers. There was no overall majority but dark green was a clear leader and it was felt that it presented a better background for badges and embellishments.

Another radical departure is that the uniform will be the same for both officers and soldiers. The cost of a soldier's uniform will be marginally more than the present No 2 dress uniform (£35 against £30 on present

prices) but there will be big savings for officers who at present go to military tailors and are given an allowance.

These days the clothing manufacturing trade tends to be much more automated and the new uniform will allow the Army to take full advantage of this. Embellishments and accoutrements can all be added later. Said Colonel Barden: "Unless the method of manufacturing of uniforms is changed to modern techniques we will receive less and less value for money."

Another question to be considered is whether the new uniform could also replace No 1 dress, currently worn by 27 percent of the Army, and on this aspect particular attention will be paid to the views of members of the sergeants' mess.

Definitely excluded from the considerations however are full dress by the Household Cavalry in London and No 1 dress for public duties in Scotland.

The decision will be taken by the Army Board some time in 1980. But, as Colonel

The jacket and trousers of the new uniform are in an 18 oz all-wool barathea dark green cloth, four ounces lighter than the present No 2 dress. The breast pockets have been raised and the hip pockets lowered. The back has the distinctive patrols style. The trousers are self supporting and rest on the hips.

The cap is similar to the latest No 1 dress cap and is made in the same dark green cloth as the jacket. Regiments and corps may wear a traditional coloured cap band and field officers' caps have an embellished peak.

The shirt is similar to the present No 2 dress shirt in light green but a lighter colour may well end up being chosen, possibly white. The tie is made in polyester in a different shade of dark green and has been redesigned in a modern style.

Soldiers on parade wear a new white plastic belt and metal belt plate. The bayonet frog and rifle sling are made to match. There is a new gold coloured polyester chevron on a regimental or corps traditional coloured background for non-commissioned officers.

Barden stressed, the odds on dark green being finally selected are as difficult to gauge now as they were when the project was first

mooted. A lot of eyes will be focused on Bulford and Aldershot during the next 12 months.





What they said in the mess. . .

After the parade SOLDIER ventured into the battalion's sergeants' mess where green clad senior NCO's were engaged in a vigorous debate on the merits and demerits of the new uniform. As this unattributed selection of their comments shows, there is still no consensus of opinion on it after six weeks of wearing.

"It is unacceptable to wear. You tend to sweat a bit on parade and it starts to cling to you. It just doesn't feel right. . ."

"The design is far better than No 2 dress but the material is not very good. . ."

"The jacket pockets are not big enough. The original material would stay pressed but after we had paraded in a thunderstorm in this it took hours to get creases which were still not very good. . ."

"I think the reason it won't press is because it's new. After a while it will wear itself in and I think the colour is a good colour. But I don't like the hat and belt. . ."

"The hat is an abortion. . ."

"The soldiers don't like the tie but I think that's because blokes don't wear ties off duty any more. . ."

"The two tone uniforms are too much like the Yanks. . ."

"It's not really what I wanted. I think there should have been a greater consensus of opinion taken on what was required. . ."

"I think it looks smart and is easier to make smart than No 2 dress. . ."

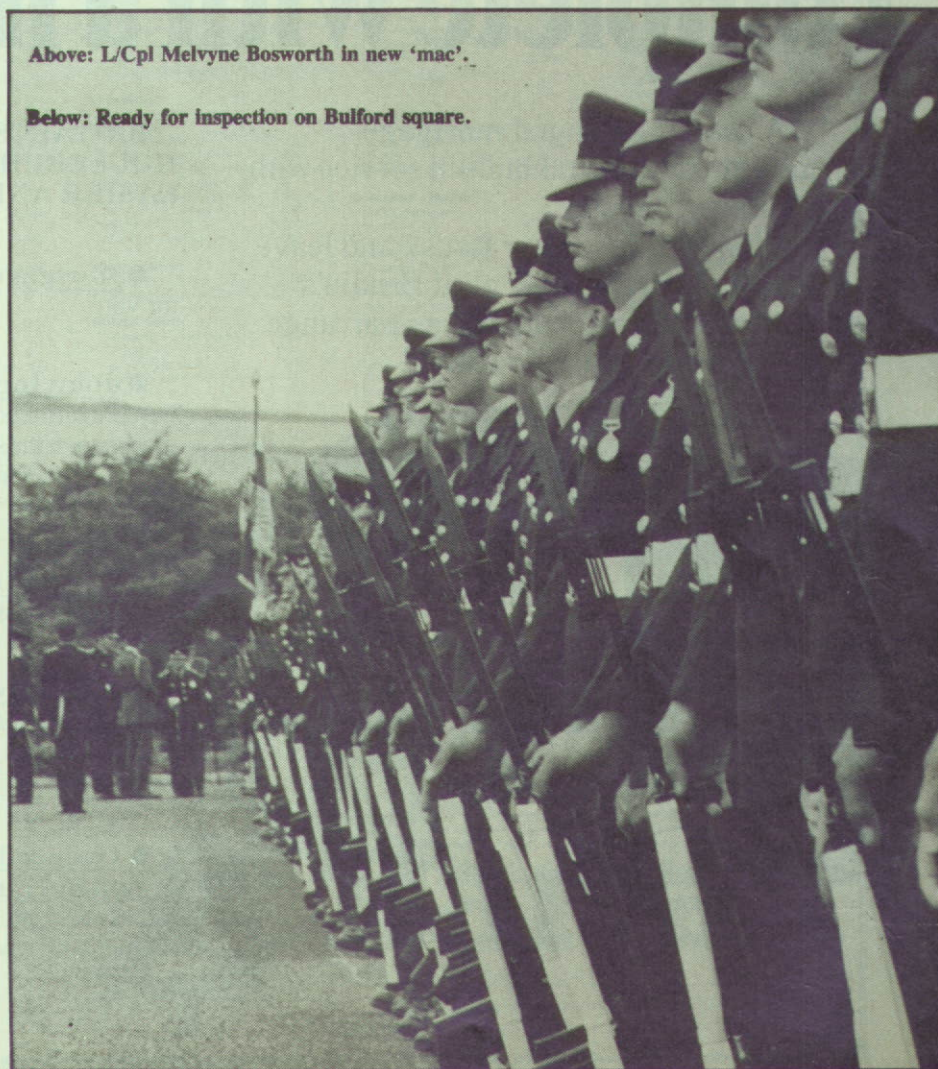
"I think the style is good and I might get used to the colour in time. But really, for the number of times a normal infantry battalion wears a No 2 dress, it's a waste of money. The soldiers are not allowed to walk out in it now because of the security situation. . ."

"If we accept it the Army will have it. We have to make sure it's right because we are very conscious that the whole Army could be wearing this for 20 years as a result of this trial. . ."



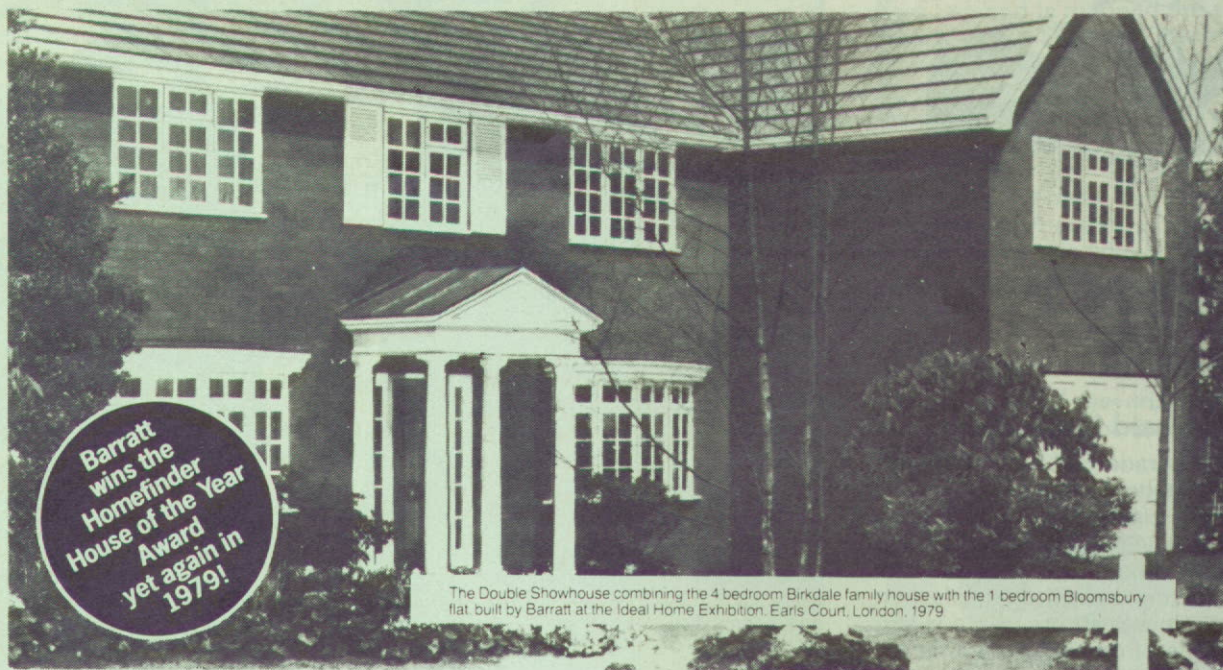
Above: L/Cpl Melvyn Bosworth in new 'mac'.

Below: Ready for inspection on Bulford square.



Left: Four of the choices (left to right) dark green, chocolate and lighter trousers for both.

From under £16 a week-

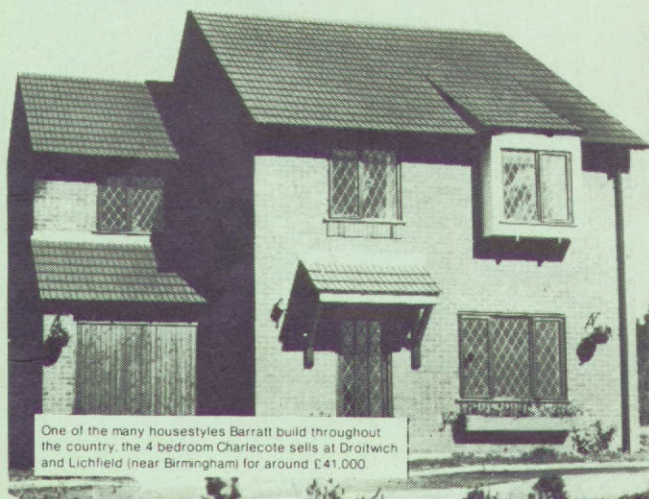


The Double Showhouse combining the 4 bedroom Birkdale family house with the 1 bedroom Bloomsbury flat, built by Barratt at the Ideal Home Exhibition, Earls Court, London, 1979

every Barratt house comes complete with a mortgage.

A readily arranged mortgage forms part of the vital built-in service with every Barratt house!

Simply choose your house and leave the rest to Barratt - after all, if Britain's major private housebuilder can't arrange a mortgage for you, who can?



One of the many housestyles Barratt build throughout the country, the 4 bedroom Charlecote sells at Droitwich and Lichfield (near Birmingham) for around £41,000

BRITAIN'S MAJOR PRIVATE HOUSEBUILDER MAKES HOUSEBUYING EASIER AND EASIER...

● Mortgages of up to 95% can be arranged for you!

● Joint Income Mortgages - it's even easier to buy Barratt if both of you are working. Present mortgage terms allow you to combine your income, so if your joint income is £105 per week you can buy a Barratt house!

● You can choose from houses, bungalows and flats ranging from around £11,000 right up to £100,000.

● £100 down fixes the price of your Barratt house. More than 320 developments - Britain's largest choice. There's a development near to where you want to live!

● Over 380 fully furnished showhouses are open 7 days a week from 11.00am to 6.00pm, and all are staffed by friendly Barratt people. Send the coupon now - you don't even need a postage stamp!

From £11,000 to £100,000 – the widest choice in Britain!

Avon

Bristol – Manna Gardens	£
Bath –	£
Connaught Mansions	20,500
Bristol – Glenavon	49,995
Temple Cloud – Paulmont	£
Thornbury – Manderley Pk	£

Bedfordshire

Bedford – Park View	23,750
Filwick – The Vikings	£
Kempston – Beeches Walk	18,400
Kempston – Hilgrouds	14,725
Luton – Sundon View	13,500
Luton – Warden Hill	30,250

Cambridgeshire

Cambridge – Kings Hedges	12,850
Doddington – Church View	12,950
Little Paxton – The Crofts	£
Northborough –	£
Castle Drive	18,100
St. Ives – Burstellars	13,750



Cheshire

Crewe – Coppenhall	£
Great Sankey – Green Pk	£
Itby – Oaklea	15,950
Marple – Maple Hall	£
Macclesfield – The Oaks	18,850
Moreton Spur	£
Nocton – West View	12,450
Northwich – Bransvale	20,400
Poynton – Brookside Fm	26,900
Runcorn – Clough Wood	16,450
Stockport – Offerton	14,800
Tattenhall – Millbrook Pk	28,950
Tarporley – Quarrybank	29,950
Timperley – The Grove	£
Warrington – Croftwood Pk	20,450
Winsford – Darnall Pk	10,500

Cumbria

Carlisle – Lonsdale Grange	11,500
----------------------------	--------

Derbyshire

Buxton – Foxlow Pk	13,550
Clowne – Church Lane	12,950
Derby – Breadsall	10,450
Mickleover – Matthew Way	16,250
Pilsley – The Paddocks	£
South Normanton	£
Green Acres	8,950

Durham

Crook – Thistleflat	9,950
Esh Winning – Vesley Pk	£
Houghton-le-Spring	£
Ryton – Woodsdale Grange	14,500
Stanley – Burnside	9,990

Essex

Clacton – Cann Hall	16,500
Colchester – Wivenhoe	12,500
Witham – Riverside Walk	18,250

Greater London

Blackheath – Pappilons	80,000
Bow – Bow Gardens	£
Brent – Hawarden Hill	£
Beckenham – Overbrae	£
Woodford Green –	£
Jacklin Green	32,850



Gloucestershire

Cheltenham – Landsdown Crt	£
Newent – Lakeside	16,450
Tewkesbury – Milton Crt	8,250

Hampshire

Aldershot – Churchside Cts	17,950
Basingstoke – Black Dam	£
Bournemouth –	£
Burnsore – Rose Hill	26,650
Emsworth – Spencers Field	22,000
Southampton – Greenacre	14,250

Humberside

Bngg – Glanford Vale	8,995
Goole – Woodland Pk	8,550
Hull – Haworth Pk	18,300
Hull – Hedon	14,125
Hull – Priory Grange	10,200
Immingham – Habrough Pk	8,800
Pocklington –	£
Burnby Wood Pk	8,450
Scunthorpe – Beck Farm Pk	9,250
Scunthorpe – Revesby Crt	10,800
Thorngumbald – Hope Pk	£
Wetwang – Driffield	11,350

Isle of Lewis

Stornoway – Bayview	11,500
---------------------	--------

Kent

Ashford – Cuckoo Lane	14,750
-----------------------	--------



Lancashire

Bolton – Blackrod	11,700
Bolton – Tongfield Meadows	11,600
Chorley – Astley Pk	10,400
Clayton Brook –	£
The Hawthorns	14,500
Haydock – Penny Lane	10,995
Helmshore – Gregory Fold	13,950

Huyton – Whitefield Pk

Huyton – Whitefield Pk	17,450
Kirkby – Whitecrofts	13,795
Leyland – Lancaster Pk	10,600
Leyland – Southlands	15,200
Liverpool – Earle Rd	9,998
Lydiate – Meadow Bank	19,950
Manchester – Denton	11,400
Middleton – Alkington	£
Mossfields	11,300
Preston – Fulwood Pk	15,500

Leicestershire

Beaumont Leys	£
Blaby	£
Loughborough – Spinney Vw	16,200
Milton Mowbray	£
Swallowdale	10,900
Thurmaston – Thorpe Fields	16,250
Wigston	£

Lincolnshire

Boston – Butterwick	10,850
Boston – Fishtoft	21,200
Chapel St. Leonards	£
Chapel Pt Holiday Vige	5,500
Cranwell – Church View	11,150
Fleet – Hargate	£
Grantham – Brookside	11,950
Grantham – Wroxall Drive	6,750
Leasingham – St Andrew S	28,400
Lincoln – Cliff Gardens	21,950
Lincoln – Glebe Pk	11,750
Lincoln – Greenlands	11,250
Sleaford – Lincoln Rd East	17,000
Stamford – Pembroke Rd	12,650
Stamford – Kettle Crt	7,250

Norfolk

East Dereham – Beetley	15,300
Heacham – Lodge Pk	13,250
North Walsham	£
Nursery Gardens	14,750
Norwich Stoke – Holy Cross	18,200
Tasburgh – Woodlands Rise	20,950
Thetford – Blakeney Rise	12,250



Northamptonshire

Brxworth – Ashway	19,450
Irthlingborough –	£
Portland Rd	6,500
Northampton – Thatchfield	£

Northumberland

Bedlington – Bower Grange	10,500
Darras Hall – Queensway	45,000
Heddon-on-the-Wall –	£
The Pastures	38,950
Killingworth – The Paddock	19,350
Newcastle – West Denton Pk	10,250
Wallsend – Redesdale Pk	10,600

Nottinghamshire

Mansfield – Old Mill Lane	8,950
Mansfield – Woodhall Pk	£
Nottingham – Colgrave	18,950
Nottingham –	£
Newthorpe Common	18,950
North Leverton	£
Rampton – The Pastures	£

Scotland – Central

Alloa	£
Anstruther – Farm Rd	£
Ayr – Doonbank	34,500
Bothwell – Castle Pk	£
Blackwood – Heathfield Pk	15,800
Broxburn – Queens Road	£
Burntisland – Hillview	13,775
Condor – Woodmill Pk	11,500
Cleland – The Hawthorns	11,450
Carlisle – Parkfield	14,000
Dumfries – Rashgill	10,850
Dunblane – Forest View	17,000
Dundee – Craigdarroch Pk	20,200
Ecclefechan – Cressfield	9,995
Edinburgh – Alnwickhill	20,395
Edinburgh – Craigievar	26,495
Edinburgh – Curriehill	47,450
Edinburgh – Southfield	19,695
Edinburgh – South Gyle	18,995
Falkirk – Springdale Pk	13,250
Galston – Braeburn	11,500
Glasgow – Deaconsbank	13,750
Glasgow – Summerston	13,750
Glenrothes – Balgeddie Pk	17,350
Glenrothes – Whinnynknowe	21,175
Inver – Middleton Pk	14,200
Kennoway – Forth View	£
Kirkcaldy – Rath Pk	11,250
Law – Anstruther Court	15,995
Linlithgow – Lennox Gdns	17,150
Newton Mearns –	£
Barcapel House	63,500
Newarthill – The Meadows	£
Stirling – Broomridge	13,750
Uphall – Millburn Pk	17,695
Whitburn – Blaeberhill	9,995
Winchburgh –	£
Glenelvon Vw	11,250

Scotland – North East

Aberdeen – John Street	£
Aberdeen – Bridge of Don	13,820
Aberdeen – Westhill	19,890
Aberdeen –	£
Bonnymuir Croft	21,080
Alness – Inverside	12,500
Brechin – Trinity Pk	10,750
Cove – Lorrison	£
Cromarty – The Paye	£
Cruden Bay – Braehead	10,710

Dingwall – Academy Pk

Dingwall – Academy Pk	11,925
Ellon – Hillview	13,260
Elgin – Ashfield	15,050
Fraserburgh – Craigview	16,665
Inverness – Culloden	14,445
Inverness – Torvean View	14,895
Inverness – Whinpark	11,680
Inverurie – Chapelark	25,495
Lhanbryde – Kirklandhill	15,210
Lhanbryde – Gordon Parks	15,505
Mossdoonloch – Mossmill Pk	17,060
Nam – Achareidh	20,900
Peterhead – Coplandhill	11,565
Portlithen – The Hillock	£
Potterton – Denview	21,460
Strathpeffer – Strathview	£
Stuartfield – Milpond	16,665
Tain – Stagcroft	£

Shetland Islands

Lerwick – Veensgarth	38,500
Sumburgh – Dalesbreck	£

Somerset

Milborne Port	£
Gainsborough	£
Wedmore Vige – Mendip Vw	17,100

Staffordshire

Cannock – Valley Pk	11,750
Cheadle – Bedbrook Fm	£
Lichfield – The Spire	27,500
Meir – Stoke on Trent	£
Tamworth – The Alders	21,500
Tamworth – Acorn Ridge	18,000
Trentham – Kimberley Green	£
Perton – Green Fields	17,650

Suffolk

Bury St Edmunds –	£
Raebwald Hill	12,450
Bury St Edmunds –	£
Glastonbury	12,450
Grundsburg	£
Needham Market –	£
Chamhouse Pk	15,950
Southwold – Reydon	£

Surrey

Ash Vale – Scotswood	29,850
----------------------	--------

Sussex

East Grinstead –	£
East Grinstead –	18,500
Haslemere – Royal Crt	42,500
Worthing –	£
Knightsbridge House	28,000

Teesside

Darlington – The Links	9,750
Darlington –	£
Haughton Grange	21,500
Billingham – Grange Pk	15,800
Billingham – The Greenway	18,995
Eaglescliffe – Coatham Vale	£
Guisborough – Kempham Pk	15,950
Stockton – Elm Tree Pk	17,495
Stockton – Elton Pk	18,150
Stockton – Wellington St	11,695

Wales – North

Broughton – Woodlands	13,250
Prestatyn – Crud-y-Craig	8,995

Wales – South

Caerphilly – Larksbrook	£
Chepstow	£
Savern Approach	13,600
Landaff – Fairwood Chase	£
Newport –	£
Rhwdwrn Heights	20,350
Talbot Green – Newport	£



Warwickshire

Bedworth – Oaklands	16,750
Coventry – Greenfields	18,950

West Midlands

New Oscott – Poppins	23,500
Solihull – Byron Pk	31,750
Sutton Coldfield –	£
Penns Grange	£
Birmingham – Winchester Crt	£

Wiltshire

Bradford-on-Avon –	£
Southway Pk	19,950
Holt – Crandon Lea	26,500
Wootton Bassett –	£
Coped Hall	22,500
Swindon – Westlea Down –	£
Lydard Vw	£

Worcestershire

Bewdley – Riverside Walk	£
Droitwich – Malvern	41,500
Redditch – Heron's Way	£
Redditch – Tree Tops	29,000

Yorkshire – North

Bishop Monkton –	£
Meadowcroft	23,750
Harrrogate – Forest View	15,350
Harrrogate – Granley Pk	22,750
Hemingborough –	£
Derwent Vale	£
Pickering – Middleton Rd	18,995
Richmond – Brompton	13,950
Scarborough –	£
The Orchard	25,650
Sally – Orard Lodge	16,350
Skidmore – Dales Gate	11,895
Stamford Bridge –	£
Burtonfields	13,750
Thornton-le-Dale –	£
Roxby Hill	14,250

Yorkshire – South

Camptell – Hall Pk	£
Doncaster – Cantley	£
Cross Crt	11,995
Rotherham – Wickersley	15,750
Sheffield – Eckington	9,750
Sheffield –	£
Mosborough Hall Fm	33,500
Sheffield – Waterhorpe	9,600

Yorkshire – West

Badsworth – Badsworth Crt	37,500
Bingley – Southway	24,950
Birstall – Brookroyd	8,995
Bradford – Cliffe Crt	11,995
Bradford – Lidget Green	9,850
Bradford – Valley View	12,250
Castleford – Edendale Rise	9,500
Clayton West – Bilham Rise	15,750
Clayton West – Riverside	22,500
Deesbury – Eastheaton	£
Hallifax – Bradshaw	19,250
Huddersfield – Lindley	£
Hill Grove	13,995
Huddersfield –	£
Gmescar Valley	9,650
Huddersfield – Roberttown	11,500
Koughley – Long Lee	9,250
Koughley – Silsden	14,750
Knareborough – Eastfields	18,250
Leeds – Adel – Woodside	31,995
Leeds – Drighlington	15,500
Leeds – Farsley	12,150
Leeds – Morley	11,850
Pontefract – Ackworth	9,350
Ilkley – Chevin View	21,250
Ilkley – Gawthorpe	11,250
Shipley – Barfield	11,500
Wakefield – Stanley	£
The Lanes	11,750
Wakefield – Silcoats Pk	9,650

£ Flat only

£ Flat only	£
£ Future Developments	£

Write to the Barratt Company FREEPOST Reply Service – no postage stamps necessary! (UK only)

Tick the Barratt developments you are interested in, send the coupon to the address below and we'll send you back full details.

POST TO BARRATT DEVELOPMENTS LIMITED, FREEPOST, FORCES ADVISORY DEPT., NEWCASTLE UPON TYNE, NE5 1RP.

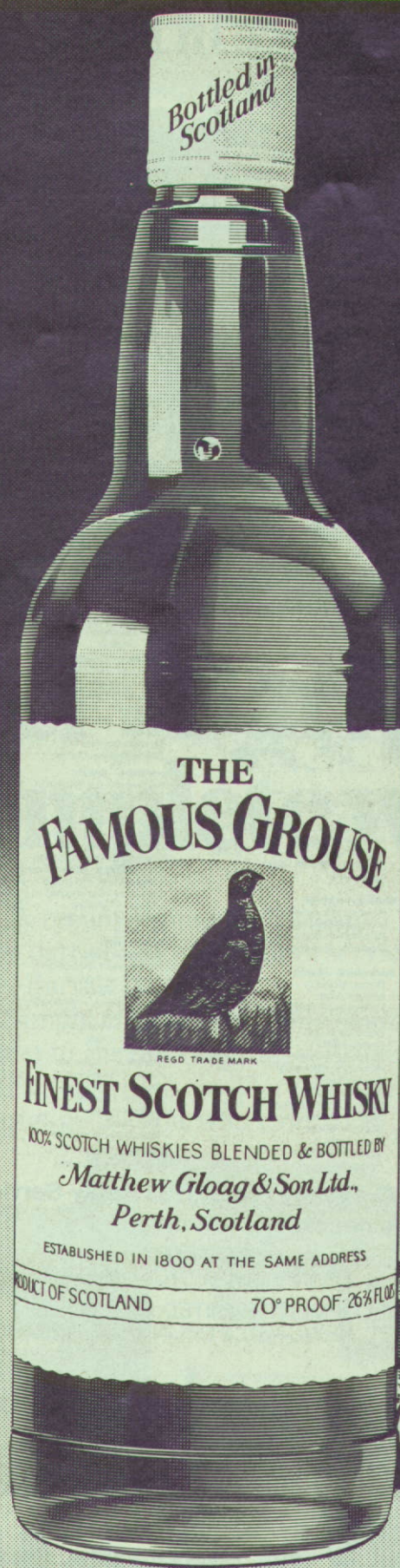
NAME _____

UNIT ADDRESS _____

TEL _____ SM8

Barratt

Building houses to make homes in

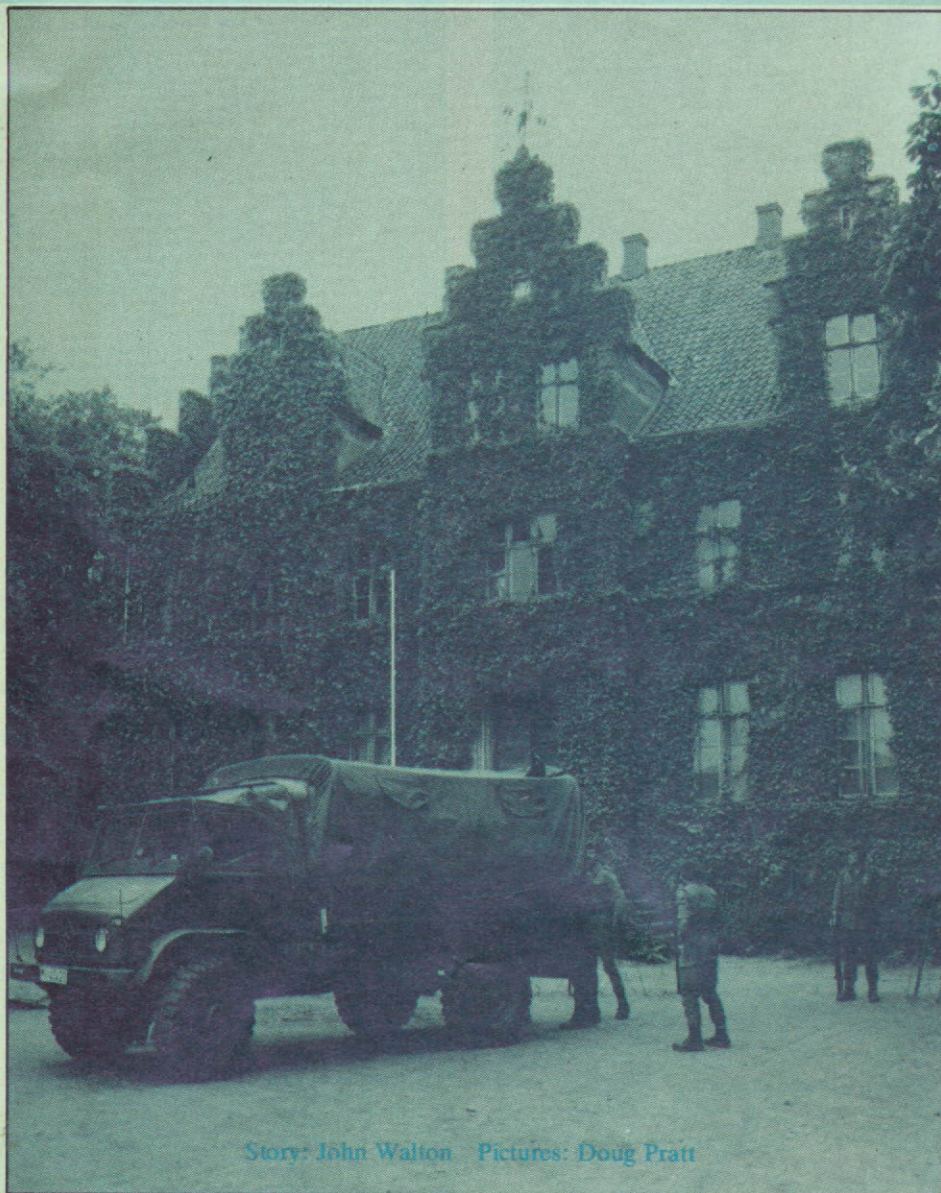


The exception
that could prove
to be your rule.



Quality in an age of change.

Backroom boys keep things moving



Story: John Walton Pictures: Doug Pratt



IT WAS LIKE A SCENE from 'The Dirty Dozen.' A crumbling, ivy covered Victorian farmhouse guarded by sentries with officers coming and going down its steps, cow pens full of military vehicles and all the signs of a busy operational military headquarters.

And there were both Germans and Americans in the picture too. But there the resemblance ended — for this was today and the Germans and Americans, together with Britons, Belgians, Danes and soldiers from Luxembourg were using the decaying facilities of the old farmhouse at Birkden-gard Farm in Denmark as the base head-quarters for the latest Ace Mobile Force exercise 'Agate Exchange.'

Agate Exchange was a command post exercise which meant that there were not all that many troops on the ground. But one unit who were fully represented were the unsung backroom boys of the AMF(L) — the HQ Logistic Support Battalion.

These are the men who see that the supplies get through on time and in sufficient quantity, that the vehicles are kept up to scratch and supplied with petrol, that soldiers at the front can get showers from time to time, and who provide a host of other services which help to make Ace Mobile Force more efficient while at the same time maintaining high morale.

The front line was some 50 miles away and the battalion had established a forward administrative area about 12 miles to the rear. Throughout the ten day exercise supplies rumbled down the road from the base headquarters — for although much of the movement was on paper the actual troops on the ground had to be kept fed and showered and supplied with fuel.

Commanding Officer, Lieutenant-Colonel Tony Whittall was full of enthusiasm for his new unit. He told SOLDIER: "This unit is what a man joins the Army for. It has travel and excitement. I've been with them for two months and already I've been on nine international flights with six different airlines. Today we are in Denmark, in two months we will be in Greece and not longer after that we will be in Norway.

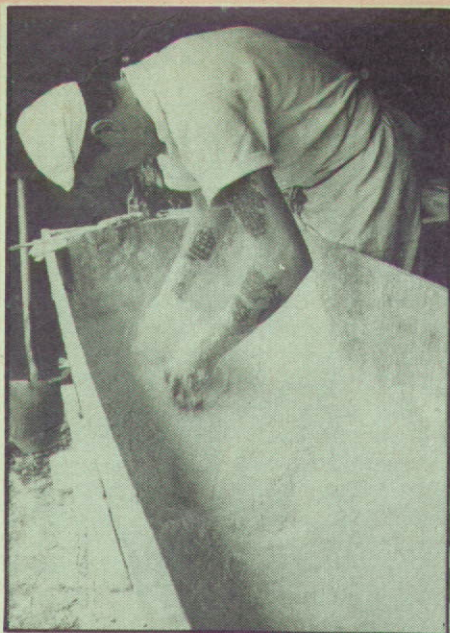
"We are playing real logistics. If we don't do our job the troops don't get their rations or their petrol and if we don't provide a bath unit they don't get their showers."

Scattered around in various barns and tents, amongst piles of old straw and rusting farm machinery with the all-pervasive farmyard scent, were butchers, bakers and men whose job it was to get the rest of the goods supplied.

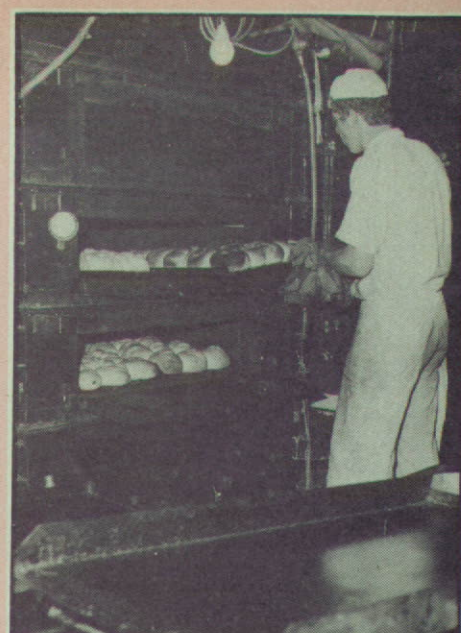
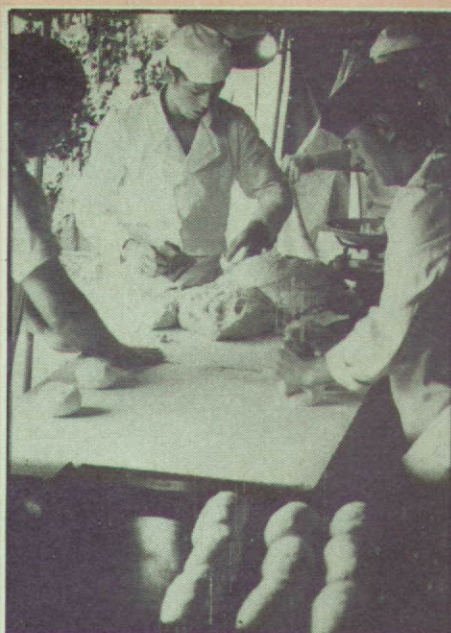
Adjutant Captain Mike Farmer explained that there was no way in which food could be supplied to cater individually for all the various national gastronomic tastes. But the other nations supplied men who integrated into the battalion — and this helped in a number of ways.

Top left: The derelict ivy-covered farmhouse.

Left: Lt-Col Tony Whittall briefs officers from different nations on the progress of exercise.



Giving the men their daily bread. The British bakers first mix the flour, then roll and shape the loaves and finally pop them into the oven.



"For instance, if the Luxembourg battalion want a back axle, that's sidestepped to the Luxembourg representatives and they either supply it or send back to their own resources for another."

Captain Farmer said that a command post exercise on paper was more difficult than it was for real. They came out very lightly scaled and it was not possibly to bring, for instance, every vehicle spare which might be needed.

In the bakery, Warrant Officer 1 Jack Redfern, a master baker, watched his team of bakers (all British) mixing dough and popping loaves and rolls in and out of ovens and declared with pride "British bread is the best in the world." His unit is capable of producing 5,400 units of bread a day.

Rations are bought from a local contractor to specific national orders. The Americans like a lot of ice cream (even when on Arctic exercises in Norway!) and different spices,

but the European orders tend to be similar. The biggest problems occur with the Italians (who were not in Denmark) and their partiality for pasta.

The battalion also has its own pay section operated by Captain Rick Dunn and a staff sergeant and driver. It is currently the only Field Cash Office in the Regular Army.

Says Captain Dunn: "In times of mobilisation I am the link between the units in the front line and bulk cash offices in the rear. We also do the training required by AMF(L) such as learning to ski."

The cash office has to deal in a number of different currencies as it acts as a liaison office for the other nations on financial affairs and payments during an exercise.

A few miles away at Smakkerup Farm Major Alan Sharman was operating second line repairs for the equipment of all the Allies taking part. His British mechanics worked side by side with Americans, Germans and Belgians.

"The problems we suffer from arise from the lack of standardisation of equipment in that we cannot use each other's spare parts

and don't even have the same expertise. But we do mix them up by having, say, a British man working with an American on the same vehicle — they enjoy this as they learn something."

In the cookhouse chefs of all nations practised their culinary arts side by side while a multi-national spud peeling session went on round the back. Bob Hardman, the Army Catering Corps captain in charge, notices lots of differences in approach.

"A typical example would be that if you look at a British cookery book for apple pie it would first say go and pick an apple — the American one would say lift the top of the deep freeze. Basically we serve British food. But if a particular nation wants something special, I let them do it if I think it will be generally acceptable."

It is that sort of multi-national co-operation which most characterises AMF(L) and the Logistic Support Battalion epitomises it. The second-in-command is always an American exchange officer and every man in it knows the truth of the old saying 'United we stand — divided we fall.'

Below: Filling up a jerrycan (UKLF PR picture).

Right: General Sir Jack Harman pays a visit.



United in defence

THREE HUNDRED BRITISH TROOPS made a 60-hour crossing by landing ship to Europe's oldest kingdom over a sea route once regularly pioneered in bold yet back-breaking fashion by conquest-hungry Vikings in their sleek longships of 1000 years ago.

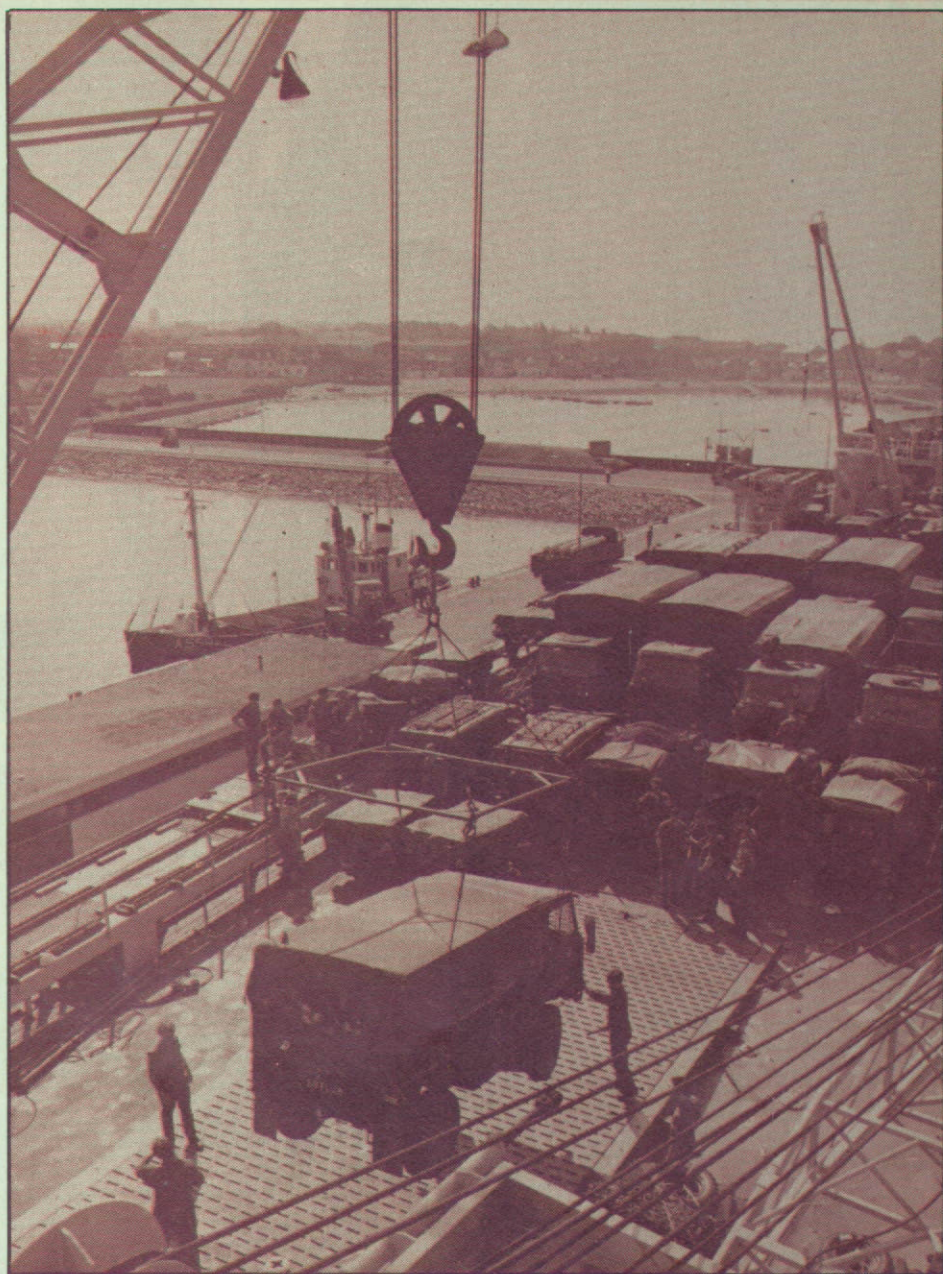
The young soldiers on this voyage of discovery were part of Britain's contribution to Nato's Allied Command Europe Mobile Force (Land) component, (ACE Mobile Force), who were scripted and scenaried for a ten-day, six-nation command post exercise, 'Agate Exchange' in Denmark.

The exercise was set up on Zealand, an island about twice the size of Majorca and from the host nation about 700 troops took part plus Home Guard.

It was an exercise where the 48-strong Luxembourg contingent was given the 'day off' to go home, courtesy of a Nato-funded RAF flight, to vote in the Euro-elections. It was an exercise where the biggest crisis, apparently, was the breaking down of a fridge when another was hired locally because the cost of repair was thought prohibitive.

In all, 1250 soldiers and 500 wheeled vehicles from Britain, the USA, West Germany, Belgium, Luxembourg and Denmark were involved although the 70 or so Italians withdrew at the last minute because of elections at home.

The 600-troop-strong British commitment to 'Agate Exchange' — an exercise ten



Story: Graham Smith Pictures: George Moffett
Above: A one ton lorry prepared for swinging over side of Sir Lancelot. Below: Shipboard lesson.





Above: Redcaps take a break in Danish country.



Above: WO2 Charlie Scott and his shopping list.

months in the planning and designed to train the AMF(L) together for the defence of an area where the Force might be sent in a time of tension — comprised men from HQ Logistic Support Battalion; a radio troop — men of 249 Signal Squadron; and part of an infantry battalion, nearly 200 men from 1st Battalion, The Prince of Wales's Own Regiment of Yorkshire; a Force Artillery Headquarters from 19 Field Regiment, RA; and a reconnaissance squadron, 'B' Squadron, 17th/21st Lancers.

Some 320 officers and men made the 580-sea-mile odyssey under benign skies and mill-pond surfaces from Marchwood, near Southampton, aboard the Royal Fleet Auxiliary Service's venerable 5550 ton landing ship, the *Sir Lancelot*, which has plied nearly all the world's oceans in military quests since its commissioning in 1963 and is one of six such craft contributing to the Army's 'navy.'

Crewed by 19 Merchant Marine officers and 50 Chinese — the latter all 'signed on' in Hong Kong — the LSL, affectionately known to its men as one of the 'Sir-boats,' also carried 71 Land Rovers, 20 trucks, 65 assorted trailers and an ambulance across the English Channel and North Sea at a stately 15.4 knots.

But it was the last sixty miles, according to the LSL's Chief Officer, which proved the most tricky. For four hours the crew's navigators gently nudged the *Sir Lancelot* through a channel of buoys barely two ship's lengths apart into Korsor harbour, the port of disembarkation for the British task force.

But sailing time among the troops aboard the veteran vessel during a somewhat pedestrian trip had not been wasted. One unit smartly took to the aft heli-pad in PT kit in tone-up fitness feats for their task ahead.

249 Signal Squadron, the radio men, ever-mindful of their nato commitment in the world of communications even held a language class, complete with improvised visual aids, below decks for a quorum of

students eager to keep up German knowledge.

In the initial arrival stage of the exercise, the rest of the British contingent were landed by alternate ferry or by RAF Strike Command Hercules tactical transport aircraft.

In most cases farm out-houses, barns and woods provided sources of accommodation in the exercise areas which stretched from Kalundborg in the north-west to Naestved in the south (where the Distaff was located in a barracks) to Roskilde, 23 miles west of Copenhagen.

At Roskilde, the fiord-flanked home of a Viking ship museum and of the 800-year-old cathedral where 37 of Denmark's kings lie buried, 'B' Squadron, 17th/21st Lancers, were operating from a Home Guard District's barracks.



Danish liaison officer for the battalion is Captain Hans Christian Andersen, a direct descendant of the famous story teller. In *SOLDIER*'s picture Hans Christian obligingly regales British troops with an account of 'The Ugly Duckling.'

STOP PRESS! CAR PACK

NOW SELL FIAT (FIAT OFFICIAL APPOINTED AGENTS)

FOR FULL DETAILS TELEPHONE
SUNBURY ON THAMES (09327) 81363 OR 81474
OR SEE OUR COUPON AD ON P48

ATTENTION everybody



Identify yourselves in our specially imprinted T-Shirts, Sweatershirts and Hooded Sweatershirts speedily created to your own specifications. MINIMUM ORDER 20 GARMENTS.

Individual experts agree that our impressive range of quality garments, combined with a wide range of colours and the facilities to print up to 6 colours, will give any club/society member instant recognition and complete satisfaction, at a competitive and fully inclusive price.

Being worldwide suppliers to Her Majesty's Forces, we at Dee Gee's, know our business purpose built premises can handle any size of order both quickly and efficiently. That's why we can offer such an exclusive and prompt service that's why you should contact us!

Send today for our FREE Colour Brochure and Price List.

deegee

DEE GEE T-SHIRTS LTD,
FREEPOST, 27 YARMOUTH ROAD,
NORWICH NR7 0BR.
TEL: NORWICH (0603) 37734 (5 Lines).

Please send me your FREE Colour Brochure and Price List.
NO STAMP NEEDED

NAME (Mr/Mrs/Miss) _____

ADDRESS _____

(CAPITAL LETTERS PLEASE)

SLD



WHAT YOU GET OUT OF A BANK ACCOUNT WITH LLOYDS.

Lloyds Bank has been associated with the Army for many generations, and in that time we've built up a real understanding of the kind of money problems that service life can sometimes create.

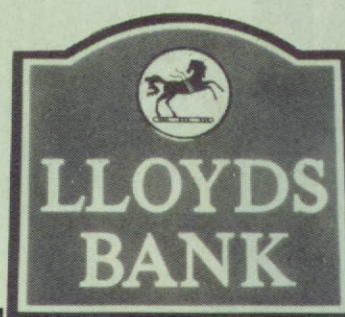
We can help with financial, tax and insurance advice.

We'll take the worry out of remembering to pay regular bills on time – we'll pay them by standing orders.

And, of course we'll give you a cheque book so that you don't have to carry a lot of cash around.

All these services, together with our Cashpoint dispenser for instant cash, our savings schemes, and our current and deposit accounts, are examples of how we can help.

If you would like more information fill in the coupon or call into your nearest Lloyds Bank.



A.

**A LOT MORE THAN MONEY
AT THE SIGN OF THE BLACK HORSE.**

I would like more information
about a Lloyds bank account.

NAME _____
(BLOCK CAPITALS PLEASE)

ADDRESS _____

To: D.P. Gardiner T.D. Services Liaison Officer,
Lloyds Bank, 6 Pall Mall, London SW1Y 5NH.

SOLDIER to Soldier

"Come in, Number Five..."

Dear Reader

I hope you will forgive my taking up this space to tell you that with effect from this August 1979 issue I am no longer Editor of SOLDIER.

This message comes to you, in fact, by courtesy of my successor, Bob Hooper, who has been posted in from the Department of the Environment.

I emigrated from Yorkshire 21 years ago to join the magazine as a feature writer and, succeeding Mr E J Grove on 2 April 1962, have been SOLDIER's Editor (its fifth) for 17 years — just over half the magazine's life.

Looking back, there have been brief spells of plain sailing but for the most part it has been a constant struggle to maintain standards and to operate commercially within the framework of an official publication. Regular readers know the difficulties we have had with shortages of and changes in staff, and have become all too familiar with printing and distribution problems, many of which have become so commonplace today as regrettably to be almost acceptable.

With the evolution of SOLDIER NEWS from a stitched-in monthly news supplement in the magazine via a loose-inserted monthly tabloid newspaper to today's separately distributed fortnightly paper, came a new challenge. Like others before it, it was met. The switch from 12 to 38 publications a year took place on time — although without the additional promised staff.

But 'Number Five's' time was indeed running out. A heart attack, induced by stresses, put me into Cambridge Military Hospital, Aldershot, for a fortnight and I now write this message during a lengthy convalescence at home.

I am sorry that my long sojourn with SOLDIER had to end suddenly and at a time when, with extra staff due, so much could be done to improve further the service to readers. And here, particularly, I must apologise for the inability to cope with readers' queries.

But, notwithstanding the ups and downs, I have enjoyed those 17 years, knowing that each issue has entertained, informed and given some small pleasure to thousands of readers. None of which would have been possible without the loyalty of SOLDIER's small and hardworked staff, the willing co-operation of so many other people in every stage of production, and the support of you, the reader.

My thanks to you all, for all your help and encouragement.

Finally, may I add at first hand to the centenary tribute to Cambridge Military Hospital in last month's SOLDIER my personal gratitude for the cheerful and professional care of its staff. Thank you, Ward 2 — my time is not up yet!

Yours sincerely
Peter N Wood

Life will never be quite the same at SOLDIER with the departure of long-serving Editor, Peter N Wood. For seventeen years Peter stamped his personality indelibly on the magazine and made the production of a first class SOLDIER his main priority in life.

He was a man who worked long hours, who rarely took the leave to which he was entitled and who concerned himself with all aspects of production, distribution and administra-

tion. A familiar sight in the SOLDIER car park each evening was the Editor carrying a large cardboard box full of work to be done at home that night.

Meticulous almost to a fault, he demanded the same standards of others and the result was that SOLDIER always kept abreast of changes in magazine appearance and production as the years slipped by.

As Yorkshire as Geoffrey Boycott and Pontefract Cakes his dry sense of



Peter Wood on Arctic duty.

humour was not always understood and appreciated by new members of staff. But Peter N Wood (he always used the middle initial — it stands for Nevil) was a man who could show great compassion when a colleague had personal problems.

SOLDIER, its readers and its staff owe a great debt to Peter. Now others must shoulder the burden which brought his reign to an end. If they maintain the high standards which he set, no-one will be able to justifiably complain.

Keen eyed readers will notice that on this month's 'See-the-Army-Diary' there is a warning that events may be cancelled or altered at short notice. We have found it necessary to insert this following an Open Day at Basingbourne, which was cancelled some time before. A number of readers turned up on the day and were rightly fuming at the wrong information they had got from SOLDIER.

Unfortunately, we were not notified of the cancellation until after the appearance of the June issue and the July one was too late to help.

Readers should check at the venue before setting out but we would also like to urge all show organisers to notify us immediately if shows are cancelled or re-arranged.

A very confusing situation has arisen with some SOLDIER subscribers with the advent of our sister publication SOLDIER NEWS. When the latter was launched as a separate fortnightly publication this Spring SOLDIER assumed that most of its subscribers would also wish to take the newspaper.

Therefore a letter went out telling them that if they wished to receive SOLDIER NEWS they should do nothing and it would be sent to them — followed by a bill later. This was met with storms of protest from some subscribers who accused us of pressure sales methods.

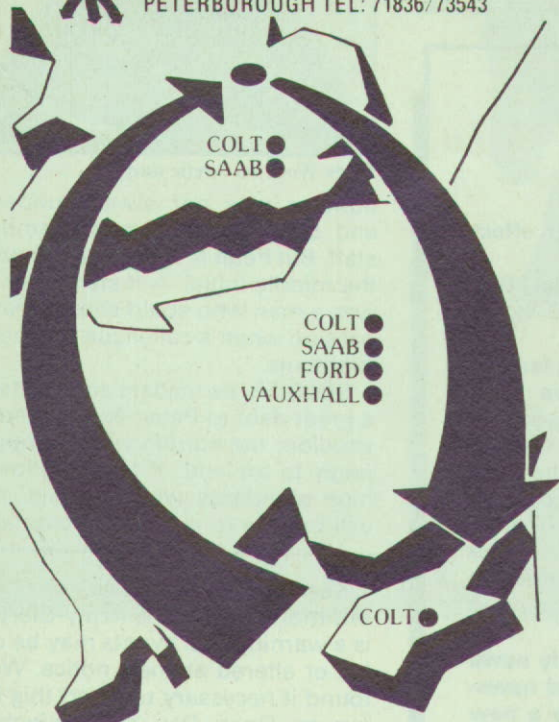
We subsequently stopped sending SOLDIER NEWS to all except those who had asked for it. Now this has also caused problems for many SOLDIER subscribers. We are being inundated by complaints from people who are NOT receiving SOLDIER NEWS.

May we appeal to SOLDIER subscribers who wish to subscribe to the newspaper to write in and we will immediately restore the service and invoice later. We can also supply back numbers of SOLDIER NEWS where they are required to complete a collection.

STAREY-CRIGHTON LTD



939/943 LINCOLN ROAD, WALTON,
PETERBOROUGH TEL: 71836/73543



STAREY-CRIGHTON and FAIRWAYS have over 25 years combined experience in meeting Forces Motoring requirements and can offer a most comprehensive exchange system.

PART EXCHANGE your car in the U.K. or Cyprus. With our combined resources we can then supply your new vehicle for U.K., Cyprus or Europe.

We have available:

U.K. (duty paid)	COLT
GERMANY (duty free with U.K. delivery)	SAAB
	COLT
	SAAB
	FORD
CYPRUS (duty free)	VAUXHALL
	COLT

Car delivery and collection service in the U.K. and Cyprus from airports or docks.

Naafi Finance and Insurance where necessary. Outstanding Hire Purchase settlement and cash allowances for any outstanding custom clearance.

For Convenience, Care and Consideration use the EUROPEAN CONNECTION.

FAIRWAY MOTOR ENTERPRISES

LARNACA TEL: 52169 LIMASSOL TEL: 71017/8 NICOSIA TEL: 42037/8
CYPRUS

Contact us direct or complete and return the enquiry slip to
STAREY-CRIGHTON LTD., 939/943 LINCOLN ROAD,
WALTON, PETERBOROUGH.

NAME _____
ADDRESS _____
RANK _____
UNIT TEL. No. _____ EXT. _____
HOME TEL. No. _____
I am posted to ☐ U.K. ☐ EUROPE ☐ CYPRUS
Posting Date, _____
I am interested in ☐ COLT ☐ SAAB ☐ FORD ☐ VAUXHALL
My present car is _____
MAKE _____ YEAR _____
MODEL _____ SALOON/ESTATE _____
CAPACITY _____ MILEAGE _____
2/4 doors _____ CONDITION _____

REMEMBER — WHEN YOU LEAVE THE SERVICE a change of career doesn't have to mean a change of heart



Why discard those values and standards which properly brought you the satisfaction and status you deserved through service in H.M. Forces? Come to the county where your past is respected and your future assured.

There are vacancies for police officers in the university city of Cambridge, industrial Peterborough, rural Huntingdon and the fenland of the Isle of Ely. Settle your family in one of our free modern houses or buy your own with the aid of a tax-free rent allowance. We cannot offer the bait of an overseas appointment, but we do guarantee an interesting and challenging career with plenty of job satisfaction. Starting salary of £3,600 under age of 22 years on appointment £4,300 at 22 years or above on appointment.

Join us and we will offer you a great future with just enough of your past to make you feel at home.

If you are 18½ - 40 years, of British Nationality and 172 cms tall (162 cms for women), then contact:-

Inspector D.H. Bristow,
The Careers Officer,
Cambridge Constabulary,
Hinchbrook Park,
Huntingdon, PE18 8NP.

Tel: Huntingdon 56111,
ext. 332

Please send me further details of how I can become a constable in the Cambridgeshire Constabulary.

Name _____
Address _____
Age _____

CAMBRIDGESHIRE POLICE A GREAT TEAM

Snowball Sam the Super Sport says:

Sign on now for Snowball Service



an unbeatable service for PRINTED SPORTS & LEISURE WEAR which for many years has been the first choice of leading UK Clubs, Schools, Universities and Units of the Armed Services, etc.

SWEAT SHIRTS - VESTS
HOODED TOPS,
TRACK SUITS T SHIRTS
BASKET BALL SOCCER
and HOCKEY KIT
GRIPS, HOLDALLS, etc.

And you won't get a better deal anywhere than at SNOWBALL. Our 100% BRITISH MADE garments offer you proven quality, a range which is probably the largest in Europe, and prices that are extremely competitive. We'll even design a motif for you at no extra cost.

Send for our 32-page catalogue and price list today... you won't be disappointed, we promise.

ALL PRODUCTS
SUPPLIED PLAIN
OR SCREENPRINTED
TO YOUR OWN
DESIGN



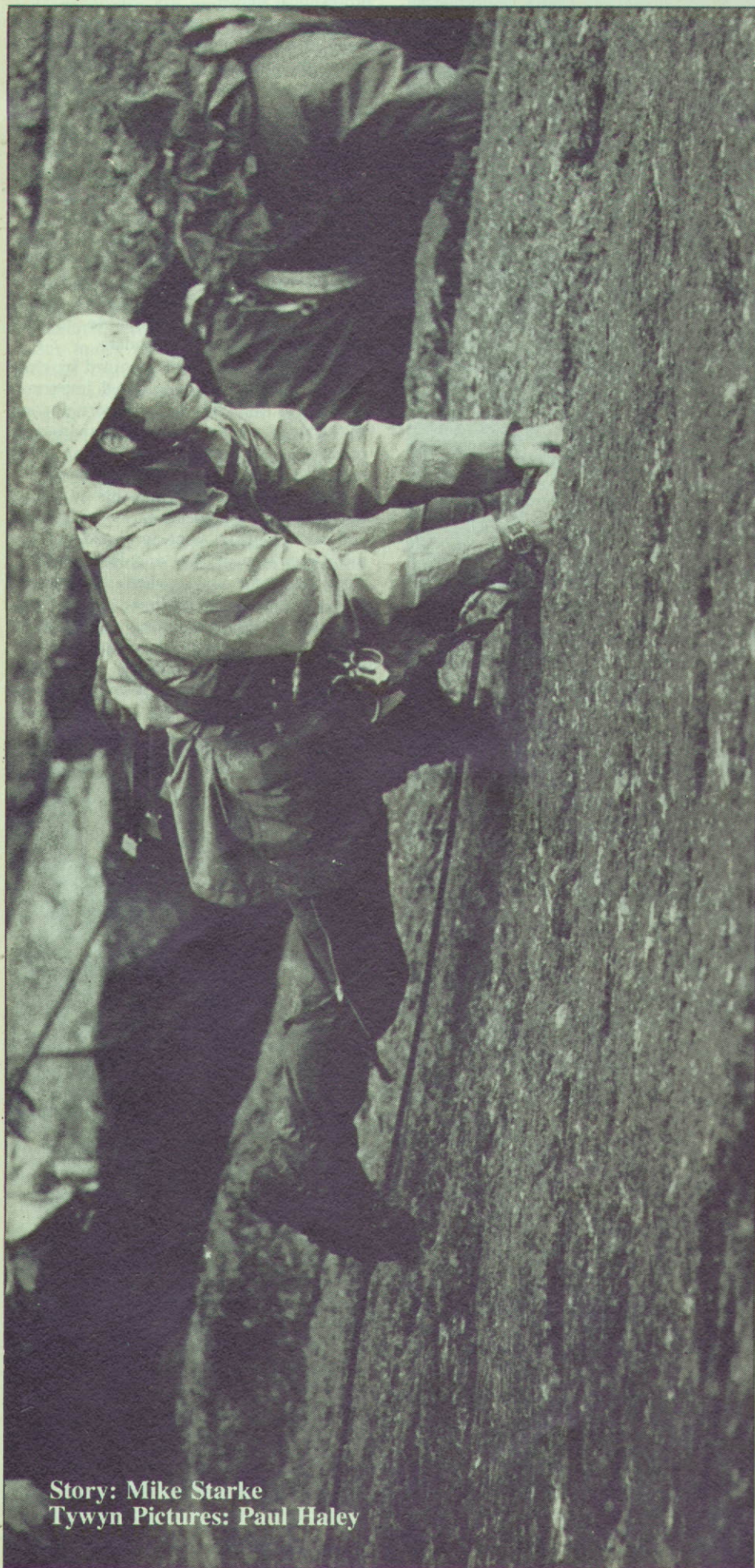
To: Snowball Sports Ltd., 221, Tamworth Road, Long Eaton, Nottingham.

Please send me the free Snowball Sports Brochure/Price List today.

Name _____
Address _____



The call to adventure



Story: Mike Starke
Tywyn Pictures: Paul Haley

A BITING WIND LASHED the cloud-capped peak of Snowdon and stung the faces of the small band of walkers trudging the last few hundred yards up the final ridge to the summit. Their leaden legs — drained of strength after the trek up the 3500 feet peak — responded only to an effort of will to push on to the top.

Once in the relative comfort of the restaurant refuge atop the mountain, the group reflected on the taste of adventurous training they were experiencing as members of one of the periodic Commanding Officers and Staff Officers courses at the Joint Service Mountain Training Centre in Morfa Camp, Tywyn, designed to clarify the aims and objects of adventurous training to senior officers of all three services — and to let them experience some of its challenge themselves.

"I think every commanding officer should do this sort of thing," said Lieutenant-Colonel Robin Jordan, an officer on the staff of Headquarters, United Kingdom Land Forces. "A CO can't find out the strengths and weaknesses of his men from behind a desk. But on adventurous training you learn a hell of a lot about the people around you as well as about yourself."

Fellow course-member Major Sean Kibbey, of 7 Field Ambulance, Royal Army Medical Corps, in Colchester added: "A major value of adventurous training is that it can be used to bring out the man who is a bit inclined to sit back in barracks and not do much."

"The unit 'gladiators' are fine; they are the unit's footballers, cricketers, athletes, and so on according to season. But it is the guy who doesn't make any attempt to join in this sort of thing who you want to encourage to do adventurous training. Because he's the one — if you're not careful — who'll let you down when the crunch comes. And then the whole unit can suffer."

It is all too easy to dismiss adventurous training as a relaxing leisure pursuit (although one of the senior officers on the Tywyn course commented wryly from his rain-soaked tent on Snowdon's slopes: "This is not so much a 'swan' as a rubber duck!").

In fact, the object of the exercise is to present participants with a high degree of challenge to their mental and physical abilities. It is even argued that in a peacetime army, the levels of stress and danger offered by adventurous training are the closest thing a soldier can get to the demands on his mind and body that would be made in war.

The natural elements are 'recruited' to act as 'enemy' on adventurous training exercises. Unlike the human 'enemy' provided for military manoeuvres, these natural forces oppose the adventurous trainee with all their fearsome might with the stakes often raised to the level of a life-or-death struggle.

Pursuits approved for adventurous training in the Army have been carefully selected to offer not only the challenge of danger but

Continued over



Above: A tight squeeze for a caving novice.

also to develop the techniques and skills to overcome the hardships presented.

They consist of mountaineering and rock climbing, canoeing, caving, skiing, offshore sailing (surprisingly, dinghy sailing is excluded as not sufficiently dangerous), gliding, free-fall parachuting and sub-aqua diving.

All three services participate in these activities and, in addition, the Army offers its personnel trials motor cycling.

Adventurous training expeditions — the ultimate aim of the intensive training of students and instructors that goes on at a number of joint and single service centres at home and abroad — are geared to develop self-reliance, confidence and an awareness of potential in those taking part.

Adventurous training is geared to indi-

vidual proficiency rather than universal excellence so that everyone involved can achieve a sense of challenge and satisfaction at his own particular level. Non-commissioned officers and officers are encouraged to train by stages at the centres and be able to go back to their units, train their own novices and lead expeditions.

In practice, many do achieve excellence — spurred on by their own enthusiasm for the pursuit they take up — and go on to represent the Army and even their country at competitive level. It is no coincidence that the entire British biathlon team (skiing and shooting) are all from the Army and servicemen are found among the top prizewinners nationally and internationally at canoeing and parachuting.

This level of competition not only reflects internally on the high standard of training but also externally to those outside the Army

as an indication of the level of achievement of those serving.

The basic skills and craft needed for challenging pursuits in a natural environment have been found to greatly enhance the complementary military skills essential to a professional soldier.

Interestingly, these skills are basically those of a traditional countryman and are found less and less in the young people of today brought up in an increasingly urban environment. But so often they touch on the vital matter of survival in environments far from the creature comforts of heat, light and shelter taken for granted in the concrete jungles of cities and towns.

As well as building confidence and self-reliance, adventurous training forces those taking part to accept responsibility — both for their own and others' safety — and make decisions often hinging on survival itself. This is considered invaluable in the development of potential leaders.

So these opportunities provided by challenging pursuits are considered important enough for the Army to make participation an 'on duty' activity rather than spare time recreation and adventurous training is an integral part of the overall training plan.

It is surprising, therefore, that adventurous training is sometimes misunderstood and even relegated to being considered as a mere extension of Rest and Recuperation. This can come about when the essential element of challenge is allowed to slip from the scale of priorities on an expedition or when a unit, hard-pressed for time in a busy military training or operational schedule, is forced to treat adventurous training as an afterthought and ends up with too many



Above: An unnerving abseil into a black abyss.

doing too much under the instruction of too few.

Instruction itself can sometimes present its own problems with experts naturally tending to mount expeditions with other experts rather than taking novices with them to teach.

There is also the perennial problem of units losing their good instructors on posting and many are, understandably, creamed off for duty on the staff of junior units.

Leaders in the field of adventurous training are also aware of the pressure to stress the safety factors which can — they believe — become counter-productive to the all important element of challenge in the pursuits concerned.

According to Lieutenant-Colonel Tim Winterton, veteran mountaineer and skier and Commandant of the JSMTTC at Tywyn: "The limits are too great on adventurous training often cocooning it and taking the 'adventure' part out of it."

But under the guidance of the Army Physical Training Corps — which administers it — and the teams of dedicated staffs at training centres, adventurous training is gathering momentum all the time as a vital part of the Army's training programme.

Last year some 21,000 soldiers took part in expeditions, not counting unit-level activities and courses, which are often over-subscribed at the various centres.

The Inspector of Physical and Adventurous Training, Brigadier Aubrey Fielder, sees to it that commanding officers designate are lectured on the importance of adventurous training before taking up their commands and there are two senior officers' courses — combining theory and practice — each year at both Tywyn in Wales and the British Outward Bound Centre in Kristiansand, Norway. The latter is considered a particularly good centre as it offers a degree of remoteness that emphasises the essential elements of self-reliance and survival.

Tywyn's Chief Instructor, Major Colin Pape, said of these introductory courses: "They are basically to acquaint senior officers with adventurous training. Hope-



Above: Col Winterton gives canoe instruction.

Below: Canoe-straddling requires some balance!



Tywyn's senior officers' course proudly atop Snowdon. Back row (left to right): Maj Richard Hall, W/Cdr Brian Johnson, Lieut-Col Robin Jordan, Lieut-Col Ian Ledger. Front Row: Maj (Ret'd) Brian Martindale (Instructor), Maj Malcolm Steggle, Maj Sean Kebbey, Mr Paul Lund (Civil Service).

fully they get the feeling of the challenge involved and see that it's not just a way for a man to get out of everyday duties, and that they capture some of the enthusiasm for the skills involved."

To this end, the senior officers spend a week not only discussing the wider issues of adventurous training but the detailed problems involved with equipping and mounting expeditions, and sample for themselves the various activities offered. The course at Tywyn which took its members up Snowdon also introduced them to rock climbing, canoeing and caving — the latter in a disused slate mine.

Moments of anxiety on drizzle-greased rock faces, under capsized canoes or in claustrophobic underground tunnels prompted one course member to comment: "Some people can't see the military value of all this — they look on it as R and R. But that's not what it's all about at all. I've learnt a lot about adventurous training and a good deal about myself during the week."

He went away with the satisfaction of a challenge met and mastered. The challenge now facing him and others in command is to see that as many soldiers as possible are encouraged to take up the gauntlet themselves.

continued on page 29

BMW Export Park Lane



**FINANCE & PART
EXCHANGE FACILITIES
FAVOURABLE PRICES
GENEROUS DISCOUNTS
INCLUDING STANDARD
NATO DISCOUNTS
LHD & RHD MODELS**



**CONSULT THE EXPERTS CALL OR PHONE: 01-629 9277
BMW CONCESSIONAIRES GB LTD EXPORT DIVISION, TOURIST, NATO & DIPLOMATIC SALES
56 PARK LANE LONDON W1 TELEX: 261360**



ROMMEL in Normandy

Admiral Friedrich Ruge

A fascinating first-hand account from Rommel's naval advisor of the life and career of this legendary figure from the months before the invasion of Normandy until his 'murder' in the summer of 1944.

As colleague and confidant, Admiral Ruge casts a fresh and revealing light on Rommel's personal and professional qualities during the most critical and frustrating period of his life.

Illustrated £5.95 288pp

M&J Jane's Publishing Company

EXPORT CARS

VOLKSWAGEN / AUDI / FORD / B.L.M.C. / FIAT



YOU SAVE MONEY. Apart from the substantial savings of tax free purchase, you can be sure of keen prices and fair part exchange from Walton Lodge.
U.K. EMIGRANT. May purchase a new car at our concessional prices, with use in U.K. for 6 months when it must then be exported.
H.M. FORCES. May obtain an additional saving on most models.

BUSINESSMEN. Six months use in U.K. a minimum of one year overseas and two years on return to U.K. will escape VAT and tax.
PART EXCHANGE. Any vehicle accepted in part exchange. Outstanding HP Payments settled without fuss and bother.

I am interested in the following cars
North American-European spec./Tax Free/Home/Used

NAME

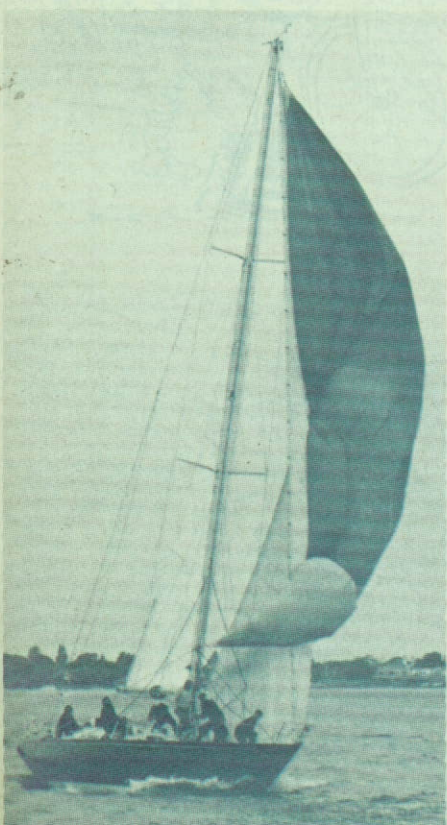
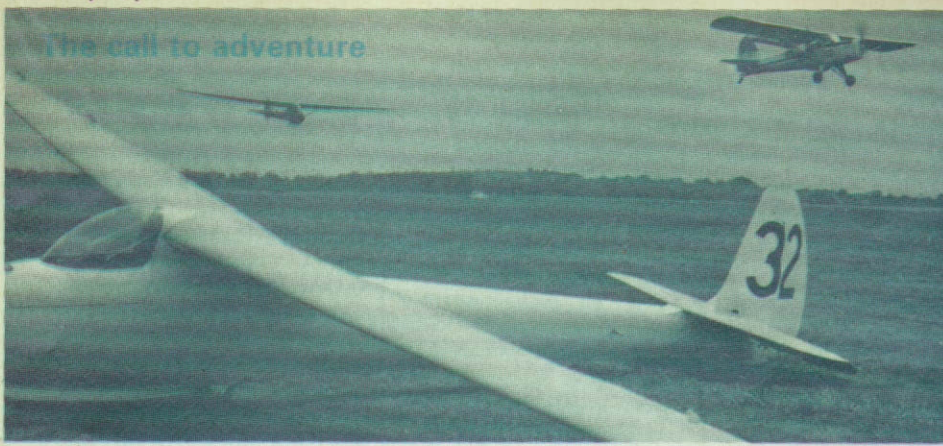
ADDRESS



WALTON LODGE GARAGES LTD.

Bridge Street, Walton-on-Thames, Surrey.

W.O.T. 42881



Adventurous training in the Army is catered for by the following centres:

Joint Service Centres

Joint Service Sailing Centre, HMS Hornet, Gosport, Hampshire — (offshore sailing).

Joint Service Subaqua Diving Centre, Fort Bovisand, Plymouth, Devon — (subaqua diving).

Joint Service Mountain Training Centre (Scotland), Fort George, Inverness, Scotland 1v 12TD — (mountaineering, rock climbing, canoeing, downhill skiing, cross-country skiing).

Joint Service Mountain Training Centre (Wales), Morfa Camp, Tywyn, Gwynedd — (mountaineering, rock climbing, canoeing).

British Outward Bound Centre Norway, Isefjaer 4600, Kristiansand, Norway — (mountaineering, rock climbing, canoeing, cross-country skiing).

Joint Service Parachute Centre, Airfield Camp, Netheravon, Wiltshire, JSPC Lippspringe, BFPO 16, JSPC, Weston-on-the-Green, JSPC, RAF Abingdon, Oxfordshire — (all free-fall parachuting).

Cyprus Joint Service Adventurous Training Centre, Dhekelia, BFPO 58 — (free-fall parachuting, sea canoeing, subaqua diving).

Joint Service Gliding Centre, RAF Soaring and Gliding Centre, RAF Bicester — (gliding).

Single Service Centres

UKLF School of PT (North), Imphal Barracks, Fulford Road, York YO1 4HD — (caving, canoeing, rock climbing, dry skiing).

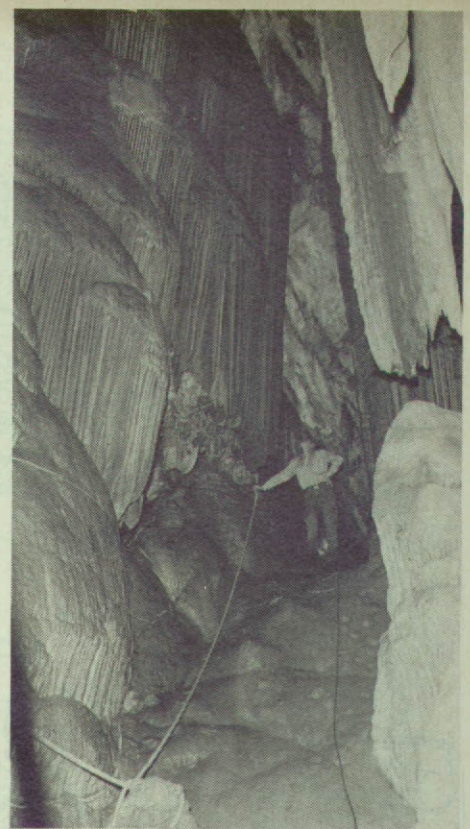
Army Mountain Training Centre, Silberhutte, BFPO 27 — (caving, rock climbing, canoeing, trekking, downhill and cross-country skiing).

UKLF School of PT (South), Ward Barracks, Bulford, Tidworth, Wiltshire — (snorkelling, subaqua diving).

Kiel Training Centre, BFPO 108 — (offshore sailing).

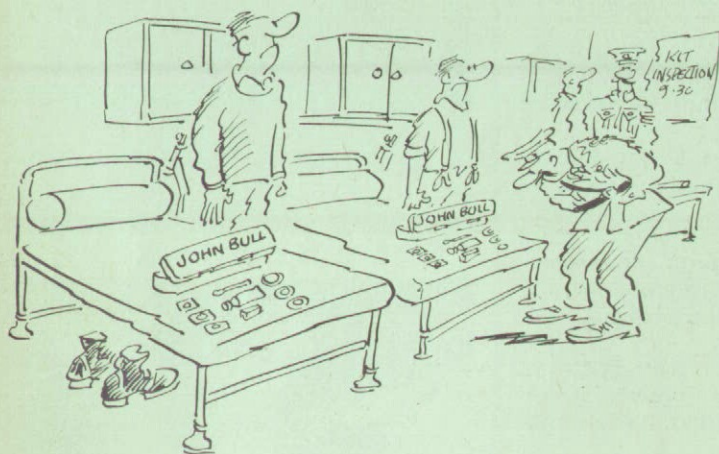
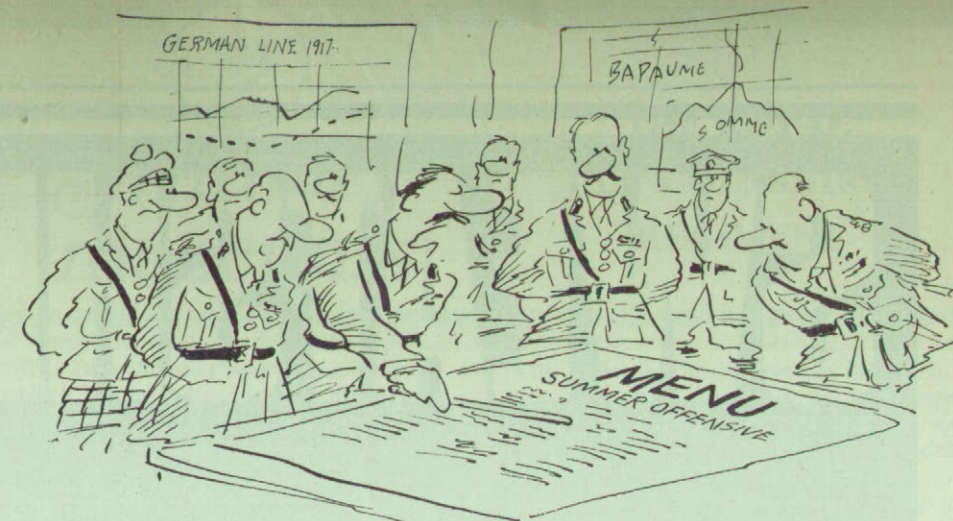
RAF Outdoor Activities Centre, Llanrwst, Wales and

RAF Outdoor Activities Centre, Grantown-on-Spey, Invernesshire, Scotland — (RAF mountain rescue teams, mountaineering, canoeing, subaqua diving, RAF aircrew survival).

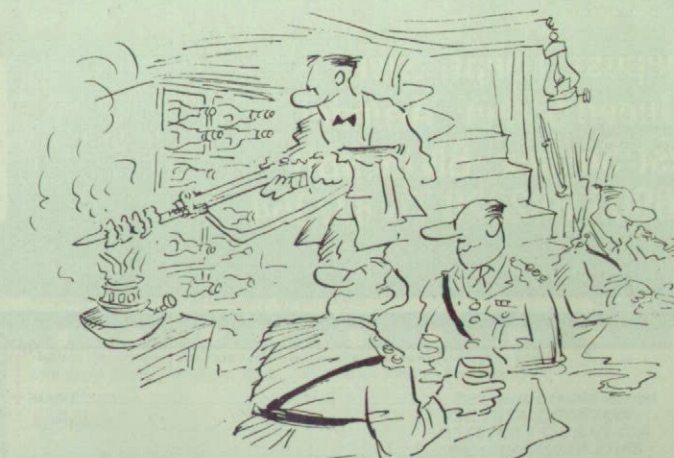
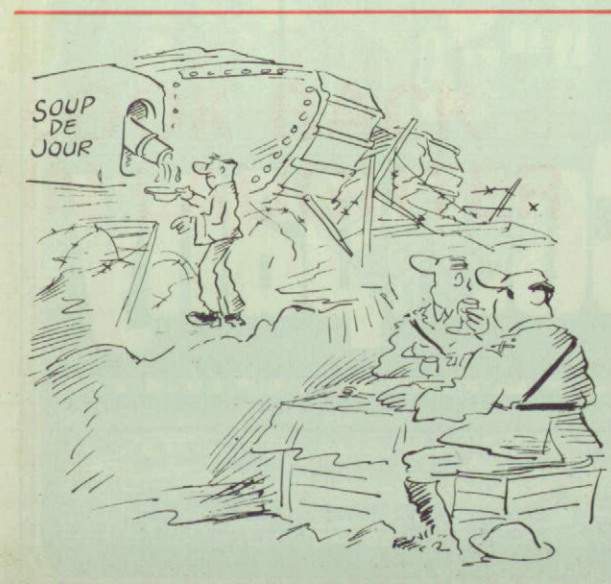
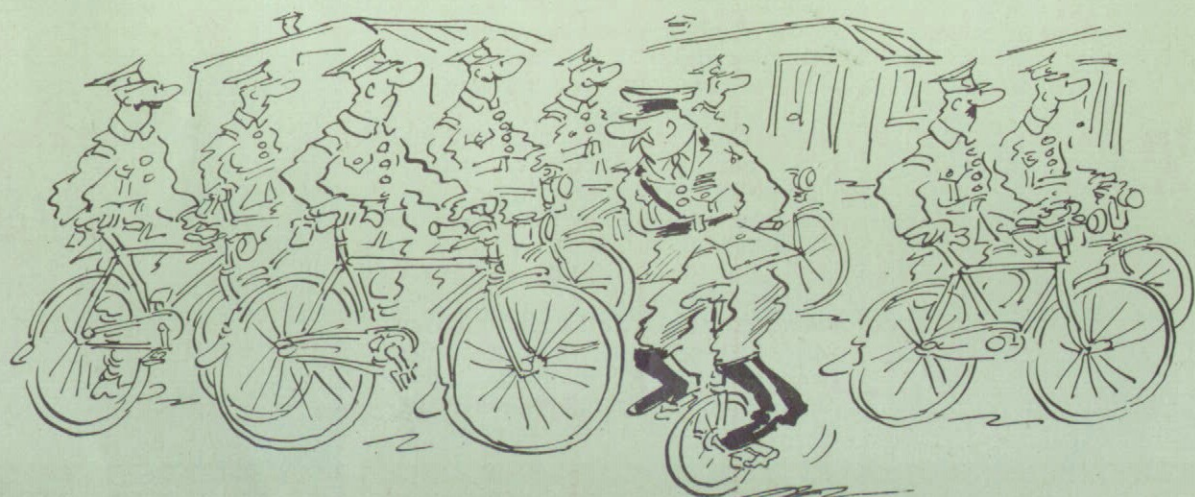
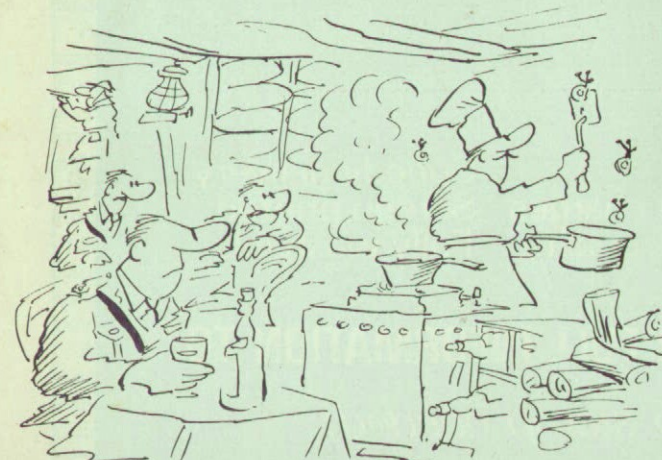
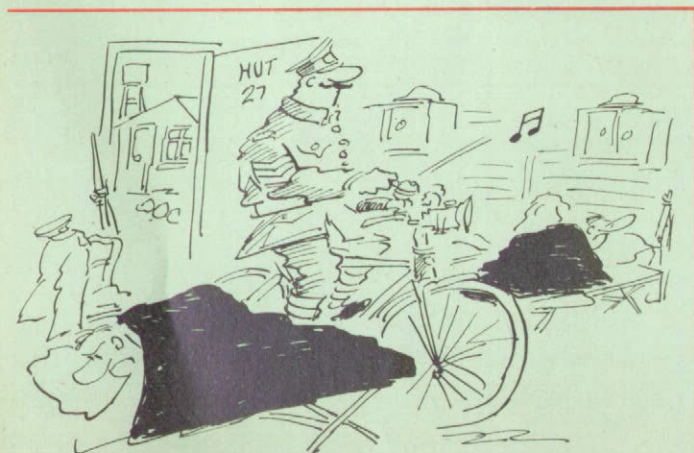




SOLDIER dips into its archives and resurrects some of the funniest pictures by cartoonist Larry — taking a look at wining and dining on the Western Front and the Cyclists' Battalion. . .



LOOK BACK IN LAUGHTER



SWEATSHIRTS



and T-Shirts



10 sizes

No screen charges

Extra thick quality...

Speedy delivery

Screen printed...

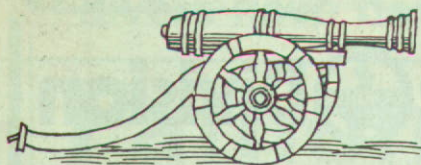
Fully washable...

SEND FOR FULL INFORMATION TO :-

(no stamp needed)

The SUSSEX T-SHIRT Company

Freepost (Dept. SM)
4 Queen Street Arundel
West Sussex BN18 9BR
Tel 0903 882320 Tlx 877364



Military museums

THE ROYAL LINCOLNSHIRE REGIMENT

OF A NUMBER OF FASCINATING RELICS of the past in this museum one of the most interesting is undoubtedly the elaborately fitted travelling case of Major-General Sir Frank Harte Franks, who commanded the Lincolns from 1845 to 1849, an historic period which included the battle of Sobraon (1846), now the regiment's main battle honour. Packed into the wooden case are a multitude of items among them two account books, writing implements and the general's single-sheet passport signed by the Earl of Clarendon.

A good display of medals includes seven replicas of Lincolnshire Regiment Victoria Crosses spanning a century from the first awarded to Private John Kirk for an act of bravery during the Indian Mutiny to the VC won by Major C F Hoey in World War Two. A Russian flintlock converted to percussion (1852) is one of a number of rifles from different countries set against a background of regimental Colours while a useful collection of revolvers can be seen nearby.

A fine collection of uniforms includes a scarlet tunic worn by a major of the 10th Foot in the second half of the 19th century, a private's tunic (1898) with 'Lincoln' stitched in white on the shoulder flaps, a militia captain's patrol jacket and mess dress (1890) and a 1953 brigadier's full dress tunic. Here too are a handsome pair of epaulettes (1840) worn by a 10th (North Lincoln) subaltern and a Lincoln Rifle Volunteers officer's blue plush and gold braided pouch (1870).

An unusual exhibit is a German bugle made of iron and bearing the monogram of Frederick II. It was subsequently reconditioned and dated 1916 for service in World

War One. Another relic of this period is a black, white and red striped Imperial German flag. A selection of British and German bayonets from the end of the century to World War One, an almost complete collection of regimental badges and buttons all in the 1880 period, a 19th century brass cross or 'bed card' which was suspended from the shelf above a soldier's bed bearing his name, regimental number and battalion and a four-pouch 'housewife' beautifully embroidered in different colours by a soldier at the time of Sobraon, are among a number of unusual pieces. Another Sobraon souvenir is a musket and powder horn picked up on the battlefield.

A varied array of Dervish mementoes includes a primitive sword, a three-strap body belt, an ornate water carrier, spears used at Atbara and Omdurman, a tom-tom, two helmets with nose guard and attached quilted curtains and a horse's leather neck-band enclosing several talismans.

From the first world war there is a German binocular trench periscope, a range finder, a porcelain pipe decorated with a coloured portrait of von Hindenburg, fragments of stained glass from Ypres Cathedral, the key of Chanak fort and a case full of German militaria from both world wars. World War Two is also represented by a variety of items such as a German sub-machine gun fitted for firing from the shoulder, a Malayan blow pipe and a French steel helmet. A reminder of gas warfare is a British gas mask and haversack with eye shields, anti-gas ointment and anti-dimming paste.

By far the most valuable Far Eastern exhibit is a 400-year-old Japanese sword

with its flawless blade forged by Kamento, a famous sword maker of his day. It belonged to Major-General Kimio Omoto and was taken after the Japanese 25th Independent Brigade surrendered in Sumatra.

A tenor drum bearing the cypher of George III, a side drum of the 1st Lincolns (1889-1904) and a set of silver drums commemorating the 250th anniversary of the raising of the regiment on 20 June 1685 — the title Royal was granted in 1946 — form yet another historic contribution to the general interest of this well presented museum.

Also in Burton Road is the Old Barracks where the Lincolnshire Imperial Yeomanry have a room in the Museum of Lincolnshire Life. The various exhibits include two LIY kettle drums and an oil painting of the 'Transport Mercia' being shelled by a U-boat in the Mediterranean. The captain seriously wounded, the ship's wheel was taken over by Trooper Edwin Thompson whose photograph stands nearby. Another remarkable item is a magnificent dark green officer's mess jacket richly embroidered with silver.

John Jesse

Curator: Captain A R Smith (Retd)
Address: Sobraon Barracks
Burton Road
Lincoln LN1 3PY
Telephone: STD 0522 25444
Open: Monday to Thursday 0900 to 1230 and 1400 to 1645
Closed: Friday, weekends and Bank Holidays, but can be opened by appointment
Entrance: Free
To get there: 10 minutes by bus from city centre.

Next month: The Royal Army Ordnance Corps



INVICTA EXPORT



Your Key to a Tax Free Ford

INVICTA EXPORT is part of the Ramsgate Division of Invicta Motors Ltd., the largest Ford Main Dealers in East Kent. Being associated with Ford for over 50 years, nobody is better qualified to give you help and guidance in choosing your new Ford — specialising makes the difference.

- ★ Situated conveniently on the South-East coast, 5 minutes from Pegwell Bay. Hoverport and 40 minutes from Dover.
- ★ Generous Discounts — No hidden charges.
- ★ Part exchanges welcome.
- ★ Guaranteed Used Cars available.

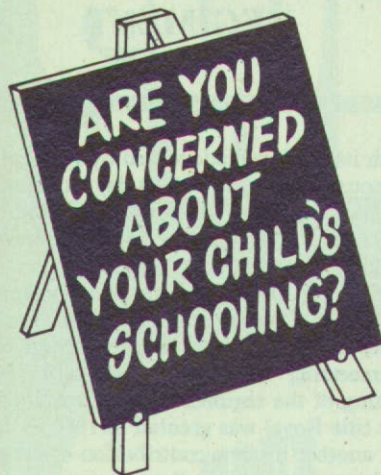


Return the coupon for free Information Pack to Invicta Motors Ltd., Boundary Road, Ramsgate, Kent. Tel: Thanet 57931. Telex 96331.

NAME..... RANK Tick items of main interest
ADDRESS..... ☐ FIESTA ☐ CORTINA
☐ ESCORT ☐ GRANADA
☐ CAPRI ☐ USED CARS

S8

DO YOU HAVE A FAMILY TO EDUCATE?



**Do you know
that all ranks
may apply for
allowances
for boarding
education?**

Children need a stable, secure upbringing. The most successful ones are likely to be those who are not moved from school to school. Service families get moved about; a change of school at the wrong age is an educational handicap. Why risk it when ISIS offers the finest boarding schools in the world and there are service allowances for all ranks to help with the fees?

Why is it a good idea to choose one of our 1,200 schools?

Because: your child stays put whenever you are moved;
continuity is ensured;
there is a caring atmosphere 24 hours a day;
standards are high;
no changes of method between one school and another;
a child grows up with the same teachers and friends.

Boys and girls can come to our schools from 7 to 18. Our schools, both day and boarding, cover the widest ranges of ability. They cater for the needs of all kinds of children. We can offer the highest academic standards to gifted children, or smaller schools where children with learning problems – or those who have suffered through frequent changes in school – can be helped.

Most of our boarding schools are geared to the needs of parents abroad or on the move. They will help over travel, school uniform, escorts and emergencies like dentists in term time; they will advise over the next school, courses for senior pupils, colleges, universities and careers.

Education allowances go far towards covering the cost and a number of schools offer bursaries or scholarships to help with the balance if needed.

ISIS helps parents to find independent schools for their children over the whole of the U.K. and there is a regional director in your area to help with free advice.

For all information please write to ISIS, (Dept. F) Kinlet Hall, Bewdley, Worcs., DY12 3AY, or phone 029-924 357 or 218. Please state the area in which you wish to find a school. Better still, complete the coupon!



To: **ISIS (Dept. F), Kinlet Hall, Bewdley, Worcs., DY12 3AY.**

Please send me a free handbook and directory of schools in or

near

Name and address (Capitals, please)

.....

.....

BakerWest

**1919 SIXTY YEARS OF
MOTORING SERVICE**

Export Division

Offers you complete personal export services

- * New Cars: Vauxhall, Ford, Opel and most others
- * Kawasaki, BMW motorcycles
- * CI Caravans/Motorised caravans
- * A choice of over 50 quality tested used cars with 12 months guarantee available from our Aldershot showroom
- * Part exchange facilities
- * Finance — as low as 10% deposit and up to 4 years to repay. NAAFI officially appointed agents
- * All documentation arranged on your behalf

For a good deal at home and an even better deal abroad complete the coupon or contact:

**Export Sales Department Baker West Limited
1 Lower Farnham Road Aldershot Hants
Telephone Aldershot (0252) 24401**

Please supply me with current information on a new
(make) _____ (model) _____
☐ for export to (country) _____ on _____
☐ for UK use _____ (delivery date) _____
Name _____ Rank _____
Unit/Regt. Address _____
Military Phone No _____ Ext _____
Home Address _____
Home Phone No _____ Best time to contact _____
PART EXCHANGE DETAILS (if applicable)
Make/Model _____ Year _____
Mileage _____ MOT expiry date if applicable _____
Extras (if any) _____ R. H. DRIVE _____
L. H. DRIVE _____

IPS 1587

1. If you're an NCO
2. (Or think you should be)
3. Due for demob within 12 months.

CONTACT US NOW AND JOIN OUR RANKS!

We are a large International Company currently marketing in 14 countries with over $\frac{1}{2}$ billion pounds of sales. Our expansion is rapid, rewards high and prospects include being part of our expansion into the U.S.A., Canada, Australia & New Zealand in the late 70's early 80's.

We have become International Market Leaders in 15 years. We hold the Mercurio D'Oro Gold Award for Industrial products of outstanding quality. We are the fastest growing company of its kind in the world.

We need management personnel who can train and recruit by example and who are 100% ambitious.

If selected you will be given executive training

Guaranteed security

Exclusive product — A Scientific method of Food Appreciation:

Company car if qualified

Earnings in excess of £10,000 p.a. (flexible & negotiable.)

Name

Address

.....

Rank

Demob Date

Demob Address

.....

Length of Service

Why should we consider you?

.....

.....

.....

Availability for Interview

Send to: AMC (U.K.) Ltd., Swan Office Centre, Coventry Road, Yardley, Birmingham. B25 8AQ F.A.O. Mr. D. Hooker.

Beneath the waves of Mombasa Harbour, Kenya, sapper divers have been helping to unravel a nautical mystery

Fathoming out the past



A QUEST FOR KNOWLEDGE about an ancient Portuguese vessel sunk in mysterious circumstances more than 280 years ago took a party of Sapper divers to the east coast of Africa to try to get some answers.

Careful planning led to a team of five divers and one non-diving administration officer being got together to travel to Mombasa, Kenya, to assist in the third season of the underwater excavation of a 17th century Portuguese frigate lying in 20 metres of water in Mombasa Harbour.

The ship was a 42-gun ship believed to be the *Santo Antonio da Tanna* which sank mysteriously in 1697 while trying to relieve Fort Jesus from siege by Omani Arabs.

The official records of the ship were destroyed when the maritime record office in Lisbon was gutted by fire in the 18th cen-

tury. The ship was branded unlucky by its crew and there have been conflicting reports of how it came to sink.

Expedition leader and diving officer Staff-Sergeant Tony Liddicoat said at the outset: "We hope the excavations will shed some light on the reason for the sinking and on many other unknown data from that time."

Having got the necessary clearance for exploration from the Institute of Nautical Archaeology, Tony Liddicoat's group — consisting of himself, Lieutenant Colin Ward, Lance-Corporal Dave Cook (all from 73 Independent Field Squadron, Royal Engineers) plus Warrant Officer 2 Terry Newbery, of 4 Armoured Division Engineer Regiment, Sapper Bill Comerford, of 65 Corps Support Squadron, Royal Engineers,

Above: Lieut Colin Ward and L/Cpl Dave Cook make trilateration measurements over the ship.

and Craftsman Colin Watt, of 28 Amphibious Workshops — set off for Mombasa.

The bad luck attributed to the ship dogged the expedition when they discovered that the archaeological director, Robin Piercy, had been injured underwater and confined to hospital.

An international flavour was added to the project with divers and archaeologists from Australia, the USA, South Africa and Kenya joining the British Sappers.

'On site' directions came from Mr Jeremy Green of the Western Australia Museum and the first task underwater was to remove the 'spoil' which had been backfilled into the

continued on page 37

**NEW
PAY RISE**

When you leave the Army, you can join another worthwhile service.

It's not just exchanging one uniform for another – the Prison Service offers you a different second career in which you can really use the special experience you've acquired as a serviceman.

Your experience with people, understanding, your ability to cope with difficult and unusual situations and your maturity are ideal qualifications for a Prison Officer. They can be the basis upon which you can build a rewarding and satisfying career.

It's a secure job, and you get full training before you start. The pay's good – £75.96* a week in the first year (£79.84 from 1st Jan.), *plus* free uniform, *plus* free housing (or rent allowance). Annual increases, opportunities for overtime, free pension, and for the right people, good prospects for promotion.

Send now for the illustrated booklet giving full details.

**Effective Aug. 1, 1979*

Name _____ 25B08
(Mr/Mrs/Miss)

Address _____

Men and women in good health are required, between 21 and 49½ – men 5' 6" (167.6cm) or over, women about 5' 3" (160cm) or over.

Become a

**PRISON
OFFICER**



in today's Prison Service

To: Home Office, Freeport, London, SW1E 5BR. (No stamp needed).

Take a tax free Alfa on manoeuvres.

Alfasud Ti 1.5. 1490cc.
Max Speed 106mph. 0-60mph.
10.9 secs. Front Wheel Drive,
five speed gearbox, 2-door,
4/5 seater, sports
saloon.
(4 door model
also available).



Alfasud Sprint 1.5. 1490cc.
Max Speed 106mph. 0-60mph.
11.2 secs. Front wheel drive,
five speed gearbox, 2 door,
4 seats, stylish
coupé.



Giulietta. 1570cc, twin camshaft
engine. Max Speed 108mph.
0-60mph. 10.5 secs, rear
mounted five speed gear-
box, 4 door, 4/5 seater,
modern wedge
shaped saloon.



Alfetta GTV 2000. 1962cc twin
camshaft engine. Max Speed
122mph. 0-60mph. 8.9 secs. Rear
mounted five speed gear-
box, 2 door, 2+2 ultra
stylish coupé.
(Alfetta 2000
saloon also
available).



Alfa Romeo (GB) Ltd offer new RHD BFG specification Alfas. Buy direct from us and get: 7 day delivery, Forces discount, NAAFI Finance, and over 600 service dealers in Germany.

Military Sales Division, Alfa Romeo (GB) Limited,
Edgware Road, London NW2 6LX. England. Tel: 01-450 8641.

Name _____

Address _____

Rank _____ Tel: _____

Please send me details of the Alfa Romeo range.

S12

wreck at the end of the previous season's excavation. It was all sucked away using airlifts (underwater hoovers).

Last year's excavation team had left a large collection of cannon balls welded together by the sea water into a 'concretion' which was too large to raise intact. It was decided to break it down into manageable lumps — using plastic explosive — and with the help of buoyancy lifting more than 400 metal balls were recovered.

As in the previous two years the diving was done from a 60 foot barge anchored above the wreck, mostly using surface demand equipment.

Once the wreck had been cleared of backfill, two-metre square grids were laid over the unexcavated bow section for exploration by individual divers with each making out a report after every dive giving details of artefacts found and timber uncovered.

The excavation yielded an abundance of ancient material — cannon balls, musket shot, three fine Islamic vases, cordage, pulley blocks, a medallion and silver spoon, numerous pieces of timber, pottery and glass. But the team pronounced the 'find of the season' to be a priceless Chinese Ming Dynasty bowl.

With the excavation of the bow completed, measurements were taken at one metre intervals along the keelson which were later converted into drawings to establish the ship's lines.

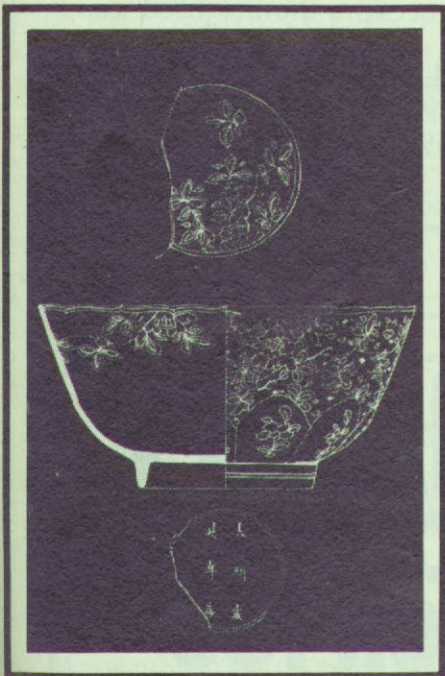
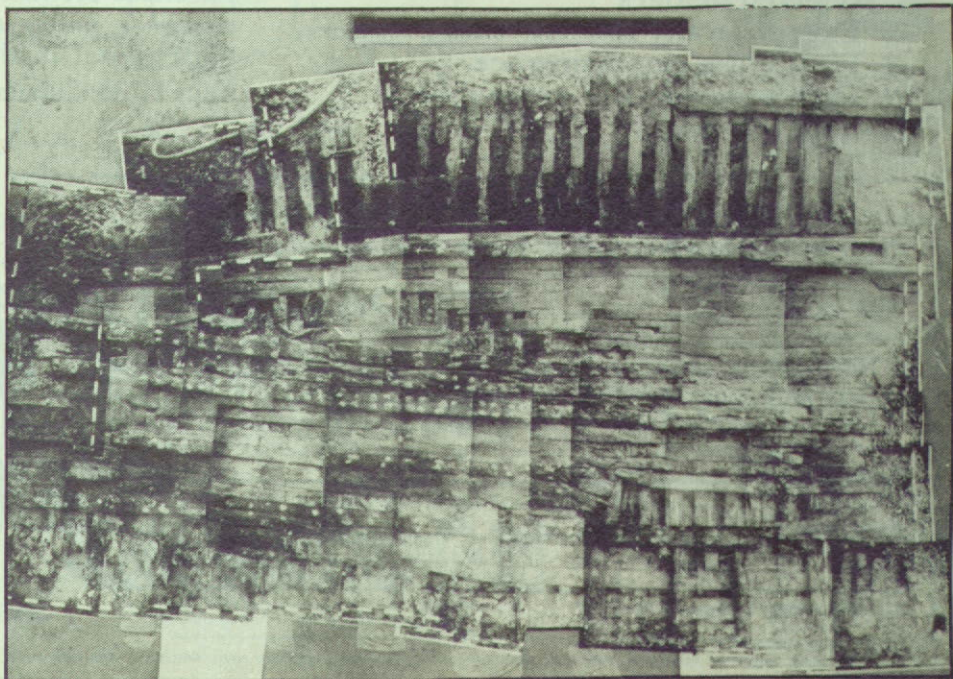
As the ship was lying at a steep angle it was thought that many artefacts must have fallen down the slope when the upper structure collapsed. Said Tony Liddicoat: "We knew this would give the Institute of Nautical Archaeology — who were supervising the complete excavation — an idea of the amount of timber and artefacts the area 'down-slope' would produce in the next two seasons."

In fact, the trenches proved prolific in 'finds', among them the treasured Ming vase. And after centuries of mystery surrounding the sinking of the Portuguese ship, light on its fate is slowly beginning to glimmer below the waves of Mombasa Harbour ... thanks largely to the Royal Engineers.



Above: A film crew records the divers.

Below: Stereo photo-mosaic of some of the ship's timbers.



Above: Scaled detail of the Chinese Ming vase; an important piece found on the wreck site.

NOBODY BUT NAAFI COULD GIVE YOU TERMS LIKE THESE

Naafi provides a service exclusively for the Forces. That is why you're bound to be better off buying through Naafi - whether it be a car, caravan, motor cycle, moped or even a boat.

See for yourself! When you buy a new car through Naafi you can benefit from...

- * Really worthwhile discounts from selected dealers
- * Exceptionally low HP charges
- * First class car insurance
- * Free personal life assurance
- * Premature repatriation scheme
- * No restrictions on taking your car abroad
- * Incorporation of freight charges in HP agreement

And Naafi can offer you so much more... an HP deposit-saving service, an easy payment plan for car insurance premiums, used car purchase facilities... all specially geared to ensure a better deal for Service people. Ask Naafi about it to-day. You can't do better!

Tel: 01-735 1200 Ext. 592/3/4/5

Car Sales Dept., Naafi, FREEPOST, London SE11 4BR

Please send me details without obligation. I am interested in the following Naafi facilities:

New car _____ (state model)
For use in _____ (state country)
☐ New touring caravan ☐ Used car ☐ New motor cycle ☐ Boat
☐ Deposit savings scheme ☐ Insurance ☐ I wish to pay cash
☐ I wish to use Naafi HP *Please tick whichever applies*

Rank _____ Name _____

Address _____

Tel No. _____

FREEPOST
No stamp
needed

NAAFI
EXCLUSIVELY
FOR YOU

TOMORROWS CAREER FOR TODAY'S SERVICEMEN



Leaving the service?
Seeking a secure exciting career?
Want to be part of a professional team?

Looking for excellent promotion prospects?

Kent Police

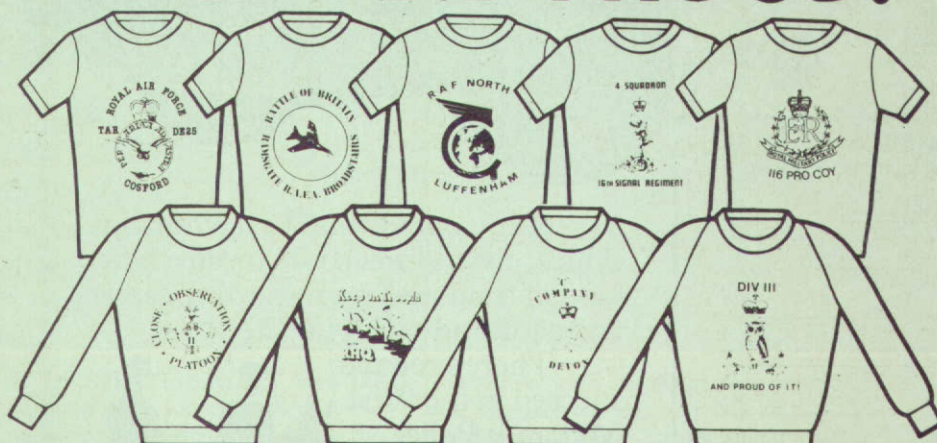


Recruiting Officer

Kent Police Headquarters
Sutton Road, Maidstone, Kent, ME15 9BZ
Telephone Maidstone 65432 Ext 227

Consider one of Britain's most modern Police Forces

SAY IT LOUD AND PROUD!



WITH EXCLUSIVE-DESIGN, PRINTED T SHIRTS.

Capricorn are the specialists in top quality custom printing for the armed forces. Offering an unbeatable selection of garments—T-shirts, sweatshirts, hooded sweaters, zipped hooded sweaters and now new Acrilan, machine-washable sweaters—at genuinely unbeatable prices. All you need to do is a rough sketch and we'll print it superbly to your individual requirements, including velvet flock if required. Minimum order is 20, with special discounts

starting on only 50 shirts, personal service guaranteed and delivery prompt. This is the ideal, economic way of giving your team, group, unit, etc a real sense of identity and is also perfect for publicity or fund raising.

Write for full-colour brochure, prices, etc to:

CAPRICORN

Dept 126, Capricorn Graphics, P.O. Box 1, Stockport, Cheshire SK2 5TX Tel: 061-480 8241/42

The gift from the regiment that's sure to please.



For serving soldiers, old comrades or for presentation to friends, gifts from London Paperweights say more than words ever can. And your sentiments will be remembered for a long time to come. Your Regimental emblem or motif together with accompanying inscription can be reproduced to the finest detail in up to five colours on a silver chrome or gold brass finish. Minimum order is 120 items in many cases. There's green or white marble paperweights, a pen set, Perpetual calendar, ashtrays, badges etc. Send for the colour brochure now and get the facts.

Please send me free colour brochure and free sample paperweight (min order 120)

Name

Regiment

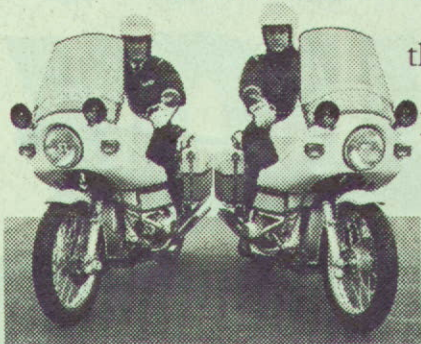
Address

Dept. S O 4

London Paperweights Ltd.
47a Hay's Mews, London W1N 7BJ

What is your service training worth?

You're a trained professional, used to making decisions and acting on them. Fast. So what could civvy street have to offer? Where could



you find the variety and the life you're used to?

You'll find it all, and more, in the West Midlands Police. With us your service training will get you the rewards you deserve. The pay, the free house or generous tax-free rent allowance, regular hours with overtime. And a real chance to get to the

top, with the latest modern crime-fighting equipment to help you do the job effectively.

To the West Midlands Police, you and your training are invaluable. That's why the age limit on joining is specially extended to 40 for men and women like you



who are leaving the forces.



To: Chief Inspector R. Cross, West Midlands Police HQ, Birmingham B4 6NQ Please send me the free book.

Name

Address

SD AUG

West Midlands Police

You must be 18½, physically fit, and men 172 cms (approx 5' 7½") or over; women 162 cms (approx 5' 3½") or over.



If you opt for the West Midlands Police, civvy street could mean a new kind of training for a rewarding career and a full and satisfying life.

There's room to succeed in the West Midlands Police.

Send us the coupon or, if you'd prefer, phone us on Birmingham 236 5000.

But whatever you do, do it now.



In contrasting conditions
afloat, soldier/sailors have
been finding out that it's . . .

Not all Plain Sailing



A PUFF OF WHITE SMOKE from the starting cannon — its sound muffled by the wind and waves — rivetted the eyes of the 49 crews setting off on the 1979 Services Offshore Race drawn from the Army, Royal Navy and RAF to sail in the premier racing event of their calendar.

The three-class fleet left the starting line off Fort Glicker in the Solent to sail different courses designed to allow them all to finish more or less together off St Peter Port, Guernsey.

In so doing, sailing history was made, for this was the first offshore race recognised by the prestigious Royal Ocean Racing Club to go to Guernsey. In recent years the SOR has finished twice at Le Havre and once at Dartmouth.

The weather in the midst of an unpredictable summer was more or less kind to the Service yachtsmen. Predominantly south-westerly winds filled the sails at Force three or four, and rain held off leaving only the sea to soak the sailors. The only real hazard encountered from the elements was unnerving sea fog that shrouded the waters off Cherbourg. Navigators had to rely heavily on the accuracy of their dead reckoning and helmsmen were busy distinguishing between tankers and mere tricks of the light!

But the next day dawned bright and clear off the Channel Islands and the skippers' only concern was to gain the advantage of the speeding tide of the Alderney Race to wing them on towards the finish and the hospitable shelter of St Peter Port's snug

harbour.

Eventually all the yachts were bobbing happily on their moorings while tired but happy crews sampled the duty-free delights of shopping ashore. The seal was set on a warm Guernsey welcome by a packed reception for the yachtsmen in the Bailiff's Chambers overlooking the harbour.

The Royal Navy re-asserted their traditional dominance of the seas by featuring largely among the prizewinners. Class I, comprising seven slick Nicholson 55 yachts — sloop and ketch rigged — was won by the Navy's *Dasher* (pictured on Page 41). Class II — the largest class which featured a number of Contessa 32 yachts — was won by the RAF's *Blackarrow*. The Class III

continued over

honours went again to the Navy in the shape of the sturdy *Shah*.

Many of the yachts chose to cruise back across the Channel but for the keen racers a return 'handicap' race was organised. The Navy's Nicholson 55 *Chaser* took the top prize on corrected time with another Navy boat, *Spanker*, second and the Royal Engineers' *Right Royal* third.

The SOR — sponsored this year by the Army Sailing Association and brewers Watney Mann — came at the end of the ASA's week-long annual regatta which drew a large number of Army sailors to the Solent to compete for honours in their sport.

But the Army's soldier/sailors do not just pit their skills of seamanship against each other in racing. Throughout the year, sailing expeditions are to be found on the high seas, and two such exciting trips have been reported to *SOLDIER* by their crews.

Exercise Greenmantle was a 1700 mile circumnavigation of Britain from Gosport to Gosport via the Caledonian Canal. It gave more than 40 soldiers from 15 units the opportunity to take part on the different legs sailed in the Joint Service Sailing Centre's Nicholson 55 yacht *Kukri* — later one of the contenders in the Services Offshore Race.

After setting a westerly course down the south coast, *Kukri* turned the first 'corner' in a pitch black night at Land's End. The remoteness of this tip of England was accentuated by hostile flurries of hail and a blustery wind that the boat had to beat into to reach its next port of call: Fishguard in Wales.

Back out at sea the boat was driven hard to give of its best. But despite seasickness among the crew due to wind-tossed waves, *Kukri* revelled in the conditions and sped on to pass the Isle of Man and dash towards the Clyde, past the lonely Ailsa Craig, to beat the turning tide in North Channel.

Mist shrouded the islands leaving the crew to rely heavily on their dead reckoning to plot their position. Uncertainty was finally laid to rest as Campbelltown was reached with an easterly gale blowing up and



Above: Lieut-Col Julian Hallum skippered the RCT's new *Waggoner II* ketch for the SOR.

Below: Class Two in the Services' Offshore Race bunch up for the start in the Solent.



a healthy 175 miles behind the boat in one day.

After some anxious moments berthing in the screaming wind, *Kukri* set off on short tacks up the Kykes of Bute towards Rothesay. From there a course was set up the Clyde for Faslane via Gareloch.

Gremlins in the electronic navigation aids were traced to flat batteries and the problems were compounded by engine trouble. But help was at hand in the form of the Senior Service who assisted with repairs at Faslane.

The Mull of Kintyre fell astern and a brisk wind gave a lift to a fast broad reach speeding the boat along at eight knots for 14 hours. Soon *Kukri* made Fort William, catching the tides as if they had been waiting for her.

The two-day passage through the Caledonian Canal was an uncanny experience with the ladder of locks known as Neptune's Staircase lifting the 55-foot yacht a hundred feet above sea level on its watery treads.

Kukri put in to Inverness and then proceeded on her run south having reached the eastern seaboard. The approaches to Blyth and Lowestoft were dogged by the refusal of the batteries to start the engine. Sail had to be relied on for ticklish manoeuvres until mechanical ingenuity produced a 'cocktail' of different batteries that got things going.

A sortie into the Thames brought a final respite before the last leg back to Gosport and a sense of achievement at a sometimes difficult, but mostly enjoyable, circumnavigation having been successfully completed.

Another group of soldiers, meanwhile, took on a 'mercy mission' to help a stranded British yachtsman sail his 45-foot ketch from Gibraltar to England after his wife had been taken ill and flown home.

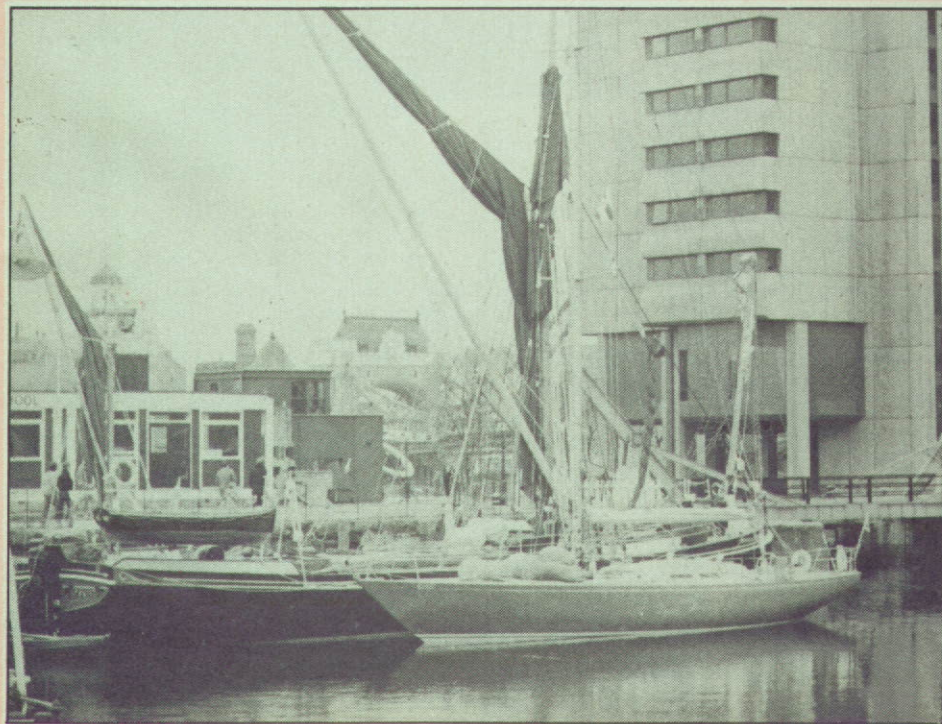
Assistance to the owner, Mr Maurice Bailey, came from men of 2nd Battalion, The Queen's Regiment, based on the Rock. The party was led by Captain John Bullock, a veteran Round-the-World yachtsman and offshore instructor who had previously spent two years on the staff of the Joint Service Sailing Centre, Gosport.

The *Aurlyn II* — a wooden craft built for



Below: *Kukri* at the St Katherine's Dock Haven.

Above: *Waggoner II* preparing for the SOR start.



cruising the Southern Oceans — set off from Gibraltar with the easterly 'Levanta' wind behind her, but progress was slow due to foul tide. After crawling up the Spanish coast, it was decided to put in to a new purpose-built marina at Villamoura on the Portuguese Algarve coast for refuelling.

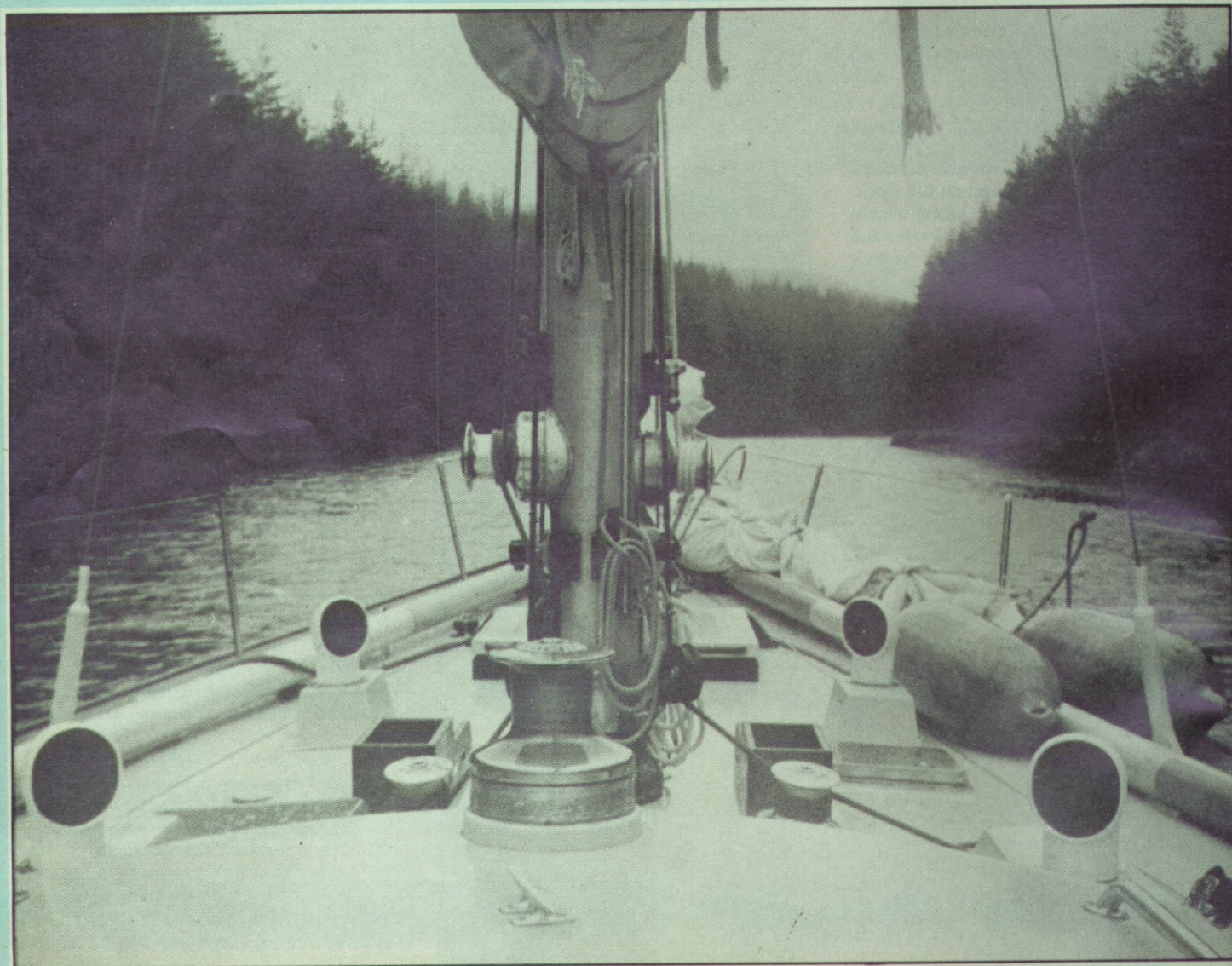
Under Captain Bullock's direction the largely inexperienced crew were put through their paces ashore practising sail changes in anticipation of the long days ahead in the Atlantic.

The boat set off again and Cape St Vincent was abeam when it was decided to make a long tack into the Atlantic rather than tediously beating up the coast. But progress was still slow in lumpy, drenching seas.

A change of plan — and tack — took the boat back towards Portugal and a night ashore south of Lisbon, and on returning to sea the self-steering gear was rigged to give the crew a respite from the helm and ease the hardships of heavy weather sailing.

Morale suffered as the interminable beating to windward bucketed the boat into the merciless waves. The weather took its toll on

continued over



gear as well as men — a sail blew out and the steering gear was smashed.

The northerly winds persisted maddeningly while the promised westerlies showed no signs of appearing to help the yacht make better progress. Instead, light easterlies blew up and the yacht wallowed in the ocean waves, swinging through 40 degrees at a time and making it necessary to use the motor to keep on course.

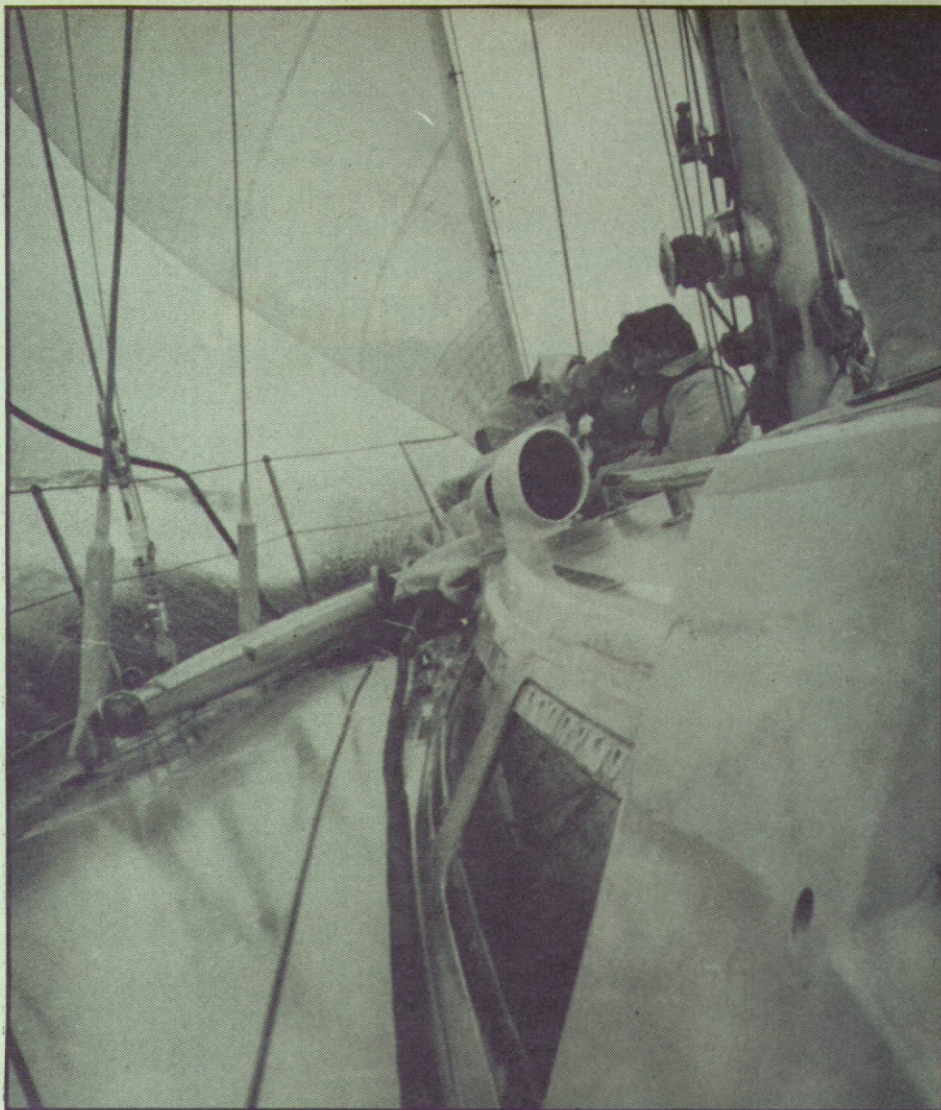
Mealtimes — normally a highlight of the voyage to get away from the wet and cold — became less of a joy as food began to run short. To add to the crew's concern, mechanical faults began to develop.

Light airs did not suit the big boat and a noon-to-noon run of only 75 miles depressed the crew even further. But the appearance of an aircraft 'buzzing' the boat boosted morale just when it was needed, creating a new topic of conversation.

With unreliable navigational aids, Captain Bullock — as navigator — was concerned about the yacht's true position. So he was doubly relieved when the Bishop Rock light, west of the Scilly Isles, came in view just an hour and a half before he estimated it should . . . after 15 days' sailing, mostly out of sight of land.

A southerly wind sped the yacht eastwards and next morning the yacht dropped anchor in Falmouth Harbour where the crew learnt that the Coastguard had been anxiously scanning the seas for them for some days.

It had been no picnic and Captain Bullock commented: "Being frightened, cold and wet for days on end is no joke. The crew worked and lived as a team helping each other when things were rough: In all, a very worthwhile expedition and a wonderful experience."



Above: Head sail change on Kukri.

Below left: Aurlyn II's ordeal was not this calm!

Below: Kukri's sleek lines are emphasised in a view of her standing on the dockside for painting.



If you live anywhere north of Watford Gap, driving home from the Channel Ports can be a shattering experience.

Especially with a family in tow.

Which is why we suggest you take the easy way out: Sail with North Sea Ferries from Rotterdam (Europoort) or Zeebrugge to Hull.

On a North Sea Ferries ship you'll find everything you need to keep you, your wife and your children happy.

There are bars, lounges, duty-free shops, a dance floor and colour television. As well as comfortable cabins where you can get a good night's sleep.

And a slap-up dinner, morning tea and full breakfast are all included in the fare.

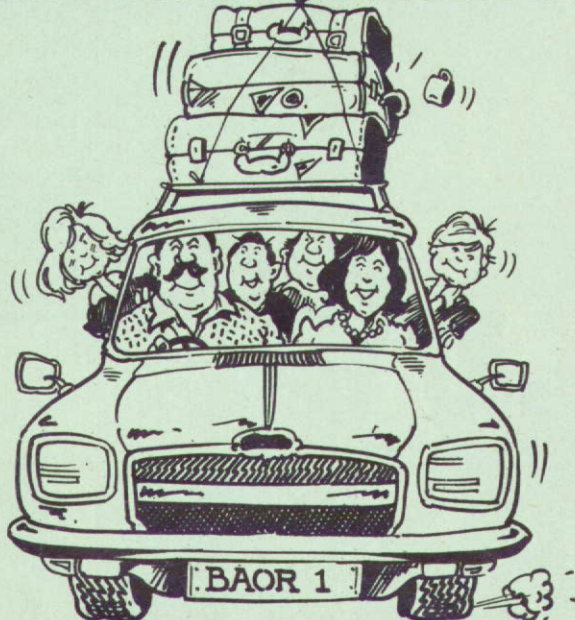
Speaking of the fare, it's very fair.

We give concessional rates to all servicemen and their families.

In fact, when it comes to looking after your army, we're the professionals.

For further details, write to: North Sea Ferries, Dept. SOL, King George Dock, Hull, HU9 5QA, Yorkshire, or P.O. Box 1476, Rotterdam, Holland, or your local agent.

IF YOU'RE GOING HOME ON LEAVE, WE'LL TAKE CARE OF YOUR ARMY.



NORTH SEA FERRIES

An associate company of P&O Ferries.

S 8/79

FIAT



FIRST CHOICE OF THE PROFESSIONALS

About to embark on your next tour of duty abroad? Then take a Fiat on tour with you.

A fabulous Fiat from Fiat Motor Sales, Brentford, sole export concessionaires. Just look at all these advantages:

Full Fiat range including the 127, the Mirafiori illustrated above, and the 132 Two-Litre. There's a car with the size, style and price to suit every pocket. Availability from stock. The model of your choice shipped anywhere in the world. Outstanding after-sales service from thousands of service centres throughout the world — over 1,500 in West Germany alone. Tax-free purchase. Low rate interest Fiat Finance, or Naafi Finance arranged.

FIAT
Motor Sales

Nobody knows more about Fiats

Fiat Motor Sales Ltd on the A4 at Brentford Tel: 01-560 4111
Export Division, Great West Road, Brentford, Middlesex TW8 9DJ
Please send full details about the fabulous Fiat Models and your very advantageous terms.

Name & Rank _____

Address _____

Unit _____

Telephone No _____

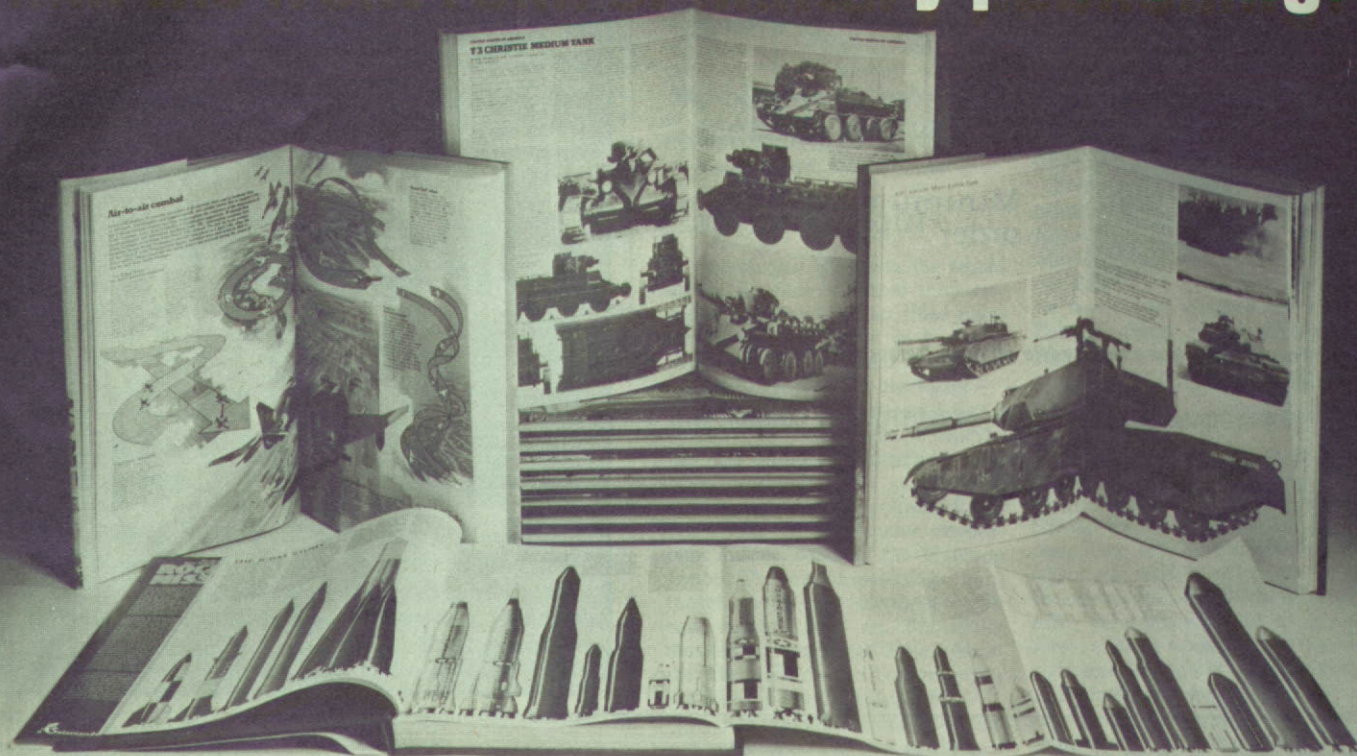
Ext _____

S/8/79

**Call in next time
you're off duty
or post the coupon today.**

Salamander Books

...In the front rank of military publishing!



Four recent titles from Britain's leading
military publisher.
Full colour, written by experts, marvellous value.

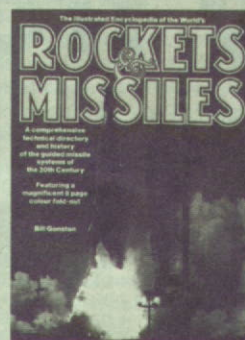
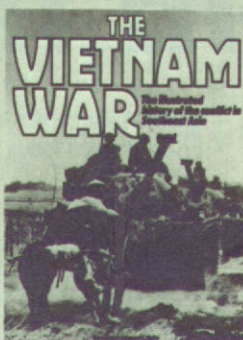
THE VIETNAM WAR

Editor: Ray Bonds

The Illustrated History of the Conflict in
Southeast Asia.

This book gives an objective battle by battle analysis and technical directory of military equipment employed in Vietnam from 1945 to the present day. 26 maps and diagrams, over 550 photographs, of which 250 are in full colour and 28 colour technical drawings of weapons. Foreword by General William C. Westmorland.

248 pages £8.95



The Illustrated Encyclopedia of the World's

ROCKETS AND MISSILES

Bill Gunston

This long-awaited directory provides the first comprehensive survey of the world's military missiles. Over 430 weapon systems, each fully illustrated, often in colour, are described in detail. A special feature is an 8-page fold-out which illustrates the tracking, guidance, propulsion and killing systems of modern missiles and the history of the development of ICBMs.

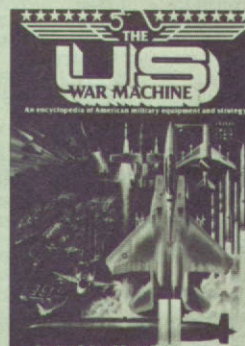
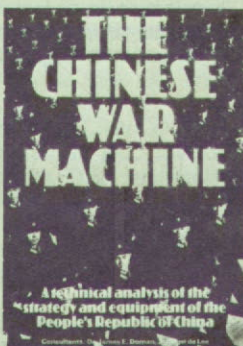
264 pages £9.95

THE CHINESE WAR MACHINE

Consultants: Dr James E. Dornan, Jr. & Nigel de Lee
A technical analysis of the strategy and equipment
of the People's Republic of China.

Compiled with the full co-operation of the Chinese, this book gives a clear picture of the country's immense fighting force and its fascinating national security policy. Intriguing facts and figures have been combined with hundreds of illustrations, many of which are in full colour. Certainly the most comprehensive assessment of China's military resources ever produced.

184 pages (incl. one 8-page fold out) £7.95
(to be published October)



THE US WAR MACHINE

Consultant: Dr James E. Dornan, Jr.

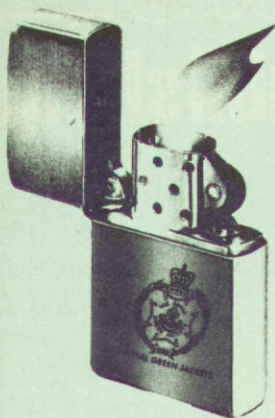
An encyclopedia of American military equipment and strategy. For the first time, all the combined power and major weapons available to the US armed forces are described, illustrated and evaluated, with the help of over 500 illustrations, including 300 in full colour. Studies America's overall military/political strategy, past and present; the current capability for defensive and offensive operations is examined, as is the performance of her military forces in past conflict.

272 pages £8.95

These and other Salamander military titles can be purchased from your local book supplier. In case of difficulty contact Salamander Books, Dept. F, 27 Old Gloucester Street, London WC1N 3AF.

ZIPPO LIGHTERS

ENGRAVED IN COLOUR WITH
YOUR REGIMENTAL CREST



The original petrol
windproof lighters.

Guaranteed for life or
repaired free of charge.

Delivered duty paid UK
or duty free overseas.

Minimum engraved
order

50

For full details complete the coupon below and send to:

W A INGRAM ASSOCIATES LTD., 36 HERTFORD ST, LONDON W.1.

Please send me full details about how to obtain Zippo lighters
engraved with my Regimental Crest.

NAME

ADDRESS

.....

THE SILKEN CANOPY

Major Victor Dover, MC

The exciting and touching story of 'Dicky'
Dover's astonishing career with the Parachute
Brigade during and after the Second World War.
£6.95

OPERATION FISH

THE RACE TO SAVE
EUROPE'S WEALTH
1939-1945

ALFRED
DRAPER

The astonishing story of Churchill's greatest and most
dangerous gamble of the war — how the gold and
securities of Britain and Europe were snatched from the
threat of Nazi invasion, and secrecy was the only key to
success. £6.95

Cassell

try the rest then buy from the best

SELECTION OF OUR PRICES:

FIESTA	PRICE £
MODEL	
950 (40 BHP)	1945
950 L (45 BHP)	2170
1100	2050
1100 L	2275
1100 S	2540
1300 S	2675
1100 Ghia	2850
1300 Ghia	2955

CORTINA 4 DOOR	PRICE £
MODEL	
1600 L	2678
1600 GL	2937
1600 Ghia	3495
2000 GL	3106
2000 S	3310
2000 Ghia	3596
2300 GL	3518
2300 S	3722
2300 Ghia	4008
1300 Estate Car	2670
1300 L Estate Car	2851
1600 Estate Car	2806
1600 L Estate Car	2992
1600 GL Estate Car	3252
1600 Ghia Estate Car	3810
2000 GL Estate Car	3422
2000 Ghia Estate Car	3991
2300 GL Estate Car	3833
2300 Ghia Estate Car	4322

ESCORT	PRICE £
MODEL	
1300 L	2212
4 Door	2297
1300 GL	2437
4 Door	2522
1300 Sports	2578
4 Door	2693
1300	2655
1600 Sports	2770
2 Door	2875
1600	2960
1300 Ghia	3036
1300 Ghia	2117
1600 Ghia	2228
1100 Estate Car	2470
1300 Estate Car	2748
1300 L Estate Car	
1300 GL Estate Car	
ESCORT RALLYE SPORT	
RS 2000	3221
2 Door	
RS 2000 Custom	3645
2 Door	
CAPRI	
MODEL	PRICE £
1300	2453
1300 L	2636
1600 L	2785
1600 GL	2968
1600 S	3399
2000 GL	3150
2000 S	3546
3000 S	3822
2000 Ghia	4137
3000 Ghia Automatic	4676

WHO ELSE CAN OFFER:-

- LARGE DISCOUNTS ON BASIC CAR
- COMPETITIVE BANK LOANS
- LOW INTEREST 10% DEPOSIT UP TO 48 MONTHS TO
REPAY (NOT H.P. OR LOANS THAT ARE INSTANTLY
REPAYABLE SHOULD YOU LEAVE GERMANY)
- 100% REPATRIATION INSURANCE FROM DAY OF
PICKUP AGAINST V.A.T. & CAR TAX SHOULD YOU
BE POSTED TO THE U.K. WITHIN 12 MONTHS.
- INDIVIDUAL ATTENTION FROM PRIVATE COMPANY.
- NO HIDDEN EXTRAS.
- CHECK OUR PRICES — IT WILL ONLY COST YOU A
STAMP TO BE ABLE TO CHOOSE YOUR CAR FROM
THE COMFORT OF YOUR ARMCHAIR.

*OTHER MAKES AVAILABLE ON REQUEST

All discounted prices shown above are subject to the standard factory delivery charges ruling at the
time of delivery.

All Prices and Offers are effective from 1st April 1979 and are subject to change without notice
should the manufacturers and suppliers impose price increases.

POST TODAY BUY TOMORROW
CARPACK MILITARY EXPORT CAR
40, Hetherington Rd, Charlton Village
Shepperton, Middx.
Please supply me with current up-to-date information on:
NEW FORD DESTINATION
REQUESTED DELIVERY DATE
NAME & RANK
ADDRESS
REGT or UNIT
TEL No.
EXT

Letters



Roses . . .

Mr H B Eaton (June) asked if out of season red roses are available in April for St George's Day.

For more years than I care to recall, I have been getting mine from John Groom's Association for the Disabled, in exchange for a donation to their funds. In their London craft centre their disabled young women have for very many years been making skilful copies of real flowers and roses are one of their best productions.

These young women also provided Minden roses and Alexandra Day Roses and the proceeds of their work help seriously disabled people within and far beyond their own association. — **Charles O'Connor, 12 Arundel Gardens, Winchmore Hill, London N21 3AE.**

. . . Roses . . .

Queen's Regulations say — or used to — that all ranks serving with a regiment other than that of their own nationality may apply to their commanding officer for permission to wear their own national emblem on their own national day.

As an Englishman serving with an Irish cavalry regiment — the 5th Royal Inniskilling Dragoon Guards — I applied annually on behalf of myself and other Anglo-Saxon colleagues, for permission to wear the rose on Saint George's Day.

Every succeeding commanding officer for many years denied my request for varying reasons until success at last in 1965. Lieutenant-Colonel Woods (now commanding in Northern Ireland) agreed to my application with the proviso that the roses to be worn were English and were not to be artificial.

Mr Eaton had a problem finding a rose in England in April. Has anyone ever tried to obtain an English rose in Aden at that time? — **Captain R P Ives (retired), 9 Hazel Grove, Tarleton, Near Preston, PR4 6DQ.**

. . . All the way!

Your readers may be interested to know that The King's Own Royal Border Regiment along with, to my knowledge, three other English infantry regiments, celebrates St

George's Day as one of its Regimental Days. On this day all ranks wear the Red Rose of Lancaster and the Regimental Colour is decorated with a wreath of red roses.

The tradition was inherited from The King's Own Royal Regiment (Lancaster) and it is difficult to determine when it originated. The first written evidence appears in the Lion and Rose, the regimental journal, published in July 1909. This states that for the first time for many years the Regimental Colour was trooped on 23 April at Lucknow which indicates that the custom originated many years before that, but had lapsed, possibly for operational and climatic reasons.

It cannot be denied that fresh roses are expensive in April, but this is largely overcome by the issue of artificial ones. Nevertheless a large number of serving soliders and old comrades make a point of wearing fresh ones on the day.

Mr Eaton's letter reminds me of a story which no doubt some of your readers from The Lancashire Fusiliers may be able to confirm. It is said that in 1950, during the Abadan crisis, a company of that regiment was on board HMS Mauritius in the Gulf and sent a signal asking for 100 roses to be delivered to them for Minden Day. In due course 100 bottles of lime juice were delivered to the ship! — **Lt-Col (retired) J Petty, Regimental Secretary, The King's Own Royal Border Regiment, The Castle, Carlisle.**

Zulu War

I know from the interest aroused by my letter to *SOLDIER* that many of your readers are Zulu War enthusiasts and I would like to draw attention to a two-part article which has appeared in 'The Waggoner', journal of the Royal Corps of Transport.

Written by Lieutenant-Colonel I H W Bennett, it concentrates on those of the Commissariat and Army Service Corps who participated in the defence of Rorke's Drift and brings out the crucial contribution of Asst Comm James Langley Dalton.

Although he was belatedly awarded a Victoria Cross, the part played by Dalton has been muted. Yet it was he rather than Chard or Bromhead who insisted that a stand should be made at the mission station and he proposed that the breastworks be built of mealie bags and other stores.

Encouraged by Lieut-Col Bennett's researches, the RCT has produced a Rorke's Drift supplement consisting largely of the account of the action by Asst Comm W A Dunne which originally appeared in the ASC Journal in 1891.

Dunne's story has previously escaped the notice of military historians and consequently Ian Bennett has made important contributions to our understanding of the defence of Rorke's Drift in this centenary year. — **G R Everson, 111 Station Road, West Horndon, Brentwood, Essex.**

Jock's pop spot

Once again I'm writing while our programme 'Worldwide' is in its summer recess to invite any Scottish lads to send requests and dedications to Radio Clyde.

When the series returns in September we hope to have more of a commitment from the forces as this is a programme especially for them. It will go out each Sunday with a new presenter, Iain Anderson when we plan to unite far-flung families. Write to: — **Radio Clyde, 'Worldwide,' PO Box 261, Glasgow, G2 7LB.** — **Annie Wood, Radio Clyde.**

Cap-badge gun

In your August 1978 issue the article on the Rotunda contained the statement "the nine pounder rifled muzzle loader . . . known as the cap-badge gun . . . was used as a model for the Royal Artillery cap badge."

The first gun to appear on a Royal Artillery cap badge, was, I believe, the gun on the bell topped shako plate circa 1829. This gun is most certainly not the nine-pounder RML but a nine- or 12-pounder smooth-bore muzzle loader of the Waterloo period. The muzzle mouldings, hub, breech mouldings, elevating screw and wooden trail are beautifully detailed and there can be no doubt that the artist did his best to depict accurately a current equipment.

In 1878 the cloth helmet with spike was authorised. The gun on the helmet plate worn with this helmet is not so easy to identify. It bears a superficial resemblance to the 1829 SBML but the trail is now metal (the rivets are clearly shown), the hub of a different construction and the muzzle mouldings have gone. The breech mouldings and elevating gear have not been changed and there is a detectable muzzle swell. If this was an attempt to modernise the badge to represent the nine-pounder RML it was a careless job.

The present cap-badge gun — I suggest — is neither the nine-pounder RML nor the Waterloo SBML but a hybrid, created by an artist who was permitted too much licence. — **Lieutenant-Colonel W D Thomas, Directorate of Artillery, Campbell Park Offices, Canberra, ACT 2600.**

Tracing defences

The article about the last Bofors unit (*SOLDIER* May 1979) prompts me to bring to your attention the United Kingdom Fortifications Club that has for several years been trying to locate and record the present state of various forms of World War Two structures used in the defence of this country.

Bofors batteries like that mentioned in your fine article were based around many towns and airfields in Britain during the war.

We are searching for data about the coastal defence batteries, anti-aircraft batteries, 'Z' rocket batteries, gun emplacements and pill boxes. If

SOLDIER readers are interested, the result of this search and survey will be given to the Imperial War Museum and Royal Artillery.

All replies to our request for information will be answered. — **Peter D Cobb, Honorary Secretary UKFC, 4 Mablethorpe Road, Portsmouth PO6 4LJ.**

Terriers' thank-you

For our annual TAVR training camp this June we were attached to Support Forces Rhine Army with the Royal Engineers Field Post Office BFPO 23.

During this time we were accommodated by the 1st Battalion, The Royal Anglian Regiment and we would like to thank them for making our stay such a memorable one. Also we would like to thank the regular Posties' there. — **Staff-Sergeant Jack Harris and L/Cpl Jesse Matthews, 203 PCCU, Riyak Engineers, TAVR.**

ENSA reunion

Forty years ago this September the Second World War broke out. At the same time ENSA was formed and action was taken which triggered off the formation of various entertainment units which served the armed forces and war workers in all theatres right through the war and until 1947.

To mark the 40th anniversary of the founding of the network a special reunion is to be held in Salisbury in September. It begins with a concert from a lorry back on September 1, the reunion including a concert next day and a performance of 'Workers Playtime' on 4 September.

A number of wartime entertainers have already agreed to take part but the organisers are hoping to contact many more. They should get in touch with: — **Miss Bette Anderson, Rectory Cottage, Boyton, Warminster, Wilts, BA12 0SS.**

Unusual medal

Mr Barlee's letter (*SOLDIER* April 1979) refers to the paucity of service medal issues for World War One when no medal was granted for military service within the United Kingdom, even for more than four years.

It may interest readers to know that the British 1914-'18 medal was awarded to Chinese, Burmese, Malayan and Egyptian Labour Corps members who were not under full military discipline. But the issue was in bronze.

Nowadays collectors may pay more than 25 times the value of a silver 1914-'18 war medal for the same medal in bronze.

The British silver medal was awarded to adults who had been interned in the British section of the German Ruhleben civilian camp where they received fair treatment and were not forced to work. No atrocity allegations were made against the camp staff.

All the interned jockeys, entertain-

continued over

ers and others had been warned to leave Germany prior to war being declared but failed — or did not want — to leave.

The internet issue of the medal is perhaps one of the most unusual war medal issues. — **R Rimer, 27 St George's Flats, Newtown, Chester CH1 3HG.**

Ex-air-gunners

Any ex-air-gunners among your readers are invited to write to me about their experiences in training, weaponry or combat. I am researching a book about them and would welcome any comments on the subject. — **Mr S Allinson, 24 Ravenscliff Crescent, Scarborough, Ontario, Canada.**

'Lonely Outposts'

I am writing a book called *Lonely Outposts* about peripheral aspects of World War Two. I would like to hear from anyone who took part in the following campaigns I am covering: — Iraq and Syria 1941, Persia and the South Atlantic supply routes (including Ascension Island) and through the Persian corridor to Russia, Madagascar 1942 and any minor operations in the Indian Ocean.

Also the so-called 'Weather War' in the Arctic, the American operations against the Japanese in the Aleutian Islands plus the activities behind the lines in the south-west Pacific and South East Asia.

I should also be interested to hear of any other exotic sidelights on the war. — **J S Riggs, 188 Cavendish Road, London SW12 0DA.**

Dragoons book

I have been commissioned by the 4th/7th Royal Dragoon Guards to

write a history of the regiment from 1685 to the 1970s. If any of your readers possess — or know of — unpublished memoirs, diaries, letters or any other documentary material relevant to the present regiment or either of its predecessors I should be most grateful if they would contact me. — **J M Brereton, Wern Newydd, Painscastle, Builth Wells, Powys, Wales.**

'Suspicious'

I saw in the record reviews (SOLDIER April 1979) that RB thought that the Edinburgh Military Tattoo started with what sounded "suspiciously like a mounted cavalry band."

I wonder if the mounted trumpeters of the Royal Scots Dragoon Guards who appeared at the tattoo with their drum horse were pleased or displeased by reading that they sounded 'suspiciously' like themselves! — **Robert Aitken, 128 Sunnysbank Avenue, Coventry CV3 4DR.**

Since the Royal Scots Dragoon Guards — drum horse and all — have not so far charged into SOLDIER's offices in high dudgeon, we can only assume that they — like so many of our readers — merely appreciated the dry wit that gives zest to RB's record reviews. — Ed.

IMPORTANT TO ALL OUR OVERSEAS READERS

Overseas readers are asked to note that all payments to SOLDIER should be made by UK cheque, UK postal order or international money order expressed in sterling. All payments should be sent direct to SOLDIER but should be made payable to: Command Cashier, UKLF.



ANODISED BADGES

No. 1 Specialists
in the field.

All currently available British Army cap badges in stock; including current officer head-dress badges. List on request.

SPECIALISTS IN GOOD QUALITY GOVT. SURPLUS

Clothing — Badges — Sleeping Bags — Denims — Footwear — Webbing and Equipment.

Henry Du Bora

18-20 Wellington St.,
Aldershot.
Tel: Aldershot 22668

SAE WITH ENQUIRIES PLEASE

GOING OVERSEAS?

WHY NOT TAKE A NEW

Lotus Mazda

TAX FREE

Just fill in the coupon below, post it to us and we'll send you full details by return.

To: Wych Cross Motors Ltd., Forest Row, Sussex.

NAME

ADDRESS

INTERESTED IN

WYCH CROSS MOTORS LTD

TELEPHONE
034-282 3864

Competition

Congratulations to everyone who entered our April 'Jigword' competition. There were lots of you and you all got it right. We had to disqualify a lady from Leamington however for forgetting to stick our Competition Label on her entry. Remember, unless you attach the correct coupon to your answer you won't be included in the draw for prizes.

Prizewinners:

- 1 S Sgt R J White, c/o WO's & Sgts' Mess, 9th Signal Regt, BFPO 58.
- 2 D A Underwood, 13 Benson Road, Abingdon, Oxon.
- 3 Miss Lumley, 15 Horne Road, Catterick Garrison, N Yorks.
- 4 Mrs J V Shadforth, 22 Wood End, Pendine, Carmarthen, Dyfed.
- 5 Mrs Jan Tibbit, c/o Sgt K Tibbit, 112 Pro Coy RMP, BFPO 36.
- 6 P R Barton, c/o Col G H Barton, M and L. Division, IMS, NATO, BFPO 49.
- 7 Sig Postings, HQ/MT, 22 Signal Regt, BFPO 107.
- 8 Mrs M Gordon, 22 Hazel Hill Cres., Bestwood Park, Nottingham.

Reunions

Christ's College, Finchley CCF. 75th Anniversary Walk from Busley to Christ's College. Sun 30 September. ETA at School 4.30pm. All ex-cadets welcome to reception. Further details from B W Fuller, Manorside, High St, Grendon Underwood, Bucks, HP18 0SU.

The Duke of Lancaster's Own Yeomanry. OCA Reunion Sat 10 November. Parade and lunch Chorley, supper Lancaster House. Details from RHQ, Lancaster House, Manchester Road, Clifton, Manchester, M27 2PU.

Royal Hong Kong Regiment (The Volunteers). Celebration of the 125th Anniversary of the foundation of the Volunteers will take the form of a Dinner at the Cavalry and Guards Club, 127 Piccadilly, London on 21 September. Ex-members of the RHKR(V), RHKDF, and HKVDC should contact Messrs Bellingham (01-606 7601) or Duncan-Smith (01-930 2525) for further details.

15th/19th The King's Royal Hussars Regimental Association. The 60th Annual Reunion Dinner Dance is to be held at the Civic Centre Banqueting Suite, Barras Bridge, Newcastle upon Tyne on Sat 22 September at 6pm for 7pm. Tickets can be obtained from Major B O Simmonds, Secretary, 15th/19th The King's Royal Hussars Regimental Association, Fenham Barracks, Newcastle upon Tyne, NE2 4NP. Tel: Newcastle (0632) 29855.

The Duke of Wellington's Regimental Association. Annual Reunion at Prescott Street Drill Hall, Halifax, Sat 29 September. AGM at 6.30pm; Dinner 7.30pm for 8pm. Tickets (£4.00) and further details from the General Secretary, Mr A Wood, RHQ The Duke of Wellington's Regiment, Wellesley Park, Highroad Well, Halifax, West Yorkshire, HX2 0BA (Tel: Halifax 61671).

Hong Kong, Singapore, Ceylon, and Pack Artillery Associations (1919-1959). 13 October at The Drive Hotel, Old Town, Eastbourne. Details: D A Knight ERD, 79 Tyrrell Ave, Welling, Kent, DA16 2BT.

Army Physical Training Corps. Annual Reunion Dinner, Sat 15 September, Army School of Physical Training, Aldershot. Tickets and details from the Association Secretary, Army School of Physical Training, Queen's Avenue, Aldershot (Tel: Aldershot Military (24431) ext 2131).

The Staffordshire Regiment (The Prince of Wales's). Regimental Annual Reunion Dinner, 8pm Sat 8 September, at Whittington Barracks, Lichfield, Staffs, WS14 9PY. Tickets obtainable from RHQ (address as above) in advance, £2.50 each.

Army Apprentices College Arborfield. The Old Boys Association of the College intends to hold a reunion during the weekend 12-14 October. It will follow the form of the recent successful reunions and all past apprentices of Arborfield and Carlisle and past members of staff are cordially invited. Full details and application forms can be obtained from the Hon Sec OBA at the College.

Brighton Sea Cadet Unit, TS Dolphin, is celebrating the completion of its first 50 years with a grand reunion at Hove Town Hall on 20 October. Former cadets or staff interested in attending or contributing towards reunion fund, should contact Sub-Lt (SCC) R Copelin, RNR, 63 Upper Lewes Road, Brighton, BN2 3FG.

The West Yorkshire Regiment and the Prince of Wales's Own Regiment of Yorkshire. Annual Reunion and White Horse Ball, Queen Elizabeth Barracks, Strensall, Sat 6 October. Details from the Secretary, West Yorkshire and PWO Regimental Association, Imphal Barracks, York, YO1 4HD.

79th and 80th (Medium) Regts (Scottish Horse) RA. Reunion 10-11 Nov at Dunkeld. Those who lost touch in last 30 years especially welcome and all Scottish Horse (RAC) and PSIs. Details: K Campbell, PO Box 11, Aberdeen, AB9 8AG.

The Loyal Regiment (North Lancashire). London Branch regimental reunion dinner, 1900 for 1930 hours, 1 September, Victory Services Club, 63-79 Seymour Street, Marble Arch, London. Tickets £3.50. Details from Secretary, M Ryan, 18 North Drive, AERE Harwell, Didcot, Oxon, OX11 0PE.

The Royal Welch Fusiliers Comrades Association. Annual reunion and general meeting, The Barracks, Wrexham, 6-7 October. Tickets and programmes from branch secretaries or on application to Secretary, RWFCA, The Barracks, Caernarfon, Gwynedd, LL55 2DB.

Ex-Prisoners-of-War. Annual reunion and concert, Fairfield Hall, Croydon, Fri 14 September. Details: Maj J Howe (Retd), Castleton, Hookwood, Limsfield, Oxted, Surrey, RH8 9DU.

The Dorset Regiment Association. Annual reunion, Sat 8 September, TAVR Centre, Poundbury Road, Dorchester. Details: Secretary, The Keep, Dorchester, Dorset, DT1 1RN.

The Welch Regiment Old Comrades. Reunion, Sat 13 October, TAVR Centre, Broadway, Pontypridd. Further information: V D Williams, 41 Colebank Road, Hall Green, Birmingham, B28 8EZ.

How observant are you?

(see page 10)

The two pictures differ in the following respects: 1 Shape of rock behind mermaid's arm. 2 Lines on mermaid's tail. 3 Lower fin of fish fourth from right. 4 Top diver's lower toe shape. 5 Lower diver's leading thumb. 6 Middle stripe of big fish. 7 Tail mark of big fish. 8 Front of mermaid's hair. 9 Mermaid's left little finger. 10 Lower right 'branch' of right plant.

Collectors' corner

Mr P E A Hall, 1030 Harrow Road, Wembley, Middlesex, HA0 2QT — Stamp Collector wishes to purchase King Edward VII and Queen Victoria British Empire issues singles or album collections, also envelopes, letters, and postcards.

P Woodage, 27 Bourne Road, Pangbourne, Reading, RG8 7JT — Wants military vehicle manuals, instruction books, etc. British and US 1939-45.

N A Rautenback, c/o Medical Centre, Simonstown, South Africa 7995 — Seek crests of ships, subs etc worldwide.

A North, 30 Preston St, Timaru, South Island, New Zealand — Seeks, NATO, SEATO, and commonwealth, elite and special forces, badges, insignia and wings. Also SAS, French Foreign Legion, and US Rangers, Airborne, seals, badges, insignia and wings. Also Rhodesian, South African, badges, insignia and wings. Has some NZ

badges for exchange, or will pay reasonable prices.

A Coilliot, 71 Rue Raoul Briquet Beaurains, France, 62000 Arras — All info wanted on different British units engaged in the actions around the town of Arras for publication of book on the battle of Arras 20/24th May 1940. As a collector of military relics, badges, equipment WWI and II (British and UK Forces), he wishes all exchanges, contacts.

H E Moss, 6 Saxonbury Gardens, St Mary's Road, Surbiton, Surrey, KT6 5HF — Requires UK Korea medals to Middlesex, Royal Norfolk, 8th Hussars, will exchange or purchase.

Vic Brown, Brecklands, Northwell Pool, Swaffham, Norfolk, PE37 7HW — Far East War 1941-45. Literally anything Allied or Japanese required for private collector's touring exhibition. Please forward banknotes, leaflets, documents, photos, postal items, swords, flags, insignia etc for offer by return or contact for further details.

B Quittenton, 2 Chelsham Close, Warlingham, Surrey — Requires Official History of Cdn Army WWII and cap badges Seaforth of Canada (with coronet) Sherbrooke Fusilier

Regt, NB Rangers. For exchange Camerons of Ottawa, Winnipeg LI, 1st Cdn APC Regt, KO Malta Regt and militia etc.

Maximiliann de Elduayen, Brigade Paracaidista, Estado Mayor, 'Boina Negra,' Alcalá de Henares, Madrid, Spain — Very interested in Republican Spanish para's Wings. The Spanish para wings of civil war (1936-39). Exchange for other badges or buy. Also badges of Gurkhas, Scottish regiments, and from Hong Kong and Bahamas.

David S Hicks, 370 Upper Shoreham Road, Shoreham by Sea, Sussex, BN4 5QD — Has about 100 Canadian World War II period cloth shoulder flashes. Interested in exchanging for RFC/RAF items, badges and medals in particular.

Gene Christian, 3849 Bailey Ave, Bronx, NY 10463, USA — Wants; Badges, banners, medals, certificates, headress, crossbelts, souvenirs, etc re: British Indian Army & Native States, Camel Corps, British Colonial Vol Corps; Shanghai-Tientsin Vol Corps, Police, etc, Yangtze Gunboats, Chinese Maritime Customs, International Brigade (Spain), Chinese Forces (pre 1949), Italian Colonial, Mercenaries, French Colonial, Foreign Legion and

School Attendance medals, British Colonial Shooting medals; Presentation & Regt marked kukris.

David Turner, 14 Ambrose St, Mt Albert, Auckland 3, New Zealand — Wants: Commonwealth and Belgium badges especially medical corps. Has buttons and badges to exchange.

Ray P Yochim, 140 Alderson Crescent, Saskatoon, Saskatchewan, Canada, S7H 4C2 — Wants issue No 19 of 'War Monthly'. Any help appreciated.

Major J G Mayes, HQ 4th Armoured Division, BFPO 15 — 8th, 63rd, and 96th of Foot, The King's Regiment — is researching a new regimental history of the King's Regiment from 1685 to the present day. Grateful for any information such as personal reminiscences, family anecdotes, letters, newspaper cuttings, old regimental histories and documents, even pub tales. Any material offered would be returned.

Andrew Sinclair, 4 Dunster Gardens, Bishopbriggs, Glasgow, G64 3LF — Wants slides of military tanks and weapons.

Mr E W Unwin, 6 Shore Lane, Upton, Poole, Dorset — Requires UN Beret size 7½ or 7¾ to remind him of good old days. Cost no problem.

In this regular feature **SOLDIER** keeps you up-to-date on tattoos, open days, exhibitions, at homes, Army displays and similar occasions on which the public is welcome to see the Army's men and equipment. Amendments and additions to previous lists are indicated in bold type.

SOLDIER is not always notified of alterations and cancellations. Readers are advised to check with the organisers.

See-the-Army DIARY

AUGUST 1979

- 1 North Devon Show, Bideford.
- 1 Kneller Hall band concert.
- 1 Bingley (Yorkshire) Show.
- 2 Cardiff Searchlight Tattoo (2-11 August).
- 2 Leicester Army Display (2-4 August) (Red Devils; RA motorcyclists; Junior signalmen display team; static displays; three bands).
- 2 Plymouth Spotlight Spectacular (2-5 August).
- 3 Hull Show (3-4 August).
- 5 **Military Vehicle Display, Duxford Airfield, Cambridgeshire.**
- 8 Kneller Hall (grand) band concert.
- 9 Bournemouth Fiesta (9-11 August) (RGJ freefall, 9 August).
- 10 Shrewsbury Floral and Musical Fête (10-11 August) (Flying Bugles; Red Caps; **five bands**).
- 10 Gloucester Carnival and Military Display.
- 10 Staverton Air Show.
- 10 Great Northumberland Show, Stannington (10-12 August) (RGJ freefall).
- 11 Sedgefield, Middlesbrough, Show.
- 11 Castle Howard Steam Fair, Malton (11-12 August).
- 11 Lord Mayor's Gala, Stoke-on-Trent (Flying Bugles).
- 12 Royal Military Police and City of Chichester march.
- 15 Cromer Carnival (Red Devils; static displays).
- 15 Edinburgh Military Tattoo (15 August-8 September).
- 16 Denbigh and Flint Show, Rhyl (RGJ freefall).
- 18 Skegness (Lincolnshire) Carnival (18-25 August) (WRAC band).
- 18 Darlington Show.
- 18 Hartlepool Show (18-19 August) (Flying Bugles).

- 18 Horse of the Year Show, Doncaster (18-19 August).
- 18 Fairford and District Steam Gala (18-19 August) (Red Caps).
- 18 Minsted Carnival (RGJ freefall).
- 19 Mid-Somerset Show, Shepton Mallet (RGJ freefall).
- 22 Gillingham and Shaftesbury Show.
- 23 Eastbourne Show (Red Caps).
- 24 British Timken Show, Northampton (24-25 August) (Red Devils; Pegasus; static displays).
- 25 Expo Steam, Peterborough (25-27 August).
- 25 Durham City Show (25-26 August).
- 25 Town and Country Festival, Stoneleigh (25-27 August) (Flying Bugles 26-27 August; RGJ freefall 25 August).
- 26 Carlisle Services Display (26-28 August) (Red Caps).
- 26 Quexpo 79, Birchington (Kent) (26-27 August) (RGJ freefall).
- 27 Aylsham (Norfolk) Show (band).
- 27 Leicester City Show (27-28 August) (RGJ freefall 28 August).
- 27 Leeds Gala.
- 27 Walsall Show (27-28 August).
- 27 Open Day, Debdale Park, Manchester (Flying Bugles).
- 30 Melplash Show, Bridport (RGJ freefall).
- 31 Newport Show (31 August-2 September) (Red Caps).
- 31 Sheffield Show (31 August-2 September).
- 31 Birmingham Show (31 August-2 September) (RGJ freefall).

SEPTEMBER 1979

- 1 Seaham, Newcastle-upon-Tyne, Show (1-2 September).
- 1 Wolsingham Show, Newcastle-upon-Tyne, (1-2 September).
- 1 Keighley (Yorkshire) Show.
- 1 Guildford Show (1-2 September).
- 1 Moreton-in-Marsh Horse Show.
- 1 Malmesbury Carnival.
- 1 Guisborough Festival (1-2 September).
- 1 High Wycombe Show (1-2 September).
- 2 Luton (Bedfordshire) Show (White Helmets).
- 3 Crawley (Sussex) Tattoo.
- 8 South Norfolk Tattoo, Attleborough (Red Caps; White Helmets; Household Cavalry trumpeters and drum horse).
- 8 Stanhope, Middlesbrough, Show.
- 8 Hoddesdon (Hertfordshire) Carnival (8-9 September) (Red Devils; Pegasus; static displays).
- 8 Trowbridge (Wiltshire) Carnival.
- 9 South Yorkshire Royal.
- 13 Cambrian March (13-16 September).
- 15 Stokesley Show.
- 15 Camberley Horse Show, Sandhurst (RGJ freefall).
- 18 HMS Vernon Searchlight Tattoo (18-22 September) (Red Caps).
- 20 Thame Show.

OCTOBER 1979

- 13 Armed Forces Service, Winchester Cathedral (900th anniversary).
- 23 Berlin Tattoo (23-28 October).

NOVEMBER 1979

- 3 2nd Battalion, Scots Guards, lays up Colours, Auld Kirk, Ayr.
- 10 Lord Mayor's Show, London.
- 10 Royal British Legion Festival of Remembrance, Royal Albert Hall, London.

Will your tour of duty become a tour of garage repair shops?

An overseas posting can save you hundreds of pounds on a new car.

It'll be car tax-free, VAT-free, even duty-free.

But will it be trouble-free?

Or will you spend all the money you've saved on repairs and servicing?

Not if you buy a Toyota, you won't.

An independent survey has shown that, of 24 makes of car, Toyotas had the fewest breakdowns and needed the fewest repairs.

This is no accident.

Toyotas are simply designed, simply engineered cars.

Which not only means fewer problems, but quicker servicing.

(A job which can be carried out at any of our 3300 European dealers, of which 850 are in West Germany alone.)

You won't have to wait for delivery, either.

If you're in a real hurry, you can even pick up the car yourself from one of our collection centres in Bremerhaven.

This way, you can have it in 8 days.

For more information about the Toyota range, fill in the coupon.

With a Toyota, you'll see more of the world, and less of the world's garages.

TOYOTA

Everything keeps going right.

Prices correct at time of going to Press.

£1,236 OFF.

Carina 1600 Estate.

UK price £4243.00.

Export price £3007.00.

(Prices are for vehicle on the road.) Export price subject to eligibility.

Name/Rank _____

Address _____



Telephone (Home/Unit) _____

S/8/CA

I have been serving overseas less/more than 12 months (delete as applicable).

To: Toyota (GB) Ltd. (Export Dept.), Brighton Road, Coulsdon, Surrey CR3 3YA, England. Tel: Downland 56226. Please send details of the complete Toyota range. ☐

£1,377 OFF.

Cressida Saloon 2000.

UK price £4639.00.

Export price £3262.00.

(Prices are for vehicle on the road.) Export price subject to eligibility.

Name/Rank _____

Address _____



Telephone (Home/Unit) _____

S/8/CR

I have been serving overseas less/more than 12 months (delete as applicable).

To: Toyota (GB) Ltd. (Export Dept.), Brighton Road, Coulsdon, Surrey CR3 3YA, England. Tel: Downland 56226. Please send details of the complete Toyota range. ☐

£1,403 OFF.

Celica Liftback ST 2000.

UK price £4823.00.

Export price £3420.00.

(Prices are for vehicle on the road.) Export price subject to eligibility.

Name/Rank _____

Address _____



Telephone (Home/Unit) _____

S/8/CEL

I have been serving overseas less/more than 12 months (delete as applicable).

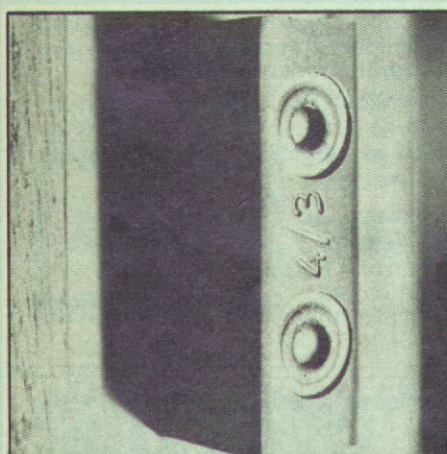
To: Toyota (GB) Ltd. (Export Dept.), Brighton Road, Coulsdon, Surrey CR3 3YA, England. Tel: Downland 56226. Please send details of the complete Toyota range. ☐

What are they?

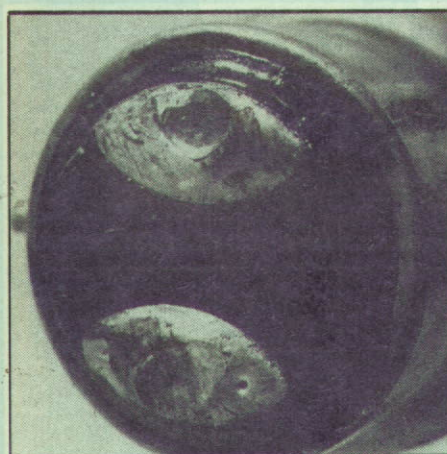
COMPETITION 253



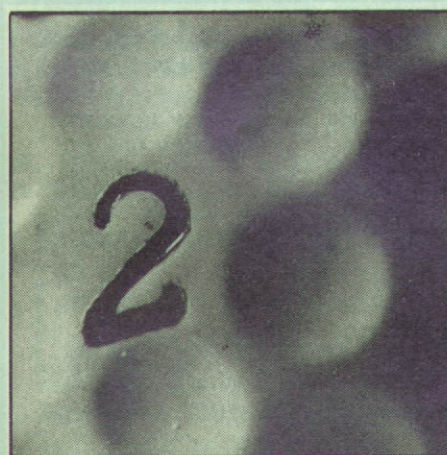
1



2



3



4

SOLDIER's photographer, Doug Pratt, provides this month's competition with this collection of common objects magnified and photographed from unusual angles.

The competition is simple to do — or is it? Just take a look at the pictures, hazard your guesses and send them by postcard or letter with the Competition 253 label from this page to:

Editor (Comp 253)

SOLDIER

Ordnance Road,

ALDERSHOT

Hants

GU11 2DU

The competition is open to all readers at home or overseas and the closing date is Monday 8 October. The answers and winners' names will appear in the December SOLDIER. More than one entry may be submitted but each must be accompanied by a 'Competition 253' label. Winners will be drawn by lots from correct entries. Competitors using OHMS envelopes or official pre-paid labels will be disqualified.

PRIZES

1 £15

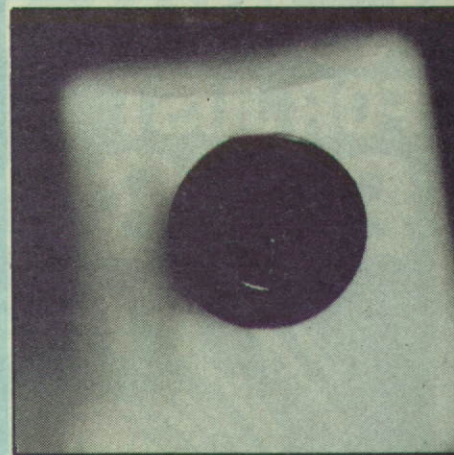
2 £10

3 £ 5

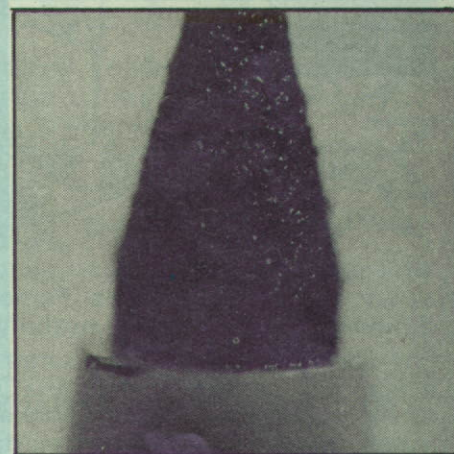
4-5 £ 3

6-7 Two books

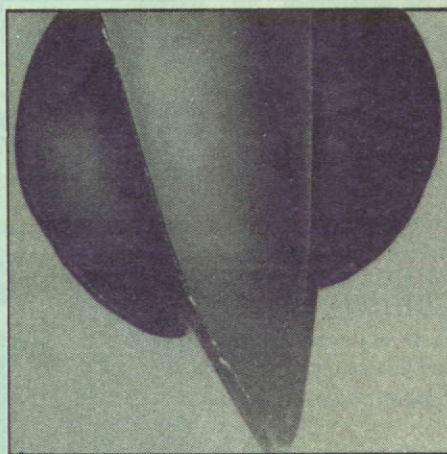
8 SOLDIER free for six months



7



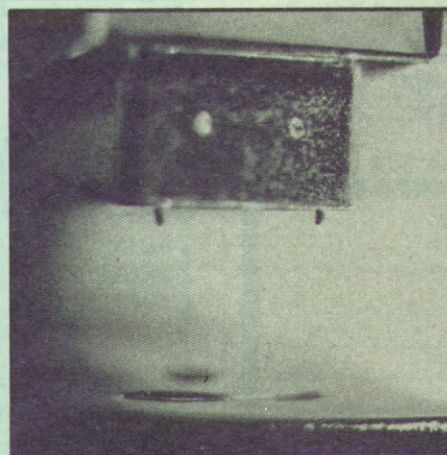
8



5



9



6



10

53

WEAR THIS SUPERB OMEGA

FOR JUST
£11.80 USING
Prestons

**INTEREST
FREE
CREDIT
OFFER**



**Prestons' FREE
CREDIT PLAN**
Can Save 50% on Usual
Credit Prices

Why pay high interest charges (up to 50% for credit) or pay cash, when **Prestons' Personal Payment Scheme** costs absolutely nothing.

For example the watch illustrated ST 1960066/BCT, a beautiful stainless steel quartz Omega accurate to 5 seconds a month, of ultra modern design fitted with a matching bracelet. It has a day/date calendar, sweep second hand, is water resistant and it could be **on your wrist for only £11.80**. You then pay the balance in 9 monthly instalments of £11.80, equivalent to £118.00 cash price. The same price you pay over the counter at any Omega stockists.

Own any Omega this way by paying a deposit of only 1/10th of the basic cash price; followed by 9 equal monthly instalments. **Absolutely NO interest charges or hidden extras**, we even pay the postage.

Send now for Prestons Omega colour catalogue and select the Omega of your choice in the comfort of your own home. **FREE 'N' EASY Omega ownership - only FROM PRESTONS**

FREE credit - over 9 months
FREE Omega Colour Brochure
FREE Omega Replicas
FREE Delivery and Insurance
FREE post the coupon 'No Stamp Needed'
FREE of risk or obligation (No salesman will call)

Prestons Timer Division, Capitol House, Churchgate, Bolton, Lancs. Reg. No. 541349.

HURRY POST NOW TO
PRESTONS, FREEPOST,
BOLTON BLT 1LY
(NO STAMP NEEDED)

**NEW
BROCHURE
OUT NOW**



Please send me Omega ST1960066/BCT
I enclose £11.80 being 1/10th deposit
Please send me the FREE Prestons
Catalogue and Omega Replicas plus
details of Free Credit Offer ☐

Mr/Mrs/Miss _____

Address _____

Post Code _____

S0/0/8/79

ABOUT TO LEAVE H.M. FORCES?

Why not join us in Northamptonshire?



On joining the NORTHAMPTONSHIRE POLICE free housing is offered or a generous rent allowance paid in lieu.

Your service training will already have given you some of the skills and the confidence necessary to undertake the role of a police officer in modern society.

A career in the NORTHAMPTONSHIRE POLICE will also give you the opportunity to be part of a team and provide the comradeship which ex-servicemen in civvy street often miss.

For further details contact:

The Recruiting Dept.,
Northamptonshire Police,
Police Headquarters,
Wootton Hall, Northampton.
(Telephone 0604-63111)

NOBODY DOES IT BETTER!



Premier T-Shirts

**T-SHIRTS & SWEATSHIRTS PRINTED TO YOUR OWN DESIGN
BY PROFESSIONALS**

- * WORLD WIDE SERVICE. * LOW PRICES - TOP QUALITY.
- * MINIMUM QUANTITY ONLY 12 SHIRTS PER DESIGN.
- * FREE ART SERVICE.
- * SEND FOR YOUR INFORMATION BROCHURE & PRICE LIST.

NO POSTAGE STAMP NECESSARY - WE PAY THE POSTAGE

RANK & NAME _____

SLD

ADDRESS _____

(CAPITAL LETTERS PLEASE)

**PREMIER T-SHIRTS DEPT. SLD FREEPOST WROXHAM
NORWICH NR12 8BR TEL: WROXHAM (06053) 2111**

A First Class Training For
Ex-Service Men & Women in

SERVICE STATION MANAGEMENT

Ambition is your most important qualification for running a busy, modern Heron Service Station – because we give you all the training you need. You should earn well over £4,000 p.a. and there are many fringe benefits and excellent promotion opportunities in one of Britain's fastest growing and most successful companies.

In short, a great start to a tremendous future!

Apart from ambition, all you need are commonsense and determination to succeed, but you must be aged between 21 and 45, have your own car and a valid driving licence.

Heron already have 190 Service Stations on the South Coast, London, the Midlands and North of England and over 100 more in these areas are at the planning stage.

Write or phone for an appointment, or further information, to **Training Manager, Heron Training Centre, Dept. S, 168/175 Shoreditch High Street, London, E1 6HU. Tel: 01-729 2321**



THE GREATEST NAME IN PETROL RETAILING

POSTED? OVERSEAS

Now's your chance to own a brand new

VAUXHALL OR OPEL

with Mendel's export car-plan



- ★ BIG SAVINGS — tax free prices plus NATO discounts
- ★ NAAFI low cost HP — From 10% deposit up to 4 years to pay
- ★ PART EXCHANGES WELCOME — top prices paid
- ★ DELIVERY TO YOUR DOOR if required
- ★ TEST DRIVES possible on most models
- ★ MANY CARS AVAILABLE FROM STOCK
- ★ AMPLE SERVICE FACILITIES in UK & BAOR
- ★ MAIN DEALERS we are an old established company with a hard earned reputation for honesty and fair play, which is probably why NAAFI car sales in UK get their export OPELS & VAUXHALLS exclusively from us.

IN THE LATEST (AND VERY STRINGENT) GERMAN 'TUV' TEST FOR TWO YEAR OLD CARS, THE MOST RELIABLE WAS THE OPEL ASCONA, WITH 77.2% OF CARS TESTED BEING FAULT-FREE

VAUXHALL

VIVA
CHEVETTE
CAVALIER
CARLTON
ROYALE



OPEL

KADETT
ASCONA
MANTA
REKORD

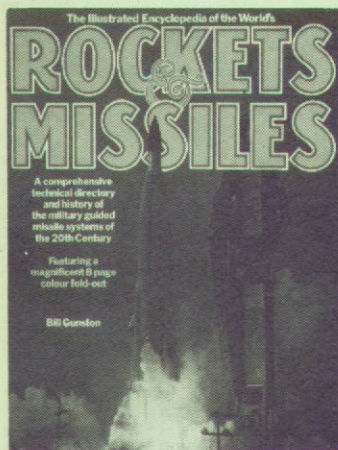
SENATOR/MONZA

UK OFFICE: STAN BATEMAN, E.L. MENDEL LTD, 1013 FINCHLEY RD, LONDON NW11 7ES TEL: 01-455 8692
W. GERMANY: JOHN EVANS, E.L. MENDEL LTD. 4050 MONCHENGLADBACH 6, VORSTER STR 514 TEL: (02161)55 93 93

PHONE OR WRITE FOR FULL DETAILS:

I AM INTERESTED IN OPEL/VAUXHALL(MODEL) FOR EXPORT
TO(COUNTRY, APPROX. DATE OF O/F POSTING.....
NAME & RANK UNIT
ADDRESS PHONE.....EXT:.....

Books



Neglected field

'The Illustrated Encyclopedia of the World's Rockets and Missiles' (Bill Gunston)

In other words, the plain man's guide to missiles and rocketry, this excellent and profusely illustrated book sets out to fill a gap. The field of guided missile and rocket technology has been strangely neglected by military analysts, possibly because of its complexity.

But Mr Gunston is a well-informed guide to a subject which has enormous significance for everyone on this planet. Indeed, the very existence of the multitude of missile systems overshadows everything else, and are central to just about every avenue of military strategic and tactical thought.

They range from the portable anti-tank missile carried by a single infantryman to the block-of-flats-sized intercontinental ballistic missile.

Mr Gunston carries their story from the primitive remotely-controlled aircraft of the years between the wars, through the buzz-bombs and V-2 rocket era, and on through the post-war arms race to the devastating Phoenix system which permits one F-14 Tomcat aircraft to destroy six independent targets at a range of over 100 miles.

With this thought provoking book no-one has any excuse for not knowing what hit him.

Salamander Books Ltd, Salamander House, 27 Old Gloucester Street, London, WC1N 3AF, £9.95 **JCW**

Wargaming

'Battles with Model Tanks' (Donald Featherstone and Keith Robinson)

While wargames bear only the most passing resemblance to real warfare, tank warfare is perhaps the most realistic of all wargames.

The reason is, of course, simple. Authentic, scaled-down models of

armoured fighting vehicles — tanks, armoured cars, SP guns and various armoured carriers — are much more realistic than, say, models of infantrymen or cavalymen of whatever era.

Reinforced by this belief, the authors present a concise and informative guide to armoured wargaming covering every aspect of the subject from the weight of tank and anti-tank gun projectiles to the vital need for efficient communications.

Macdonald & Jane's Publishers Ltd, Paulton House, 8 Shepherdess Walk, London, N1 7LW, £2.95 **JCW**



Who's who

'Who's Who in World War II' (David Mason)

This volume, while not the first of its kind, has the virtue of seeking to present a succinct history of the great conflict in the form of a collection of biographies, and in this it has largely succeeded.

Alexander and Auchinleck figure largely in the opening section, followed by men like Douglas Bader, Ernest Bevin and General Omar Bradley. Neville Chamberlain and, of course, Churchill, are prominent in the next section.

And so the story moves on with name after name of the famous and not so famous — Eisenhower, German air ace Adolf Galland, Hermann Goering, Hitler, Montgomery, Generals Koniev and Zhukov, Chinese Generalissimo Chiang Kai-Shek, Douglas MacArthur, famed for his liberation of the Philippines, Jan Masaryk, Molotov, Mountbatten, Patton and Petain.

Rommel is followed by Roosevelt and Sikorski, head of the Free Polish Forces, Slim, who defeated two Japanese armies in the Burma campaign, Stalin, Tito, Wavell and Wingate, Admiral Yamamoto, architect of the Pearl Harbour attack, and General Yamashita, Japanese 'Lion of Malaya.'

These are just a few of the many personalities whose combined war-

time biographies link up to give a compact, personal history of World War Two.

Weidenfeld & Nicolson, 11 St John's Hill, London SW11, £7.95 **JFPJ**

Bunkered

'The Berlin Bunker' (James P O'Donnell)

Thirty-four years ago, Adolf Hitler, Fuehrer of the German people, founder of the Third Reich, the man who led a great nation to disaster and disgrace, departed this life in a squalid, stinking bunker far below embattled Berlin.

Mr O'Donnell, unlike the other great historian of the bunker, Professor Hugh Trevor-Roper, actually gained access to Hitler's last refuge and sets out to recapture the doom-laden, crazy half-world of the bunker and the people who lived and died there.

In no way does it supplant Trevor-Roper's classic 'Last Days of Hitler,' but Mr O'Donnell has had remarkable success in tracking down witnesses not available to the professor at the end of the war. Most were in Russian captivity. Now, many have returned, and through their eyes, Mr O'Donnell presents a convincing evocation of the end of the Third Reich.

He explores many facets — Stalin's



ridiculous claim that Hitler had survived; the reason Doenitz was chosen to succeed Hitler; the mystery of 'Mata O'Hara,' the Irish-born mistress of Eva Braun's brother-in-law, who was a British spy; the life-long hatred between Goebbels and his wife, and the poisoning of their six children whom Magda Goebbels wished Hitler had fathered.

And he explodes the myth of the storming of the bunker by the Red Army. The Russians, we learn, never did storm the bunker. It was quietly surrendered to a team of Red Army women doctors by the only man left there — Johannes Hentschel, the engineer who had kept the power plant running as Hitler held his interminable staff conferences poring over his maps, moving long-destroyed armies, ordering non-existent formations to the relief of the capital; or spending long hours with old cronies reminiscing about the halcyon days of political struggle in

the Twenties and Thirties.

J M Dent & Sons Ltd, Aldine House, Welbeck Street, London, £6.95 **JCW**

'Curse to armies'

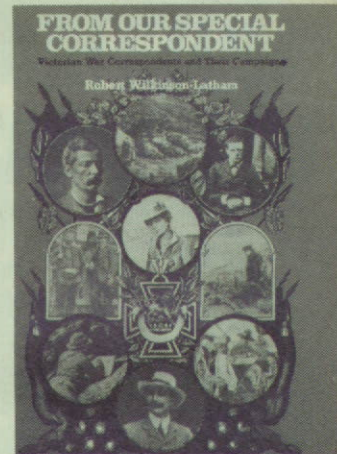
From our Special Correspondent (Robert Wilkinson-Latham)

Sir Garnet Wolseley called them "the newly invented curse to armies" and "the race of drones" when war correspondents began to accompany the British Army into the field in the 19th century. For the first time they were able to give the British public first hand dramatic stories of the fighting, descriptive accounts of the terrain and character impressions of the enemy and his home environment.

They also told of suffering, of inefficiency and of unnecessary hardships. They were critical of arms, equipment and clothing, citing instances when guns, ammunition and boots failed. But their reports reached the enemy as quickly as they did the reading public at home and revealed much information about regiments, strengths, casualties and armaments. For these reasons they were not welcomed by commanders, who gave them no privileges, endeavoured to confine them to rail-heads and otherwise tried to curtail their activities.

But they were a tough breed and men like Russell, Prior, Forbes, Churchill and many others, through their journalistic ability, brought the reality of war and an impression of foreign climes and native people to British readers.

This book recalls campaigns span-



ning 100 years — Spain, America, the Crimea, India, Egypt and the Sudan, South Africa and China. It is a fascinating account of the development of special correspondents, recounting their exploits; humorous, tragic, courageous and highly individual.

The many photographs and sketches help to bring them to life, as their own sketches at the time added considerably to their highly revealing prose.

Hodder & Stoughton Ltd, 47 Bedford Square, London WC1B 3DP, £8.95 **GRH**

Gold trail

'Operation Fish' (Alfred Draper)

Britain's present economic problems have recently brought forth exhortations to remember the spirit of Dun-

kirk, the national demonstration of defiance which saw us through those dark days of 1940.

But one cannot help wondering how Britons could have felt if they had known that Britain's gold reserves had been shipped to Canada and the United States.

Would they, as Mr Draper suggests, have believed that their leaders were expecting defeat? Would the Dunkirk spirit have evaporated?

With the King steadfastly refusing to leave London, and Churchill urging us to 'take one with you,' I doubt it. I think it more likely that such knowledge would have emphasised the seriousness of the situation.

The gold went in a variety of merchant and warships. The biggest single consignment — £47,000,000 worth — went over in the battleship *Revenge* in July 1940.

But even before the war, in May 1939, the King's visit to the United States was used as a cover for the transfer of £30,000,000 in gold so that Britain could continue buying in North America 'in the early stages of an emergency.'

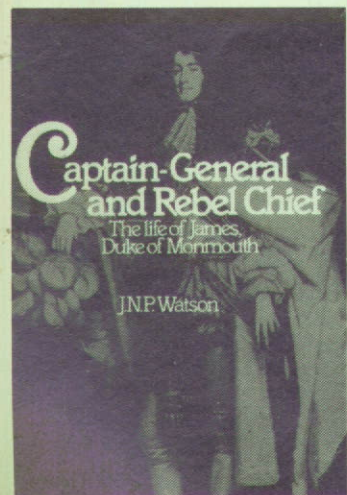
Ironically, at the same time, other European countries, concerned at the deteriorating political position, were sending their gold to London.

Not all of them, of course. Poland's gold was taken on a hazardous rail journey through Rumania as the Panzers rolled across Polish soil, that of Holland and Norway, along with the royal families, was snatched to safety by the Royal Navy as the Germans closed in.

Mr Draper tells the story of Europe's gold in a well-researched book, illustrated by quite a few photographs which should never have been taken, and really does come up with 'an untold story of World War Two.'

Cassell Ltd, 35 Red Lion Square, London, WC1R 4SG, £6.95 JCW

Rebel Chief



Captain-General and Rebel Chief (J N P Watson)

It is those "on the winning side whose words are most eagerly sought and repeated by subsequent historians. As a result, lies, if such they be, become ever more firmly established." So says the Duke of Buccleuch and Queensberry in the foreword to this book and he goes on to thank the author for portraying his ancestor James, Duke of Monmouth, in "a far truer and more fascinating

light than has so often been the case."

Certainly it was in the interests of King James II to discredit Monmouth as so many believed him to be the rightful heir to Charles II. In fact, although it is almost certain that Charles was married to Lucy Barlow, his son's mother, he never wished him to succeed to the Crown but used him as a pawn against the ambitions of James, then Duke of York.

The author stresses that Monmouth was an able Captain-General of the Land Forces who gained a reputation for military leadership in five campaigns. He became rebel chief after being exiled by Charles, failed to be reconciled when the opportunity arose and lost all through being caught up in the power game.

The author sees him as a leader of men, faithful to his principles and courageous even on the scaffold, where he refused time and time again to repent. Even Jack Ketch was so visibly moved that he failed to decapitate Monmouth with six blows of his axe and had to sever the head with a knife.

George Allen & Unwin Ltd, 40 Museum Street, London WC1A 1LU, £9.95 GRH

Decisive strategy

'World War II — Some Decisive Episodes' (R Stanhope Palmer)

Although this volume deals with only a dozen 'decisive episodes' of World War Two, the author treats the subject from a world strategic point of view without going into detail about battles. Yet he brings out seemingly unrelated facts to show how they do eventually fit into the overall pattern. Such as the Japanese failure to sink the two aircraft carriers at Pearl Harbour, and a third en route, which later gave the Americans the ability to spare *Wasp* to carry a vital supply of Spitfires to Malta in 1942, which helped to save the Island.

The decisive episodes are the 'phony war' period, including Norway and the fall of France; the Axis 'at the gates of Britain' after Dunkirk; the Mediterranean War, in two distinct parts; Japan's decision to attack the USA; the 'Schnarhorst' and 'Gneisenau' the Allied bomber offensive and the U-boat war; Sicily and Italy; Kohima and Imphal; Normandy; Arnhem; and the Ardennes counterstroke.

The author believes that many assumptions about details of the war are wrongly based and are in danger of being accepted as facts. He sets out to disprove them. There are some useful maps and a number of diagrams of battleships and sea operational manoeuvres.

Arthur H Stockwell Ltd, Elms Court, Ilfracombe, Devon, £6.00 GRH

The fighting Irish

'Fling Our Banner to the Wind' (John Horsfall)

Another human document of the Irish Brigade in battle. Day to day accounts of life — and death — advancing northward in Italy in World War Two. The Irish battalions have a unique brand of camaraderie, discipline, toughness,

touchiness and gutsy regimental spirit that makes each unit a formidable fighting formation. As a brigade with veteran experience they knew they were practically unbeatable.

The author had the advantage of keeping a day to day diary and also was able to retrieve letters written home. So his account of the fighting in Italy is not only accurate from a regimental point of view but contains much detail about the characters and idiosyncrasies of individuals.

Strong humour, too, as when Major General C F Keightley, General-Officer-Commanding 78th Division, asked Brigadier T P D Scott, commanding the Irish Brigade, to think out a plan for capturing the monastery on the practically impregnable Monte Cassino that had halted the Allied advance northward in Italy in 1944. Pat Scott said: "As I did not altogether take to the idea I said that I thought the best plan was for someone else to capture it."

All soldiers will appreciate the authenticity of this very worthwhile record and will see themselves and their comrades among the characters. The Roundwood Press (1978) Ltd, Kington, Warwickshire. £4.25 GRH

'Crushing defeat'

An interesting and very detailed account of Maiwand, the battle between a British and Indian force and the fanatical followers of Sirdar Ayub Khan in Afghanistan in 1880. The encounter ended in a crushing defeat for British arms — the only one in the second Afghan War. During the course of the day so many things went wrong and the author has been able to unfold a positive panorama of the events that could not have been bettered by any one of the participants.

Surviving officers wrote their own accounts at the time by order. Bodies were buried where the men were cut down and a visit to the battlefield by a survey party a few weeks later resulted in what is probably a unique document recording on map the exact dispositions of guns and men, including the lines of withdrawal and

the various unit engagements and final stands.

The author has commanded a mountain battery in action near the Afghan border, served with an Indian Division and has been over the battlefield. His account makes exciting and interesting reading, with lessons for the student of warfare. It also includes events leading up to and following the battle.

Leo Cooper Ltd, 196 Shaftesbury Avenue, London WC2H 8JL. £8.50

GRH

GENUINE SURPLUS

- BERETS
- COMBAT CLOTHING
- PARKAS
- BOOTS
- O.G. TROUSERS
- O.G. SHIRTS
- BRK/DRESS TROUSERS
- '58 WEBBING
- RUCKSACKS
- WATER BOTTLES

'Almost anything in genuine govt surplus'

(S.A.E.) for catalogue please

SILVERMAN'S
(Department S)

2/8 Harford Street,
London, E.1.

Tel: 01-790 5257

Personal callers Mon.-Fri.

Nearest Tube — Mile End.

UK ATOMIC ENERGY AUTHORITY CONSTABULARY

We have vacancies for

CONSTABLES

at Atomic Energy Authority and British Nuclear Fuels Ltd., establishments in England and Scotland.

Age normally: 19 to 35 years*.
Minimum height: 5 ft 7 in (men)
5 ft 4 in (women)
Pay Scale: £2,970 — £4,195 p.a. (under review)
Opportunity for Overtime
Good promotion prospects.
Free Housing or Rent Allowance.
40-hour week.
Contributory Pension Scheme.

* (applicants over this age with recent service in HM Forces may be accepted at the Chief Constable's discretion).

For further information write to:
The Chief Constable:
UKAEA Constabulary,
Building C51T,
AEE Winfrith,
Dorchester,
Dorset
DT2 8DH.

'AT EASE' SWEAT SHIRTS



Made in our U.K. factory

'At Ease' sweat shirts are beautifully made leisure wear in fleecy-lined 100% cotton material and are available with or without the hood and pockets. They come with your regimental badge permanently printed on the left breast in white or dark blue depending on the shirt colour selected. To order, just indicate in the coupon below: preferred colour, size, type of sweat shirt (standard or hooded) and badge number (from the chart) and enclose the appropriate payment (cheque, money/postal order, cash).

CUSTOM PRINTED
At Unit or Company level, sweat shirts are available printed with your own specific design. Just supply a drawing (it need only be rough) for our Art Department to work to and we will print it on your sweat shirts at no extra charge (minimum order 36 shirts). Please supply size, colour, shirt type information for quantity orders on a separate sheet. A brochure is available on request.



NOW AVAILABLE
'AT EASE' T-SHIRTS
WHITE WITH DARK
BLUE PRINT SIZES —
S. M. L. PRICE £2.75
STATE SIZE AND
BADGE REQUIRED

1. Life Guards. 2. Blues and Royals. 3. Royal Horse Artillery. 4. Queen's Dragoon Guards. 5. Royal Scots Dragoon Guards. 6. 4th/7th Royal Dragoon Guards. 7. 5th Royal Inniskilling Dragoon Guards. 8. Queen's Own Hussars. 9. Queen's Royal Irish Hussars. 10. 9th/12th Royal Lancers. 11. Royal Hussars. 12. 13th/18th Royal Hussars. 13. 14th/20th King's Hussars. 14. 15th/19th King's Royal Hussars. 15. 16th/5th Queen's Royal Lancers. 16. 17th/21st Lancers. 17. Royal Tank Regiment. 18. Royal Artillery. 19. Royal Engineers. 20. Royal Signals. 21. Grenadier Guards. 22. Coldstream Guards. 23. Scots Guards. 24. Irish Guards. 25. Welsh Guards. 26. Royal Scots. 27. Queen's Regiment. 28. King's Own Royal Border Regiment. 29. Royal Regiment of Fusiliers. 30. King's Regiment. 31. Royal Anglian Regiment. 32. Devonshire and Dorset Regiment. 33. Light Infantry. 34. Prince of Wales's Own Regiment of Yorkshire. 35. Green Howards. 36. Royal Highland Fusiliers. 37. Cheshire Regiment. 38. Royal Welch Fusiliers. 39. Royal Regiment of Wales. 40. King's Own Scottish Borderers. 41. Royal Irish Rangers. 42. Gloucestershire Regiment. 43. Worcestershire and Sherwood Foresters Regiment. 44. Queen's Lancashire Regiment. 45. Duke of Wellington's Regiment. 46. Royal Hampshire Regiment. 47. Staffordshire Regiment. 48. Black Watch. 49. Duke of Edinburgh's Royal Regiment. 50. Queen's Own Highlanders. 51. Gordon Highlanders. 52. Argyll and Sutherland Highlanders. 53. Parachute Regiment. 54. Brigade of Gurkhas. 55. Royal Green Jackets. 56. Special Air Service Regiment. 57. Army Air Corps. 58. Royal Army Chaplain's Dept. 59. Royal Corps of Transport. 60. Royal Army Medical Corps. 61. Royal Army Ordnance Corps. 62. Royal Electrical and Mechanical Engineers. 63. Royal Military Police. 64. Royal Army Pay Corps. 65. Royal Army Veterinary Corps. 66. RMA Band Corps. 67. Small Arms School Corps. 68. Military Provost Staff Corps. 69. Royal Army Educational Corps. 70. Royal Army Dental Corps. 71. Royal Pioneer Corps. 72. Intelligence Corps. 73. Army Physical Training Corps. 74. Army Catering Corps. 75. General Service Corps. 76. Queen Alexandra's Royal Army Nursing Corps. 77. Women's Royal Army Corps.

CARRY YOUR BADGE

MILLSHORE DESIGNS LTD 90 Wellington St., Kettering, Northants. Telephone: 0536 82483

Shirt Colour Indicate in boxes 1st & 2nd pref.	Shirt Size Tick in box size required	Shirt Type Tick in box type required	Badge no Approp. chart no.
Maroon	Small (34")	Standard £6.50 each	
Navy	Medium (38")	With hood & pockets £9.50 each	
Sky Blue			
Yellow	Large (42")		

Name _____

Address _____

This is no time to worry whether the mortgage has been paid.



Let's face it, the job that you've got is hardly an ordinary one.

And because of it, your financial problems are, probably, a bit out of the ordinary, too.

You could find yourself away from home for very long periods at very short notice. And when you are away you'll have slightly more important things to think about than your monthly bills.

That's why you may be interested in NatWest standing orders.

Between us we sort out what your regular monthly outgoings are and from then on we make sure that they're paid on time — you, of course, pay them but you don't have to remember to.

As well as standing orders we can provide you with a joint account, a budget account and various other services.

They can be very useful — especially when you're in the services yourself.

 **NatWest**

Soldier

