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Picture by Doug Pratt



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Picture by Doug Pratt



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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, ANDY BURRIDGE (Ext 2584)

Advertising Circulation: Mrs C WILKINSON (Ext 2592/2587)

Distribution: Mrs S McINTOSH (Ext 2583)



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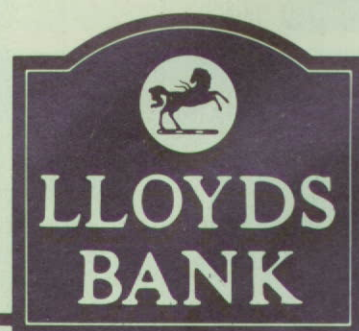
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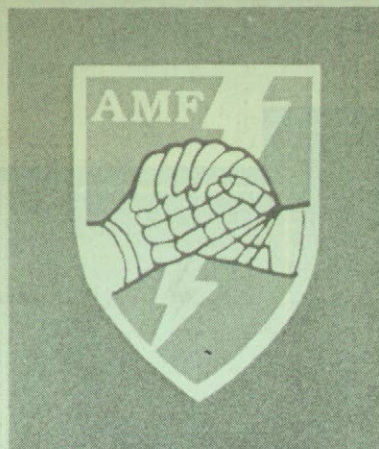
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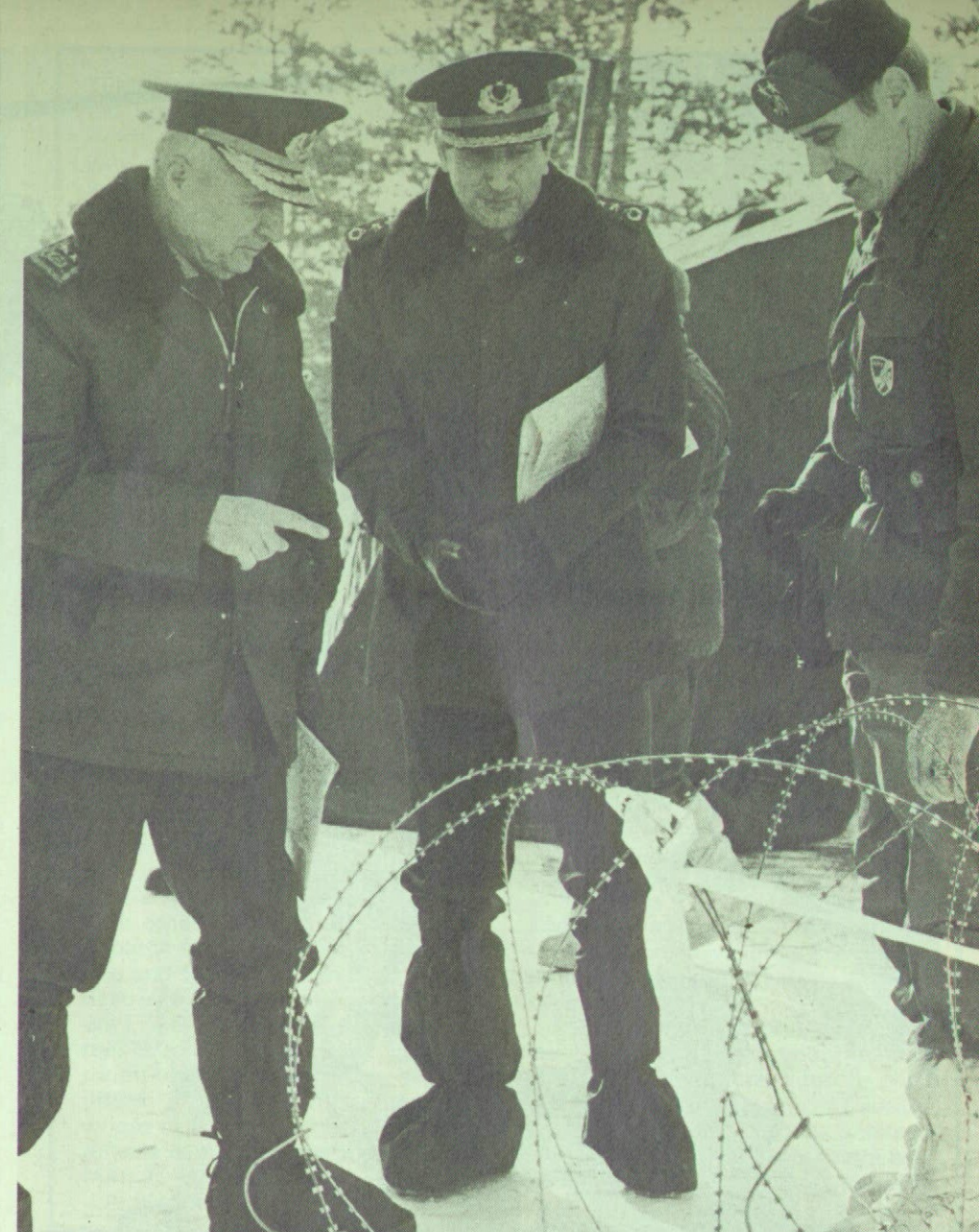
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ACE IN THE NATO PACK

Story: Mike Starke Pictures: Doug Pratt



MAILED FISTS CLASPED IN AMITY superimposed on a vivid flash of lightning provide a graphic reminder to wearers of this badge that they are part of a highly mobile multi-national Nato force dedicated for the past 20 years to deterring aggression on the flanks of the alliance in north and south Europe.

Among the wearers of this badge belonging to Allied Command Europe Mobile Force (AMF) are a high proportion of British troops of various disciplines who spend up to four years attached to the field force-sized unit which draws contingents from seven of Nato's 15 member nations.

At the 'sharp end' of the force, which has just completed Exercise Anorak Express deep inside the Arctic Circle in Norway, is 1st Battalion, The Prince of Wales's Regiment of Yorkshire — a key element in the infantry deployed by AMF (Land). The battalion is — after two years — nearly halfway through its attachment to AMF(L) and has become accustomed to the rigours of winter warfare in north Norway where the iron grip of the weather is as fierce an enemy as any armoured foe.

An officer told SOLDIER: "Last year was our first here and we were feeling our way a bit. But this year we are really on top of

Top: German helicopters stir the snow powder.
Top right: Big brass admire new barbed wire.
Left: British Scimitars are showing the flag!
Right: RAF Hercules disgorges Marines' stores.





Above: Military policeman directing a convoy.



Right: British troops load German helicopters.



Above: PWO machine gunner shows off his gun.

Right: Italians visit British troops in the field.

winter warfare conditions and survival techniques and the next two years should allow us to usefully consolidate this."

But training for the infantry has to be a constant process, warned a senior Non-Commissioned Officer. With the turnover in personnel these days, he pointed out, the training process was almost constant to fit the men for their role in a hostile environment. "But," he added, "the British soldier has the ability to adapt to all conditions — that's one of his main strengths."

Supporting the battalion in a close reconnaissance role was a troop of Scimitars from the Queen's Royal Irish Hussars. The British cavalry also provides the AMF(L) 'recce' squadron in the form of B Squadron of the 17th/21st Lancers. Alongside their Scorpions and Scimitars was another vehicle from the same family, the tracked ambulance Samaritan — the first in operational service with the Army and hailed as a great improvement by the medics who are particularly impressed with its radio communications.

Another Scorpion derivative, Striker, mounting Swingfire anti-tank systems atop its tracked hull, was to be seen on the Anorak

THE RAISON D'ÊTRE of the Allied Mobile Force is Article 5 of the North Atlantic Treaty which reads:

"The parties agree that an armed attack against one or more of them in Europe or North America shall be considered an attack against them all, and consequently they agree that, if such an attack occurs, each of them, in exercise of the right of individual or collective self-defence recognised by Article 51 of the Charter of the United Nations, will assist the party or parties so attacked by taking forthwith, individually and in concert with the other parties, such action as it deems necessary, including the use of armed force, to restore and maintain the security of the North Atlantic area".





Above: Italian AMF infanteer with feathered hat.

Express exercise battlefield in the hands of Zulu Troop 32 Guided Weapons Regiment, Royal Artillery.

The Royal Artillery also provides the force artillery headquarters plus 'O' Battery with its new Light Guns. Both the battery and HQ are from 2 Field Regiment. Yet more gunners come from Survey and Locating Troop of 22 Locating Battery RA.

Right up there too with the fighting forces are men of Independent Field Troop, Royal Engineers, and in the air above them, the sleek Gazelle helicopters of 2 Flight, Army Air Corps. And, hovering in the background, are a Force Air Support Cell supplied by 244 Signal Squadron (Air Support) and men of 84 Intelligence and Security Detachment.

Supporting all these British troops as well as the elements from other nations is AMF(L)'s Logistic Support Battalion. This vast cornucopia of stores is managed by a United Kingdom-based command structure assisted by National Support Elements (NSEs) from the other participating countries. So its very operations are the epitome of the multi-national character of the whole force it serves.

continued on page 10



TEMPERATURES PLUMMET to double figures below zero during the fierce Arctic winter in northern Norway and for troops more used to warmer climates the bitter cold can be as much of an enemy as any opposing troops.

Frozen metal can 'burn' uncovered skin while rivers ice over feet-thick to form new roads capable of bearing the weight of fully-laden Land-Rovers.

At the depth of winter, day is a few brief hours of gloom in the 'land of the midnight sun' and the whole icy grip of the cold season does not relax for six months of the year.

Local folk — fishermen and farmers — have grown used to the cold over the generations. But although they use gloves less readily than visitors, they still wrap up warm and — of course — they are virtually born on skis.

Visiting troops who come to defend these people in their icy wastes have to master the skills of winter survival and mobility that Norwegians have taken centuries to absorb and refine.

And as soldiers, men of Ace Mobile Force cannot rely on creature comforts available to civilians. At best, they share a round tent with some nine others warmed all night by a naphtha stove that needs careful filling and tending (it can flare up and destroy the tent if not handled properly). At worst, they dig in often rock-hard frozen snow to make a rough-hewn shelter which at least offers protection from the wind whose chill factor can be a killer, and reflects some escaped body warmth from its icy walls.

A warming cuppa may be made

from melted snow scooped into a metal mess tin and boiled over a stove. But layer upon layer of padded and insulated garments plus snug felt socks and overshoes keep all but the coldest weather out.

Equipment has to be protected from the cold as much as men and special lubricants and anti-freeze fluids keep motors running in both tracked and wheeled vehicles.

Tracks may grip well on the slippery surface. But this can lull the unwary into a false sense of security and lead an over-confident driver into snow drifts that swallow his heavy vehicle if he strays from the beaten track — a track as often as not marked by spindly withies where the smooth covering of deep snow have obscured the way.

Wheeled vehicles sport studs in the treads of their tyres which give a remarkable amount of grip and an easier ride for both men and machine than chains.

Men on foot resort to skis or snow shoes and soon learn why Norway is the home of Langlauf — cross-country skiing. They may curse the muscle-wrenching lope adopted to propel the hefty military skis (known ironically as 'Nato Planks') but they know that attempts to walk unaided through the snow plunge them waist — even neck — high in drifts at every other step.

Patrols lead them up hill and down dale in the spectacular mountainous terrain. But they have little time to stop and admire the view as freezing air stabs into gasping lungs and ices breath on the wool of balaclava helmets pulled close around pinched cheeks.



Left: Snow-hole blues for a shivering sentry!

Above: NBC protection is demonstrated.



The battalion has its origins in the AMF(L) Logistic Unit which was formed with some 40 men in 1962. Its task was to support just the British element and other nations produced similar small bodies.

But in the late sixties these disparate units were amalgamated into the one logistic support unit which ultimately took on its present day title.

Now the battalion provides everything from food and fuel to socks and snow shoes. The unit is some 400 strong with each NSE group having some 70 men on hand to provide their own nation's materiel when needed.

Even post and pay are specially taken care of for the British troops by a Postal Courier Unit from 21 Squadron RE and the unique 263 Field Cash Office of the Royal Army Pay Corps.

MAJOR-GENERAL ALEXANDER M WEYAND, of the United States Army, soon retires from his post as Commander Allied Command Europe Mobile Force (Land). Looking back on his command — and forward to its future — he spoke to SOLDIER:

"We have a lot of differences between the separate national elements of AMF(L) but we also have a lot of commonalities. We are brought together by a strong desire among all of us to make it work — that's the secret."

The general went on to say that a number of things help to smooth the intermesh of international groups thrown together in the military gearbox of AMF(L). Procedures have been evolved to standardise operations and their application is helped by the presence of liaison officers from the different national groups. In addition, he said: "The common language of Nato is English and all the commanders here know that to a working degree. All in all, once we're all together for a while, it works."

With AMF(L) entering its 21st year, the General was asked how he envisaged the force 'coming of age.' He clearly did not relish the image of his command in any way settling into a middle aged spread: "I wouldn't say 'coming of age'," he replied, "We must constantly be dissatisfied and always improving. This needs constant work from everybody."

Bit by bit, he felt AMF(L) had been whittling away at a number of stumbling blocks to its full efficiency. These included the fact that most of the national components of the force work for most of the time within the context of their own country's armed forces and, with him having control of them for only a relatively short

period, it takes great efforts to liaise between them all.

The general also admitted that there was a "long way to go" on equipment of the force, but he felt that some progress had been made towards solving deficiencies in anti-armour capabilities (especially with the inclusion of Britain's new Milan system).

Air mobility — of particular significance in the rugged terrain of north Norway — had been one of the general's own pet projects during his command (he has served in several posts with the United States' 82nd Airborne Division in his career). He feels that a good deal of progress has been made towards achieving his goals in this field.

On the 'plus' side, he also praised the quality of the commanders serving under him in AMF(L) and pointed out that they are hand-picked men for the job. He was also pleased that the contributing nations were tending to stabilise their units in AMF(L) by not rotating them to new postings too often (for example, the British infantry battalion is on a four-year assignment).

Summing up his command, General Weyand said: "When a commander takes over a job he sees it from his own experience. With perseverance I have achieved most of my goals. I believe that AMF(L) should be a little better after a commander leaves."

He emphasised that there was no room for national chauvinism in the force and that it was important for participating nations to be made aware of AMF(L) and its roles.

Finally he said: "In little pieces we progress. The approach should be with loving tenderness."

An Army is said to march on its stomach and the unique Royal Army Ordnance Corps field bakery (it dates back to the early sixties and is due to be replaced in August this year) aims to accommodate the old adage by providing some 2000 to 3000 loaves and rolls a day to feed the 3500 or so men deployed with the force.

A Royal Electrical and Mechanical Engineers' force workshop keeps vehicles on the (often icy) roads with help from specialist NSEs while any 'running repairs' needed to the men themselves can be coped with by the National Medical Liaison Team from 6 Field Force Field Ambulance which acts as a regimental aid post for the force. The German forces provide a field hospital.

Moving men and machines to the operational area also comes under the Logistic Support Battalion's influence in the form of 50 Movement Control Squadron, Royal Corps of Transport (The RAF, Navy and Royal Marines played their own important part in the scenario).

On the latest exercise in Norway they had a hand in unloading some five million lbs of stores from aircraft alone plus another half million lbs by sea as well as more than 3000



Left: A ski patrol sets out on Nato Planks.

sea and air passengers. All this involved half a dozen ships but more than 200 aircraft belonging to participating nations. They included the gigantic Galaxy jet transport from the United States which dwarfed the four-engined Hercules turbo-prop aircraft used by many nations for the job.

The speed and efficiency of all these support elements are vital to the role of AMF in its bid to deter possible onslaughts against the flanks of Europe.

The concept of the AMF germinated in the fifties and came to fruition just 20 years ago. Its aim was to be a mobile, multi-national, conventionally-armed immediate reaction force.

The role was defined as the embodiment of Article 5 of the North Atlantic Treaty — briefly, that the member nations would stick together in the event of an attack on any one of them.

In practice, it is hoped that the very presence of AMF on either the northern flank —



Above: Camouflaged observation post lookout.

in Norway or Denmark — or the southern flank — between Italy, Greece and Turkey — would be enough to deter aggression. In fact, the first phase of Exercise Anorak Express called for the non-tactical deployment of AMF forces with a full display of their might and, literally, their colours (large Union Flags were the order of the day for some of the British elements, much to their delight!).

But, if deterrence should fail, the secondary aim of the force is to go to battle in earnest — after the paper war — and fight alongside the forces of the nation threatened while reinforcements pour in from multi-national marine elements.

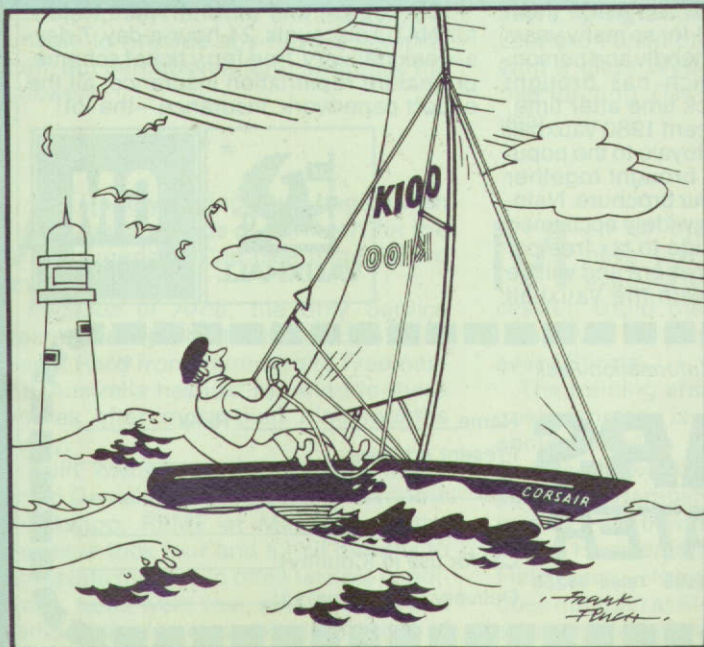
The AMF draws on forces from Belgium, Canada, Germany, Luxembourg, Italy, the United Kingdom and the United States of America. And the United Kingdom contribution to the force is some 40 per cent when operating in the north and well over 30 per cent in the south — a major commitment to Europe's insurance policy for peace.

Left: Roaring stoves make tent-life bearable.



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 turn to page 57.



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SOLDIER to Soldier

It seems that SOLDIER magazine staff are not the only April Fool gagsters in the British Army. Men of the 1st Battalion, The King's Own Royal Border Regiment based in the hairy district of South Armagh are still chortling over the way in which they fooled the Army's Northern Ireland newspaper VISOR.

According to the item which they sent up for inclusion in VISOR the Chaplain-General to the Cameroun armed forces, The Very Reverend Mudingue Isaacs went down to Bessbrook to visit the battalion. Apparently back in 1961 The King's Own Royal Border Regiment had been in Cameroun on United Nations duty and a friendship had been struck up.

VISOR duly printed the story together with a picture of the 'Bishop' shaking hands with the battalion's commanding officer, Lieutenant-Colonel Bob Hodges. Red faces all round when it was discovered that the visitor would be in South Armagh for the whole four month tour — he was one 'Ginger' Isaacs, a coloured lance-corporal.

American gunners recently fired a salute in celebration of the Queen's Birthday — the first time that has happened, it is thought, since the American War of Independence a little over two centuries ago.

In fact it was the Queen's real birthday in April which was celebrated and the Yanks — 21 men from the 3/13th Battalion's B Battery based in Hawaii — were on an exchange visit to 103rd Battery of the Australian Army. They joined with the Aussies in the 21 gun salute.

All of which posed problems for Australian Defence press spokesmen. Had it been done since 1776? They were unable to say for sure and SOLDIER is unable to provide any further information. But perhaps readers can supply the answer?

As one yachting story begins with the challenge of *Lionheart* for the America's Cup (see page 58), so another ends.

Pegasus of Arne, the only Service yacht to take part in the historic *Parmelia* Yacht Race from Plymouth to Freemantle, Australia has just returned to these shores after more than nine months away.

Built, owned and skippered by Major Brian Daniels from 17 Port and Maritime Workshop, REME at Marchwood, the *Pegasus* took four and a half months to complete the race in often terrible conditions. Sails were lost, self-steering and radio broke down completely and two of

the original crew were taken ill and could not make the voyage home.

Pegasus of Arne finished a creditable ninth in the race which was held to commemorate the landing of the first British immigrants in Western Australia from the barque *Parmelia* 150 years ago. It was a performance which earned Major Daniels the Rory Cape Award for 1979 as the member of the Royal Electrical and Mechanical Engineers to achieve the year's most spectacular and adventurous feat.

His arrival back in Gosport was particularly timely. It was his wedding anniversary and his wife's birthday.

Hard on the heels of Major Daniels' yachting triumph comes news of more REME resourcefulness — this time from Norway. Two sergeants from that corps literally helped to make the news when an accident with a television camera almost meant an ITN team having to return from the Anorak Express exercise without any film.

Cameraman, Robert Hammond fell down a companionway on board the *USS Saipan* and dropped the £12,000 camera. The handle snapped off, a drive pulley had been torn from its shaft and the lens had been wrenched from its mount, leaving a buckled flange jammed in the mechanism.

All this, in a remote part of Norway, would normally have meant abandoning the mission. But Staff Sergeant Edward May and Sergeant Ian Saul, neither of whom had ever seen a television camera before, took to their REME workshop in Bardufoss and completely repaired it.

A grateful ITN invited the two men and their wives along for lunch and to see a news programme going out. And Leonard Parkin presented each of them with a glass Wedgwood tankard, commemorating ITN's Silver Jubilee this year.

Men of the Royal Hampshire have just carried out a pilot exercise which, if adjudged successful, could mean that Rhine Army troops will be able to train in Portugal every Spring.

The training area, used by the Portuguese forces, is at Santa Margarda, about 70 miles north east of Lisbon. Over a six week period all three companies of Hampshire have taken it in turn to train there.

The Hampshire are part of the 5th Field Force — the only Field Force which does not train at Suffield in Alberta. If the scheme works out well it is planned

that Rhine Army troops will go there each Spring — at a time when it is not being used by the Portuguese.

The terrain is said to be 'much like northern Cyprus' with olive trees, sandy ground, woods and an open firing area. It is many years since British troops have trained in Portugal — not in fact since way back in the Salazar period when Sandhurst cadets used to exercise there.

Following on from the hint in the Defence White paper that the Women's Services might in future be armed like the men, came the news from the United States Army that a female trooper had been taken to court for indecently assaulting a male colleague. So don't reach for your trusty respirator if the whiff of an odd odour reaches your nostrils in your trench . . . it's probably just the machine gunner's Chanel Number 5. And if your furtive glance is answered by a saucy wink, it might be as well to dig another fox-hole somewhere else if you want your honour intact. Clearly the recruiters' slogan for the eighties should be: 'it's a woman's life in the Army!'

Recent events have proved (again) that the wearers of the cap badge 'Who Dares, Wins' have a tendency to live up to their motto. But among the yarns that are swapped around the bar of 22 Special Air Service Regiment's own 'on-post' pub at Hereford (The Paludr-Inn, geddit malaria sufferers?) is one that shows that it was not always so.

The story goes that during the Malayan Emergency when SAS patrols flitted like deadly wraiths in and out of the jungle, a particular group were served during their rare off-duty periods by a 'choghi wallah' who set up shop in a handy hut to provide the wherewithal to quench the thirsts of the troopers between patrols.

A 'slate' system of payment sufficed in the remote makeshift bar and amounts owed were duly recorded in a book by the wily choghi wallah. The SAS men soon realised that their bills had become astronomical and coincidental with this realisation came a devastating fire which completely demolished the hut, account book and all.

Thankful for their 'luck', the troopers were amazed to see their bereaved benefactors beaming with smiles next day. "How fortunate, gentlemen," his lilting Eastern tones bubbled, "that I was circumspect enough to keep a duplicate set of books elsewhere . . . Now, you owe me . . ."

A case of foxes outfoxed!

Readers of our sister publication SOLDIER NEWS will know that the paper has not appeared recently. This is due to an industrial dispute at the printers which has shut down production. We hope to be in print again soon.

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Women's Lib extends its tentacles to the most unusual areas. In the last few months it has finally reached the Army Cadet Force. In a pilot scheme, following on a successful transition in Canada, the ACF has selected eight detachments in different parts of the country to admit girls for the first time. On their success or failure depends the whole future of female participation in the Army Cadet Force. SOLDIER visited a big city group in Bristol and a detachment in rural North Devon to see just how things were working out.

FALL IN Ms CADET

THE ST THOMAS MORE SCHOOL is a big Roman Catholic comprehensive set in the heart of Bristol not far from the Rovers football ground. The area has a large number of immigrant families, mostly of West Indian origin, and the school's Army Cadet Force detachment — although established for many years and having its own hut — was languishing with only about a dozen members until last October.

That was when the girls arrived — twelve of them — effectively doubling the detachment strength at a stroke. And the news spread fast. Major David Cowell, cadet executive officer for Avon, reports that girls from all over the county have been writing in to ask if they can join.

"We have had to say that it is only a pilot scheme and that it only applies to this one detachment" he says. "The great attraction seems to be that they want to shoot and rush around and do the things that the boys do."

Major Cowell will be making periodic reports on the success or otherwise of the scheme but his opinion so far is "I don't think there need be any problem."

For those who have never actually been in the ACF it is worth recording that encouraging youngsters to make the Army their career is rated only third in the list of aims in its charter.

The main aim is to develop citizenship qualities. Major Cowell puts it this way: "Their enthusiasm for military things will not necessarily be carried through to joining the Army. We try to teach them a sense of values and certain standards of behaviour which we hope they will live up to, and we try to instil a little bit of discipline and self discipline which, by and large, they respond to very well."

The cadet aims to get the Army proficiency certificates based on four different gradings of training — each of which earns him a star to wear on his uniform. Subjects, all of which are taken progressively, include drill, military knowledge, skill at arms with rifle and light machine gun, shooting, use of map and compass, fieldcraft, adventurous training and citizenship training.

In these mobile days it comes as something of a surprise to be told by Major Cowell that

**Story: John Walton
Pictures: Doug Pratt**

Left: Torrington's Alicia Ash pitches a tent.





many of his inner city cadets have never been out of Bristol in their lives.

"We give them the opportunity to do something completely new" he says. "A trip to annual camp in the country by train can be an exciting experience for them."

Lieutenant Garry Hedges, a wartime reconnaissance officer, is the detachment commander at St Thomas More. His aim is to treat the girl cadets as cadets and nothing

Above: All boys and girls together at a camp.

more — with no special concessions to their sex.

"I told them when they arrived that as far as I was concerned they were neither male or female — just cadets. And things are shaking down very well."

Instructor Sergeant Nigel Donnelly added only one proviso: "As a male instructor I cannot go around correcting dress as I do with the lads!"

Below: Military 'make-up' for Lt John Finney!



Most of the girl recruits are of West Indian extraction and a number of them were previously in the Girls Venture Corps at the school, which folded once the ACF accepted girls.

Mrs Mary Selby, whose husband is a cadet officer in another part of the city, became the first lady officer with the detachment. Her only problem has been in getting boots for the girls — their feet tend to be smaller than the boys and there is an understandable reluctance among some parents to shell out money for a pair of Army boots which will possibly only be worn once or twice a week.

"After all a boy can wear his to school under his trousers but a girl can't. And some of the families just can't afford them."

So at the moment most of the girls wear ordinary shoes and multi-coloured socks under their uniforms (which are provided free) and Mrs Selby is keen on finding out how the other seven detachments are coping with the boots problem.

Sergeant Mike Lewis was transferred from another Bristol detachment when the girls arrived. The reason — he is coloured and it was felt that it would help to establish a better rapport.

"My rank shows that if you try you can get on and it is an example to them" he told SOLDIER. "But so far the problem of colour has never arisen in this detachment. Obviously whenever you get kids together some teasing goes on but as a whole it's really good. As cadets they just work together and there has been a tremendous improvement since they first arrived."

"When the girls first came they wanted extra drill lessons and that was something the boys were not so keen on. They had to get used to the harshness and shouting in the drill but they really seem to want a bit of action."



What of the girls themselves? Fourteen-year-old Julie Chamberlain has a brother in the Army and a father in the TA.

She said: "The boys accept us now. They used to laugh at us at first. I was the first girl to get a uniform and when I walked through the door they all burst out laughing."

Sherie Eugene (15) was formerly in the Girls Venture Corps: "We learned First Aid there but now we are working with guns and camping equipment. There's a lot of drill and we learn discipline. And it's fun."

The boys welcomed the innovation. Said Lance-Corporal Gavin Hickey: "We needed more people. We only used to get five or six people along and that made it boring. But some of the girls don't like being bossed around by boys — they tend to ignore us now and again."

A light fall of snow blanketed Fremington camp on the North Devon coast as squads of Army cadets raced around on week-end camp. Among the shapeless jumpers and combat gear were a group of girls — members of the Torrington School — another of the eight experimental mixed detachments.

Above: The girls are quite at home on the range.

Below left: Fremington's assault course mastered.

Below: All shapes and sizes line up on parade.



Above: Mrs Mary Selby — 'the problem is boots'.

Left: Attentive cadets in a map reading class.

The Torrington group is bigger than the one in Bristol — a total of 56 members. And when 12 girls were recruited at the beginning of this year another dozen boys were taken on to form a recruit squad.

This will enable the squad to be monitored all the way through the experiment and direct comparisons can be made between the ability of boy and girl cadets.

Major Brian Casey, who commands all the cadets in North Devon, told how Torrington came to be chosen as part of the scheme. What was required was a detachment confined to a particular comprehensive school in a very rural area. This narrowed the field considerably and "really Torrington was the obvious choice."

"I would say unhesitatingly that it is going to prove a success here. The only limitation may be that we won't expect them to carry quite so much on their backs. I see nothing on the ACF syllabus that the girls will not do equally as well, or in some respects better, than the boys."

Claire Sanders, one of the new recruits, lives seven-and-a-half miles away from Torrington in an isolated village. To attend the cadet sessions in the evening she has to stay at the school and then get picked up when they finish at 9pm — for there are no buses at that time of night.

But she finds it worth the sacrifice. "We get a lot of fun here. At first the boys thought we would be treated differently and there was some jealousy. Now they know we are not and it's all right."

Claire and 13-year-old Linnette Jones, who likes shooting best, are regarded as the best recruits in the squad — ahead of all the boys. Detachment commander, Lieutenant John Finney, says that the other girls are keeping up reasonably with the male cadets.

Cadet Sergeant Major Ashley Fulford admitted that it came as a bit of a shock when the girls actually joined — "they had been talking about it for so long that I thought it would never happen."

He adds: "It's changed things a bit but not that much. They are just as keen as the boys and that makes the boys keener still because they don't want to be beaten by girls. If the girls turn up better dressed one week it's noticeable that the boys do something about it next time."

Dress has caused one or two problems at Torrington as well. Boots are not available below size four although there has been no resistance from parents to buying them. And it was difficult to persuade the girls that long hair should be pinned up.

Margaret Portlock, one of the lady officers, told SOLDIER that there had been no girl-boy problems. "This is their first weekend camp and here we have proper facilities. Perhaps at other camps digging separate latrines and trying to avoid the embarrassing side might be a problem."

"Some of the girls do find rifles a bit heavy on parade. But they are coping with it as they get more practice. I had the same problem myself when I first picked one up, I went weak at the knees."

Sport is being avoided so far as direct competition is concerned — although the girl cadets were put out at not being allowed to take part in a cross-country run. And the keenness at Bristol is being repeated at Torrington where Margaret Portlock reports that half the girls in the squad are now gravitating towards a Service career.

So what happens at the end of the pilot scheme? If it is adjudged successful, then we can expect to see mixed Army Cadet Force detachments throughout the country. If not, the eight detachments are expected to be allowed to retain their girl members until such time as they leave school. The results of this experiment will be eagerly awaited — not least by hundreds of girls up and down the country who are keen to become 'just one of the boys'.

Below: ACF Sergeant Ian Nash introduces boy and girl cadets to some composite rations.



Above: The Bristol/Avon badge bridges sex gap.

Below: Up and over go the girls proving they are every bit as agile as the boy cadets.



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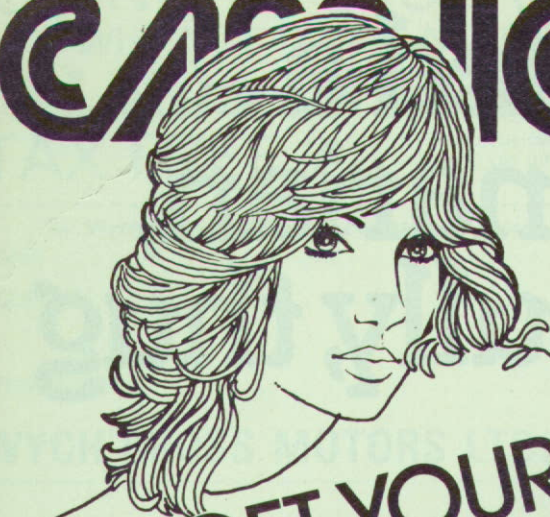
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The change to the mechanised role for an infantry battalion represents a major upheaval in a unit's operations. A SOLDIER team visited Hemer in West Germany to see how one of them was coping with the problems and settling down to a new routine . . .

WOOFERS LEARN NEW TRICKS OF THE TRADE



IT WAS TEN YEARS AGO this February that The Worcestershire Regiment and The Sherwood Foresters Regiment amalgamated to form the tongue-twisting Worcestershire and Sherwood Foresters Regiment (29th/45th) — now conveniently abbreviated to 'The Woofers'.

And as the regiment's second decade dawned, it was getting used to new surroundings in Germany after leaving England last

autumn where it had been an air-portable battalion with 7 Field Force in Colchester.

The move brought not only new surroundings but an entirely new role as a mechanised battalion to fit in with its latest task as part of 3 Armoured Division. This meant that before moving to Hemer, near Iserlohn in West Germany, the 700-plus Woofers had to train their men to drive the tracked Armoured Personnel Carriers (APCs) — the

AFV 432 — and Stalwart load-carriers destined to take the weight off the feet of the modern infantryman in the fast-moving scenario of modern European warfare where it is necessary to keep up with, and fight alongside, the tanks and guns of an armoured formation.

One of the first things noticed by the batta-

continued on page 24.

Story: Mike Starke Pictures: Paul Haley

lion, commented Second-in-Command Major Ronnie Silk, was the vast increase in equipment issued to the unit in its mechanised form. As an airportable battalion, The Woofers were used to being issued with light scales of equipment and materiel consistent with being efficiently airmobile.

The heaviest weight in the new package came in the form of more than 80 of the 15-ton AFV 432s, each with a regimental battle honour emblazoned on the hull. Driver-instructors from the regiment were

trained in England (see SOLDIER April 1980) where they also underwent technical courses in the maintenance of the tracked vehicles, The Woofers thus finished up with well over 100 APC drivers.

Other vehicles new to the battalion were the chunky six-wheeled Stalwart lorries of which they now boast ten, plus a dozen or so Ferret scout cars and six of the latest Scorpion derivatives — two of the Sultan command vehicles and four Spartan personnel carriers.

Then there were a whole new array of radios to be taken over (each vehicle has at least one — some up to three or four!) and this involved more training for the mechanised infantrymen.

Another great challenge was the introduction of the brand new Milan anti-tank missile system to replace the handful of Wombat anti-tank guns previously used. With well over a dozen Milans allocated to The Woofers in Germany, the anti-tank platoon has swollen to some 60 men: "A vast amount of manpower goes into this particular weapon", commented Major Silk.

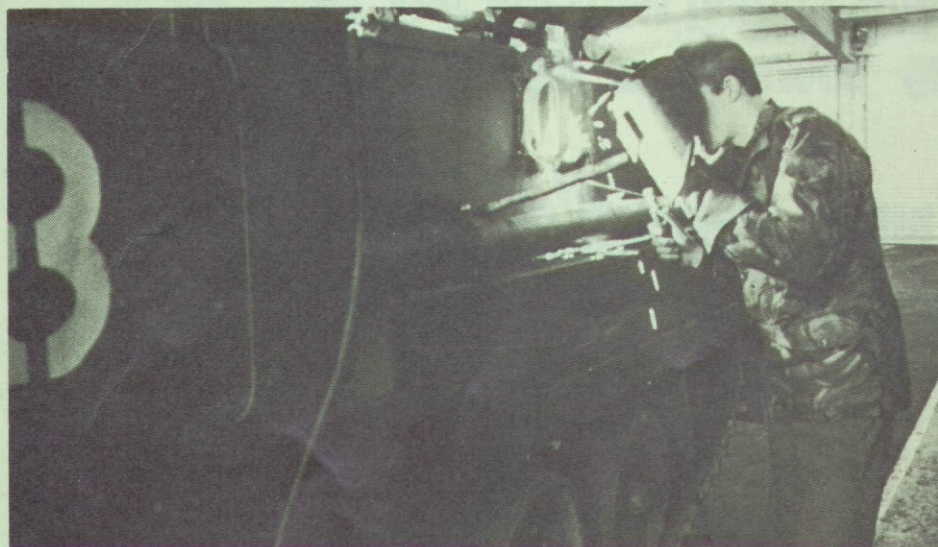
There was also Nuclear Biological and Chemical (NBC) warfare training to be caught up on — all part of the 're-rolling package' laid down by the Directorate of Infantry for mechanised battalions.

Finally, there was language training for would-be German speakers too. This took place before leaving Colchester with students who wished to carry on with their studies once they reached Hemer. The advantages both at work and socially are enormous for the German-speaker and can only help the battalion's avowed intent to arrange local training with their Bundeswehr neighbours who operate the advanced Leopard tanks in a camp next door.

Having been in Belize for seven months immediately before moving to Germany, The Woofers had a lot to catch up on when it came to training as well as all those new skills to master. Small wonder that at some times during the 'run-up' period to the switch to mechanisation companies had barely more than a dozen men in camp as all the others busily beavered away on their courses.

The main emphasis was on driver training. For not only had the APC operators to be trained, but the battalion was faced with an additional headache as a result of its operational tour in Belize. There are no facilities for driver training on the light 'B' class vehicles in the Caribbean outpost and this meant that The Woofers had effectively not trained a driver for some nine months.

A further spanner in the works was that commanders had to think ahead to potential



Hard-worked APC's need maintenance regularly...and hard-worked Woofers need their grub!



Below left: Greasing the wheels of a war machine.

Below: Note the Battle Honour on the APC's hull.



promotions and job changes within the battalion that would take away the drivers trained earlier for the new roles.

It is no small credit to the organisation that it was fully operational days after arriving in Germany. But Major Silk pointed out: "The problem of keeping up with the skills is never ending". And to cap it all, the battalion is off to Northern Ireland for a four-and-a-half month tour in September . . . And that, of course, means more training!

But Major Silk warned that the APC training for the mechanised role is not the be-all and end-all of the infantryman's life in his mechanised Nato role. He said: "He is still basically an infantryman and he can't afford to become too vehicle-orientated".

As an infantryman, he now works as part of a battle group alongside armoured regiments (hence the keenness to train with the neighbouring Leopards). And all this is absolutely new to many of the young soldiers in The Woofers.

Said Major Silk: "Here they are suddenly

Right: fitness is a feature of the Woofers' life.

Below: 'Derby' the ram ready for inspection.



Many find the full title of 1st Battalion, The Worcestershire and Sherwood Foresters Regiment (29th/45th) a bit of a mouthful and it is no surprise that the regiment is more commonly known as 'The Woofers' from its abbreviation to 1 WFR. With Princess Anne having been Colonel-in-Chief since the amalgamation of The Worcestershire Regiment and The Sherwood Foresters Regiment ten years ago, it was natural that there was initial pressure for the new mixture to be called simply 'Princess Anne's Own'. But there were strong feelings that the original geographical identities of the two constituent regiments should

be commemorated in the new title — hence the long name by which it is now known. Apparently some of the stiffer feathers were ruffled at first when the nickname 'Woofers' gained currency. But all both in and outside the regiment nowadays accept that this is an affectionate abbreviation implying universal acceptance of the new amalgam rather than a slight. The amalgamation took place in Bulford on 28 February 1970 and the first task of the new regiment was to act as demonstration battalion at the School of Infantry, Warminster — an indication of the confidence the Army had in its new unit.

confronted with a squadron of tanks and with work alongside Blowpipe, Swingfire and a troop of close reconnaissance vehicles and artillery guns. It's a challenge and I think they're finding great excitement working with tanks as Rhine Army soldiers".

The families scene has changed for The Woofers too since they moved from Colchester where they were a close-knit community in a compact garrison town.

In Hemer the quarters are more fragmented with some families having to live up to 30 miles from the camp. This has presented a challenge to welfare staff who have gone all out to foster a sense of community among the wives and children and in some cases to bridge the physical gap caused by the distances involved. To this end the battalion is hoping to raise the money to buy a coach which will act as The Woofers personalised bus service.

The single soldier has found himself a bit of a way from the bright lights of the nearby townships. But where there's a will there's a way and once in town he has found plenty to do. There are excellent swimming pools and a skating rink and many have taken up skiing which can be enjoyed just 20 miles from the camp.

Major Silk added that the soldier is far better off financially in Germany and enjoys a higher standard of living than his British-based counterpart which all helps counteract any disadvantages to being away from home. In fact, he was pleased to note that some 100 'livers-in' opted to stay in Hemer over the Christmas block leave rather than go home to England, a decision helped by the general friendliness of the local people led by their Burgomeister Herr Hans Meyer.

All in all it's a busy — sometimes hectic — life at home and at work for The Woofers during their three years or so as mechanised infantry. But a life they are already proving they are well prepared to cope with as a professional fighting force in Rhine Army.

The Band of the Worcestershire and Sherwood Foresters Regiment has just produced a record 'March'n Swing with the Woofers' which is reviewed by Rodney Bashford on page 51.

Royal Green Jackets in Kentucky

SHOOT-OUT WITH THE SCREAMING EAGLES



MORE THAN 500 MEN of the 2nd Battalion, The Royal Green Jackets, based at Tidworth in Hampshire, have returned to this country after a month's air assault and weapon training with American forces in the USA. They were there on Exercise Trumpet Dance in the lush 'Blue Grass' State of Kentucky, famous for its thoroughbred race-horse stud farms, tobacco industry and, of course, a well known brand of finger-lickin' good fried chicken.

The battalion has been training at Fort Campbell, a sprawling base which straddles the Kentucky/Tennessee State Line and is the home of the 101st Airborne Division (Air

Assault) — the 'Screaming Eagles' — the largest airborne division of its kind in the world.

For the whole month the Green Jackets, supported by about two dozen teenagers from its Rifle Depot at Winchester, some men from its Territorial Army affiliations and various technical support units of the British Army were kept busy at the biggest US Army airfield on the American mainland — a 105,397-acre complex studded with 38 training ranges, 325 miles of roads and even eight dropping zones for paratroopers.

One of the highlights of the training programme was 'village fighting' where attackers (the British) stormed a picturesque village 'somewhere in Central Europe' defended by their American hosts and supposedly inhabited by some 300 people. It was simulated by two dozen empty, two-storey wooden German-type buildings set in woods and dis-

Above: Green Jackets attack 'European village.'

sected by a natural river.

Thunderflashes and crackling blank rounds from rifles and machine guns reinforced the shouts of attackers and defenders in the rain-sodden ghost village, its streets swathed in swirling scarlet and emerald smoke from spewing flares.

The bakery, post office, butcher's shop, three-storey church and a guest house appropriately called the 'Schreien Adler' — the 'Screaming Eagles' — all came under fire.

The aim was realism as the Brits unabashedly waded waist deep across the river. And certainly the mud was real enough.

Every company had its chance to take part in 'house clearance' but the way they went about it would hardly have found its way into the classified ads column back home. The

Story: Graham Smith

Pictures: Paul Forster

usual method was to lob grenades through sandbagged, barbed wired window frames and all the participants showed an exhilarating keenness as they set about their task.

Major Charles Heyman, Officer Commanding 'B' Company, minus cap badge and his face decorated by camouflaged smudges as an observer, said: "The training village scenario facilities here are better, in my opinion, than anything we have in the UK or in Germany. The houses have the right layout of rooms. None of the stairs are missing, for example.

"The village is in a beautiful setting, too, surrounded by woods, a deep river, swamps, flat open areas and desperate climatic conditions. The temperature out here can drop 40 degrees in six hours. There are even helicopter landing areas adjacent for easy disembarkation of troops."

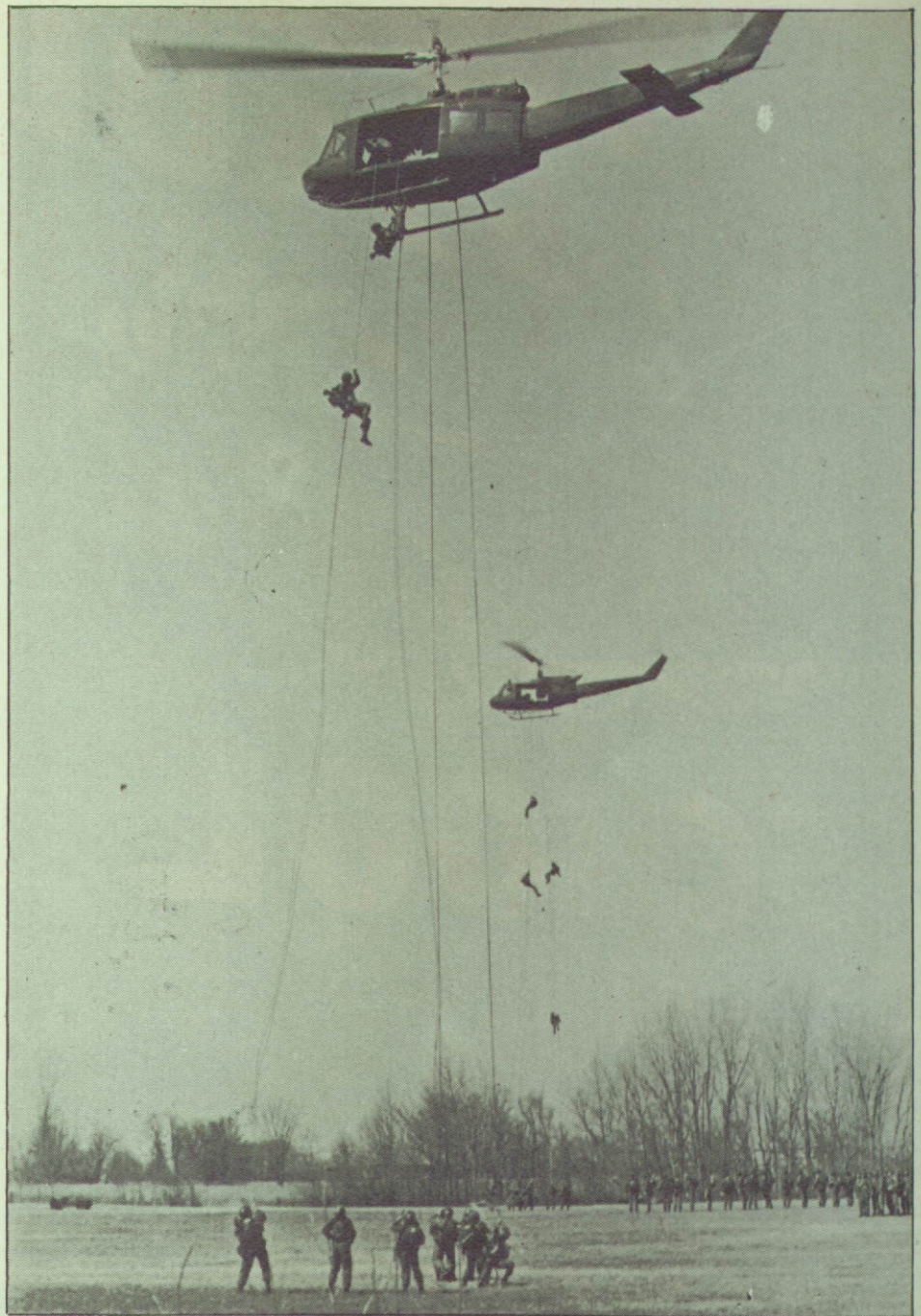
On a lighter note he added: "We reckon the Americans eat three times as much as we do. Their meals in the field are fantastic. Their boots are better than ours but our sleeping bags are superior. They flip helicopters around out here like we use four-ton lorries or Land-Rovers."

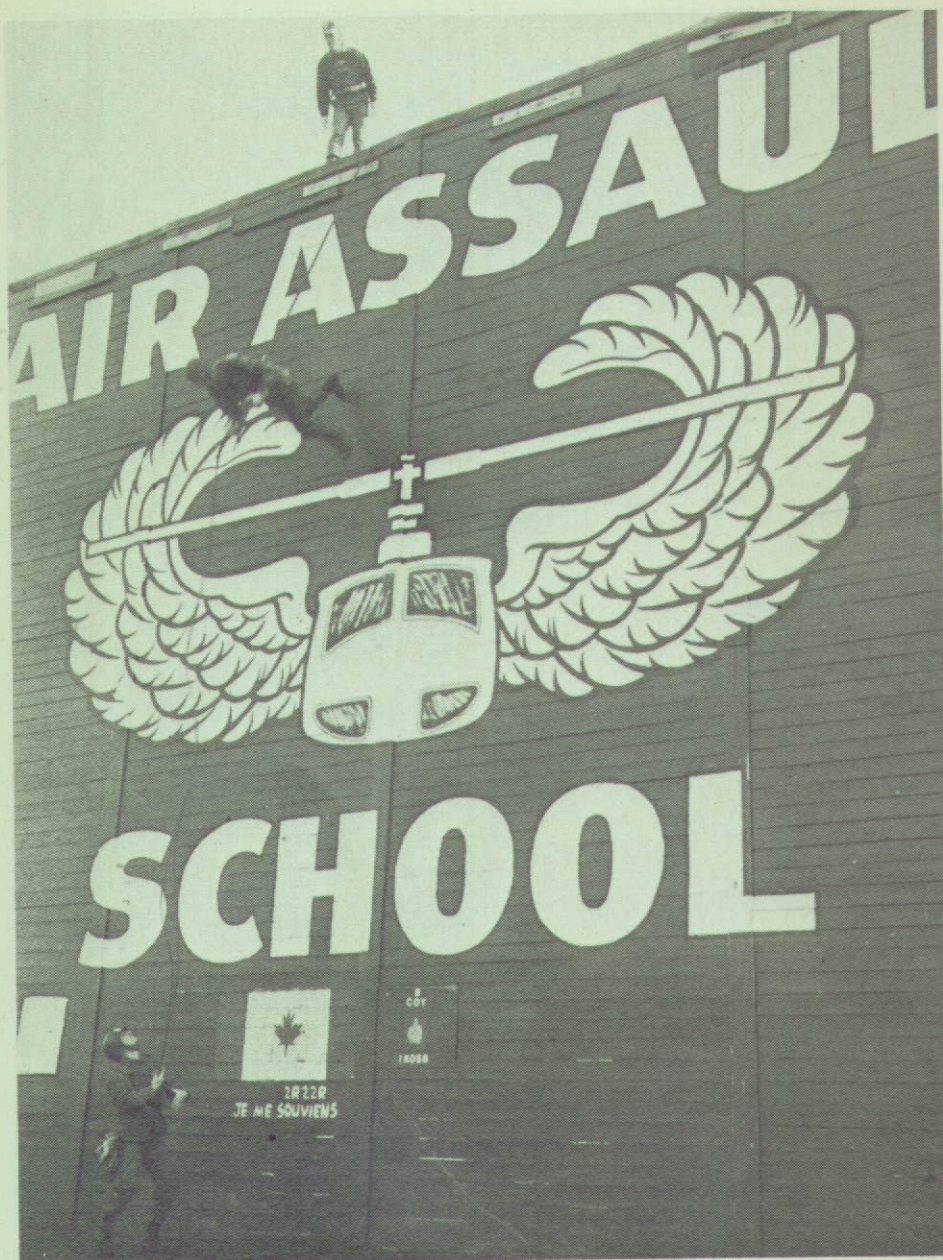
Back at the Air Assault School, all of the Green Jackets took part in 'rappelling' or what the British call 'abseiling' techniques. This involves slithering down a swaying rope ladder some 100 feet from the belly of a hovering Huey assault helicopter.

continued on page 28

Right: Slithering down ropes from the Hueys.

Below: Into attack across a fast flowing river.





Above: Abseiling down from 35 foot high tower.

Below: Covering a captured GI from the village.



Training for this ultimate sequence is done in a confidence area from a 35-foot-high building which incorporates the spectacular 'Australian method' of descent. This calls for rock-hard nerves as, at a 45-degree angle to the vertical, soldiers screaming choice slogans literally run down the sheer-sided wall of the tower to the ground in about three seconds, abseiling down a guide rope.

Another part of the seven-day air assault course is the ten-mile road run totting a 40lb pack on back; the run has to be completed in two hours twenty minutes. On the first day the 'Brits' took the first seven places out of 120 starters with four others finishing in the first 15. The winning British time was one hour 21 minutes 58 seconds.

And the ordeal did not finish there. Three chin pull-ups on a gymnasts' bar and five press ups completed this phase of physical endurance!

The Green Jackets also learned about the rigging and lashing of underslung loads beneath assault helicopters, took half-a-dozen exams, mastered a 10-obstacle assault course and, at the end of the course, received their well-earned Air Assault Wings at a graduation ceremony at the school.

One presenter of 'wings' was Lieutenant Colonel Edward Broderick, Commandant of the 3/187th Infantry, who told the Green Jackets:

"We are very proud for our Army, our country, to have had you here and having the determination to go through this course with other brother soldiers. We sure appreciate your support. I hope that you will take back some skills that you have learned here and that special feeling that sets you apart from other soldiers."

The sheer size of Fort Campbell is reflected in the number and variety of its helicopters. It has no fewer than 437 of many different types including the Huey UH 1, the OH Kiowa, the AH 1 Cobra and the latest Black Hawks — some 25 per cent more 'choppers' than the whole of the British Army has in service at home and overseas.

The Black Hawks recorded a small piece of military aviation history during the Green Jackets' visit for it was they who, for the first time, carried British troops into action during the village fighting sequence.

Out on the ranges, the Green Jackets fired the M16 rifle, its M203 derivative with a launcher which can toss a 40mm high explosive grenade 250 metres, trained on the M60 machine gun and learned about the anti-tank TOW wire-guided missile system which can send a round hurtling 3000 metres in just 17 seconds. This weapon, crewed by four men, can be made ready to fire in just 18 seconds after seven brief checks.

Still on the ranges, the Brits brought their own radio controlled model aircraft — just to be shot down! They were provided by MATS, the Model Air Target System, part of the Royal School of Artillery at Larkhill.

Defly operated by radio console, these red-and-white aircraft with 70-inch wingspans and capable of speeds up to 100 miles-an-hour and heights of 1000 feet ducked and weaved as the Green Jackets pumped ripple upon ripple of rounds after their fleeing £300 airframes.

While the guns banged, the band and bugles of the Green Jackets played . . . and played . . . and played. The 40-strong ensemble performed at various public functions, including schools, on base and in the shopping precinct of a nearby town.

And there was time for other 'play' too as the Green Jackets were taken on a number of trips, including one to neighbouring Nashville, some 60 country-and-western miles away, and the famous 'Grand Ole Opry', where such stars as Johnny Cash, Slim Whitman, Tammy Wynette, Dolly Parton, Hank Williams, Olivia Newton-John and, of course, the late Elvis Presley, have all taken the stage.

It all added up to an action-packed month for the British soldiers and a new appreciation of their allies across the Big Pond.

Top right: Two junior riflemen learn about M203.

Right: Examining the TOW wire guided missile.

Below: Visiting General Creasey chats to soldier.



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FLYING THE FLAGS OF THE FREE

BUSINESS IS ALWAYS FLAGGING for Adrian Shepherd — but he has no complaints. For flags are his business and at the Berlin Garrison Administration Unit he is responsible for no fewer than 740 of them.

Mr Shepherd helps ensure that Britain's flag — and those from 89 other countries — keep flying from the lofty poles of the free world just 50 miles from the Polish border.

Among the vast collection of fluttering insignia that lie dormant in the basement of an imposing stone-built administrative building set up for the 1936 Berlin Olympics are 54 Union Jacks, 36 flags from the United States, a couple of 24-by-12 feet Royal Standards and even flags representing the four patron saints of the British Isles.

The most valuable flag in the multi-coloured collection from such places as Fiji, Costa Rica, Senegal, the Dominican Republic and even Dahomey, is the 72-foot-square national flag of Wales — a bargain at

just DM 600 (£150) plus 11 per cent VAT!

Busiest day of the year for 31-year-old Mr Shepherd is the Queen's Birthday Parade when up to 60 of his collection proudly flutter in a brisk Berlin breeze around the Maifeld, an area with 110,000 cubic metres of grass.

"Sometimes we get just 30 minutes' notice of a VIP visit to the headquarters of the British Military Government," he said. "Of course, in the past there have been mistakes such as Union Jacks flying upside down. But, even then, that was not all our fault. The firm producing the flags has printed them incorrectly and our sharp eyes have detected this before they were officially unfurled."

Flags, like people, become old, tired and worn out. As soon as the texture or colour starts to deteriorate, flags are replaced. In the coming year, some 40 flags are on order for replacement in the unique Shepherd Collection.

On average, a flag usually does its public

duty in all weathers for about 72 hours before being hauled down.

A local firm makes most of the flags in use by HQ Berlin Sector. A standard, nine-by-five-foot Union Jack costs DM 115. (£29) plus the 11 per cent tax levy.

A collector of flags in the line of official duty, like collectors of objets d'art, must have his literature. Mr Shepherd has a flag chart by which to signal his knowledge of his subject.

So whether it's a visiting diplomat, the Berlin Tattoo (60 flags of differing clans were called in alone for the distinctive Scottish flavour last year) or any other notable event in the 'island city' then Adrian consults his well-stocked shelves for the right flag for the right occasion.

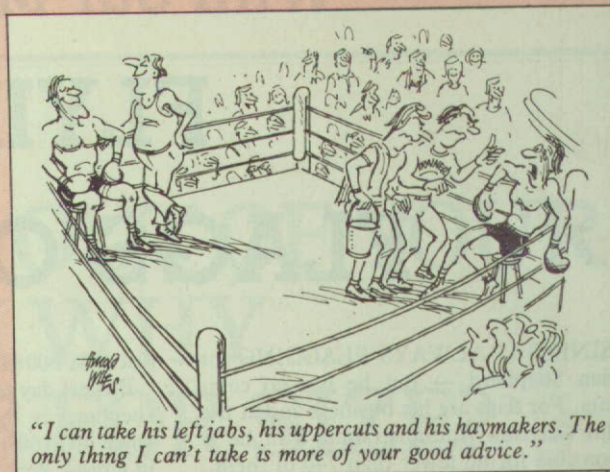
"Why only last week, I lent out 89 flags for a function in the city," he said. "One went missing though, so they were billed for it."

Below: Adrian's collection is pressed into duty.

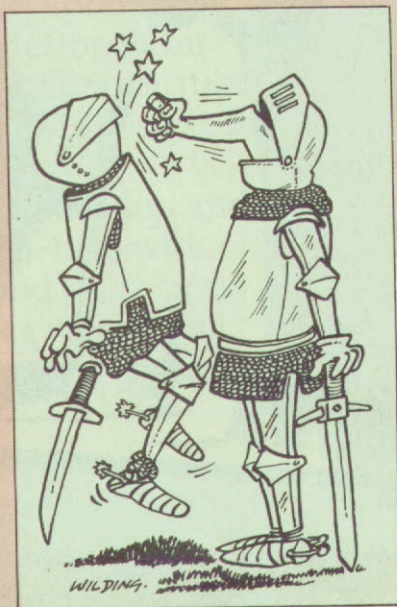
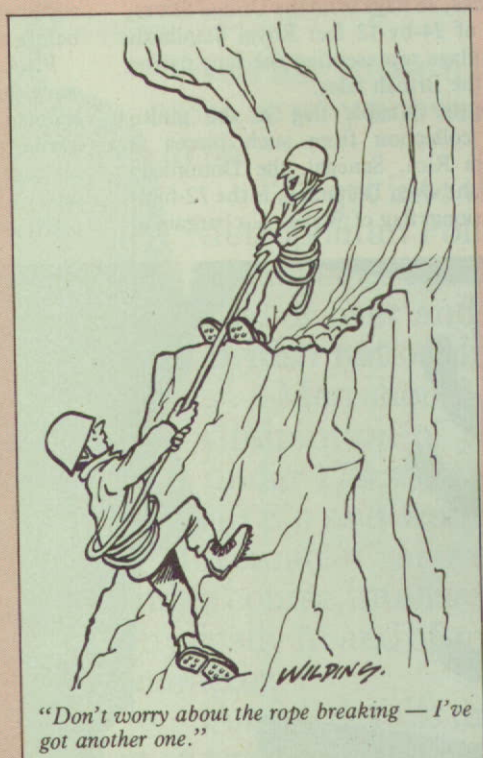
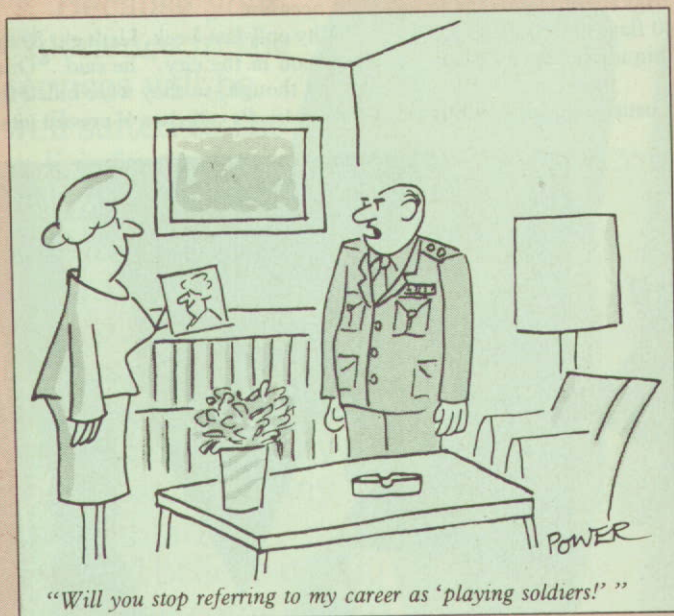


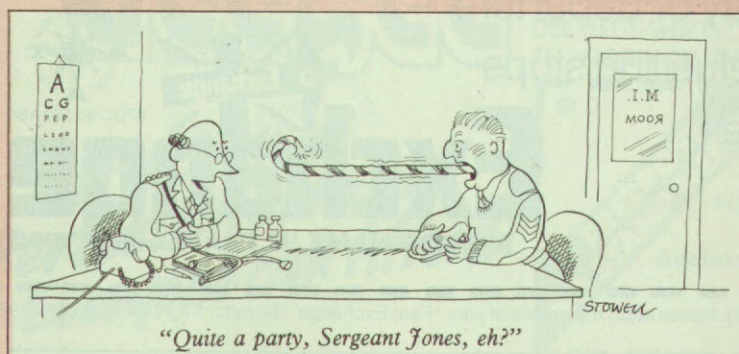
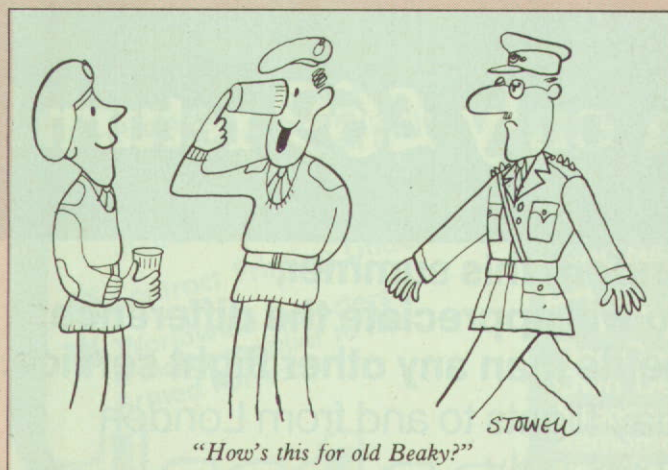


"I've got a great escape plan. All we've got to do is get hold of a Chieftain tank."



Humour

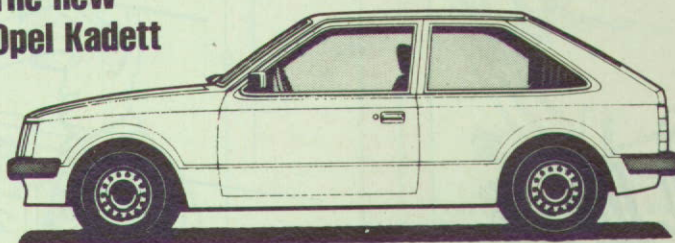




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MONEY BACK GUARANTEE



Above: The Queen Mother dwarfed by guards. Below: Joyous occasion for mother and daughter.



The wearing of the Green

A UNIQUE ROYAL PRESENCE made this year's presentation of the shamrock to 1st Battalion, Irish Guards a special occasion for the regiment.

For not only did the Queen Mother make her traditional gift of the Irish emblem to the troops on parade but also to her daughter, The Queen, who came to join the celebrations at Windsor's Victoria Barracks.

In wintry conditions, with rain lashing down on the windswept square (last year it snowed and the weight of the fall collapsed a marquee), the parade took its usual well-established form, this year drawn up under command of Lieutenant-Colonel David Webb-Carter, the Commanding Officer.

A General Salute marked the arrival of the Colonel of the Regiment, General Sir Basil Eugster. He was followed by the Queen Mother who was greeted by a Royal Salute.

Colonel Webb-Carter started the proceedings proper by calling forward the company commanders who — with their sergeant-majors — received their baskets of shamrocks from the royal visitor. Every guardsman then got his sprig of the plant, specially imported from County Cork.

Officers then received their sprigs from the Queen Mother herself who lastly pinned a piece to the collar of Cormac of Tara — the towering Irish wolfhound mascot of the Irish Guards.

After three cheers for the Queen Mother, the battalion marched past the saluting dais and off the square to the tune of the Regimental March, *St Patrick's Day*.

There was an added poignancy to this year's presentation as both the Queen Mother and the regiment are celebrating their 80th birthdays this year.

After the parade the royal visitor met a number of regimental guests and Old Comrades. She then walked to the cookhouse to visit the guardsmen having their St Patrick's Day lunch.

A toast was proposed by the senior guardsman and all present drank the health of the Queen Mother who then joined the officers for lunch.

She also met her own daughter, The Queen, at the barrack gates and presented her with a sprig of shamrock too.

The morning had started early for the battalion which had been to its after-breakfast ecumenical church service in honour of their saint before the royal arrival. This was significant in itself since the march to and from the church represented the last parade for the

battalion in Windsor before moving to Chelsea a few days later.

The salute was taken at Windsor Guildhall by the Mayor, Mrs Fotherby, the Governor of Windsor Castle, Marshal of the Royal Air Force Sir John Grandy, The Colonel of the Regiment and the Major-General Commanding The Household Division, Major-General Desmond Langley.

Presentation of the shamrock to the Irish Guards goes back to 1902, just two years after the formation of the regiment, when Queen Alexandra offered to make the annual gift of shamrock on St Patrick's Day. When she died in 1925 her grand-daughter, The Princess Royal continued with the gift until 1965.

It is now made by Queen Elizabeth, The Queen Mother, who was first present on a St Patrick's Day parade in 1928 when — as Duchess of York — she distributed the shamrock on behalf of The Princess Royal.

The traditional parade has always taken place even under active service conditions. In 1944 the 1st Battalion paraded at Santa Agata near Sorrento, Italy, just after their return from the Anzio beach head.

On that occasion the late Colonel of The

It is appropriate that the mascot of the Irish Guards should be an Irish Wolfhound, reflecting not only the nationality of the regiment but also the lofty bearing of its men.

The current incumbent, Cormac of Tara, is the ninth hound to serve as mascot since 1900.

He was presented to the regiment by Miss Margaret Harrison and Miss May Atfield of the Sanctuary Kennels, Horley, Surrey as a two-month old puppy. Now fully grown, he weighs 12 stone and his basic daily diet is four lbs of beef, one lb of biscuits, two pints of milk and two eggs.

His daily duties include appearing on parade at Guard Mounting at Windsor Castle or Buckingham Palace. He has just returned from a tour of duty in Northern Ireland with the Regimental Band. He is also much in demand for private engagements such as visiting hospitals, old folk and schools.

The name Cormac derives from



Cormac MacAirt, or Cormac Ulfada as he was also known, who was one of the most illustrious of the old Kings of Ireland.



Above: Parading on the rain-swept square.

Regiment, Field-Marshal Earl Alexander of Tunis (who served in the Irish Guards from 1911 to 1969) was able to take a few hours away from the battle of Cassino in order to distribute the shamrock to a sadly depleted battalion.

The following year, the 2nd and 3rd Battalions paraded together at Nijmegen a week before the Rhine crossings began. In 1967 the Field-Marshal flew to Aden to distribute the shamrock to 1st Battalion.

It is a matter of honour to the regiment that the shamrock goes to all serving members wherever they may be on St Patrick's Day. This year was no exception and Irish Guardsmen in Australia, Hong Kong, Gibraltar, Germany and Rhodesia were sent their own sprigs.

The Irish Guards were formed by command of Queen Victoria on 1 April 1900 to commemorate the bravery of the Irish troops who fought in the South African War.

On 21 April 1900 the first recruit, James O'Brien of Limerick, was enlisted and many more Irishmen already serving in regiments of the Brigade of Guards as well as others, transferred to the new unit.

The officers came from other regiments of the Brigade of Guards and the first Lieutenant-Colonel Commanding the Regiment was Lieutenant-Colonel V J Dawson. The first Commanding Officer of 1st Battalion was

Lieut-Colonel R J Cooper.

The Irish Guards, in common with other Foot Guards units, has the reigning monarch as its Colonel-in-Chief while its Colonels of the Regiment have always been officers of the highest distinction, the first being Field-Marshal Earl Roberts of Kandahar. This tradition is carried on by the present Colonel, (the sixth), General Sir Basil Eugster who joined the regiment in 1935.

The Irish Guards fought in both World Wars winning six Victoria Crosses and since the last war have seen service in many countries worldwide.

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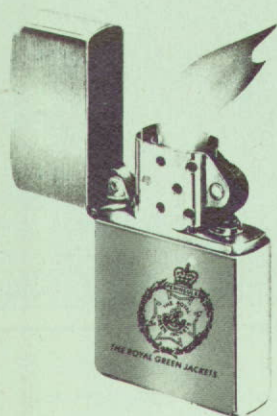
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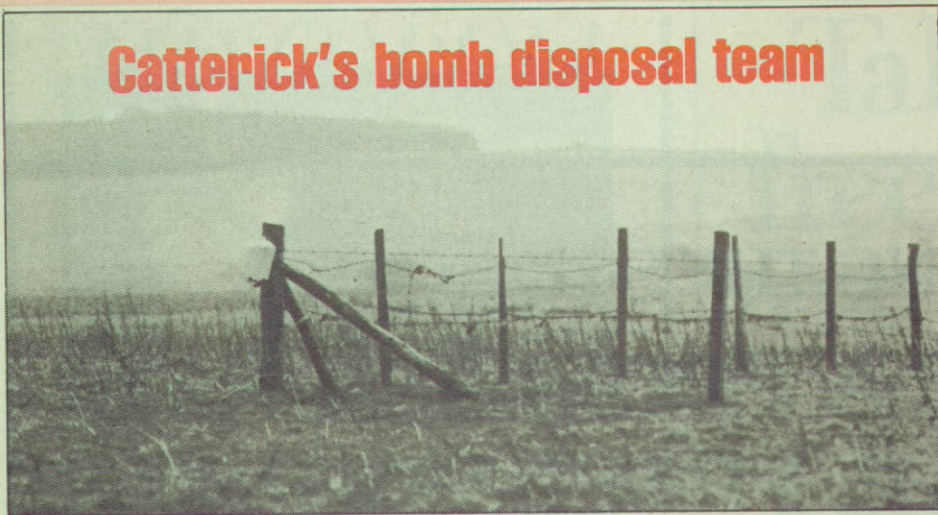
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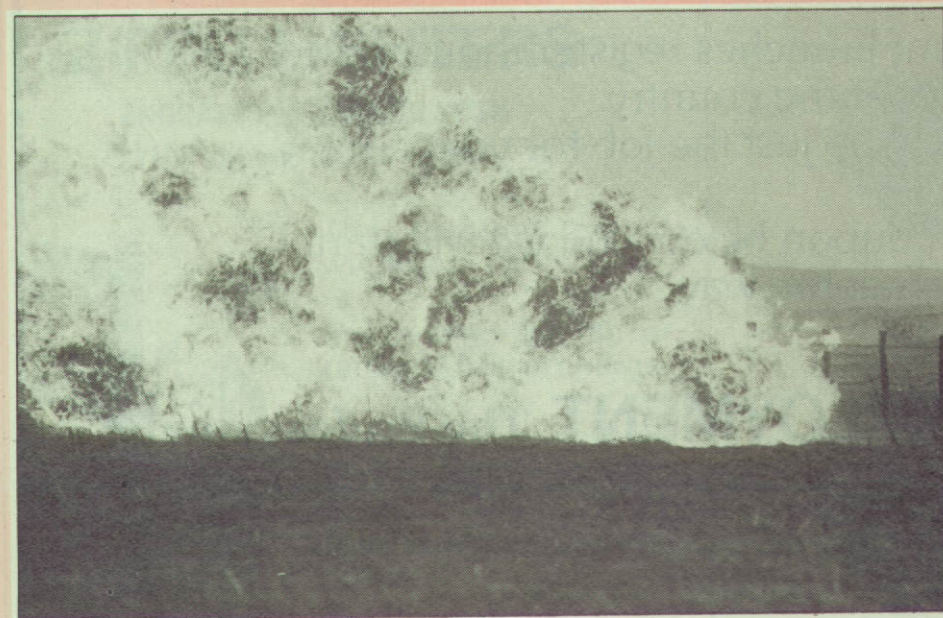
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Catterick's bomb disposal team



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WHEN THAT POPULAR television series 'Danger UXB' (about a wartime bomb disposal crew) depicted the discovery of a German 'butterfly bomb' it immediately brought a lot of work to their present day counterparts in the Royal Engineers and Royal Army Ordnance Corps.

Up and down the country people discovered butterfly bombs and other items languishing in cupboards, sheds and gardens — some in a highly deadly state. The scare received maximum publicity and when terrorist bombers strike on the United Kingdom mainland or 'Felix' goes into action in Northern Ireland the bomb disposal men also hit the headlines.

But what perhaps is not fully realised is just how much work these explosives experts do week in and week out on unexploded devices — most of which have been hidden by accident or design since the Second World War or even before.

The task of clearing stray military ammunition found in Great Britain as well as dealing with improvised explosive devices, (in layman's terms — terrorist bombs), outside London falls to No 1 Ammunition Inspection and Disposal unit of the Royal Army Ordnance Corps.

The mainland is divided into three regions each with a senior ammunition technical officer and he in turn commands two or three detachments. They provide a 24 hours a day seven days a week service with a call out time of about ten minutes.

The detachment at Catterick which SOLDIER opted to visit covers the whole of North East District, an area stretching from the Scottish border to the Humber and from the Pennines to the east coast. It includes major industrial areas of Yorkshire, Teesside and Tyneside as well as remote farming areas — and military ranges both past and present.

To cover this area the ammunition technical officer, an Army captain, has eight ammunition technicians ranging in rank from Warrant Officer 2 down to corporal plus four drivers. Some idea of the scope of their work can be gauged from simple statistics — last year they were called out 501 times to finds of military ammunition, 64 times to suspected terrorist devices (only a handful of which turned out to be the real thing), as well as giving 45 lectures on the subject and carrying out 154 inspections of ammunition and storage facilities belonging to Regular, TA and CCF units within the district.

A report on the latest problem was sitting on the captain's desk when SOLDIER arrived. In a scrapyard in Sheffield were sitting two fourteen inch naval gun shells. No-one knew how they had arrived at the yard, they had been there for a long while.

"They may have been officially released in which case they are all right. On the other hand they may not — for recently a high explosive round was found in the same scrapyard and when we took it away to a range for disposal it made a lovely bang!"

How to approach the problem? First task was to carry out X-rays of the shells. Then, if they were found to be live they would be carefully examined before being transported away with a police escort to a remote area where they could be disposed of. When you consider that each shell weighs something like a ton this would be no joyride.

Left: Demonstrating blast incendiary effects.

And the catalogue of finds continues at the same hectic pace of the last 40 years. From training areas come three inch and two inch mortars and plenty of small arms ammunition. From the industrial areas of Hull and Tyneside come German incendiary bombs. From Grandad's belongings come First World War shells and other deadly souvenirs.

And the wartime Dad's Army have a lot to answer for. Apparently caches of arms were buried in secrecy to await a possible invasion. The trouble was that when the invasion fears receded the few Home Guard people in the know forgot to pass on the information and the explosives lie there to this day — until a digger on a road widening scheme or an amateur treasure hunter comes along.

Then there are things like mining explosives which somehow, inexplicably, end up in people's coal cellars. And things which people pick up while on rambles through military training areas — despite the presence of notices warning them not to touch suspicious objects.

The team tour schools and local organisations trying to make the public more aware. And when something is found and can safely be blown up on the spot — it impresses on bystanders just how dangerous these war relics are.

Says the captain: "A lot of the public have a great disregard for the dangers of old ammunition. The plain fact is that the older it gets the more dangerous it can become."

At Catterick they keep a small museum of finds. These range from grenades, including a plastic one which looks like a toy but could easily remove a finder's hand, to mortars, studded 19th century shells, spigot mortars removed from a golf course and even a home made rocket.

This finned item was actually made by a budding rocket scientist in his school metal work room. His father called in the Army when he found his son was looking for something with which to fill it for a launch.

"In fact it would almost certainly have exploded it rather than propelled it. It would have ended up in bits and probably caused injuries."

In the television series the bomb disposal experts often came to an untimely end. Today, even in the grim conditions of Northern Ireland, fatalities are rare. This is because of the advances over the last ten years in remote control equipment — notably the 'Wheelbarrow'.

"We are the acknowledged world leaders in this field" says the ammunition technical officer. "We will not risk our lives unnecessarily although where other lives are at risk or a device is likely to lead to a major catastrophe we still have to."

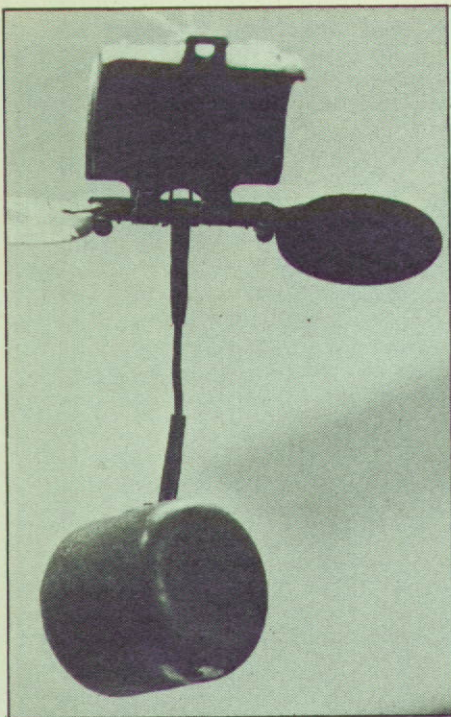
The 'Wheelbarrow' has been developed and extended over the years as a direct result of Northern Ireland operations. It enables suspicious objects and explosive devices to be investigated and neutralised while the operator remains at a safe distance.

It is tracked for independent steering, has a controllable arm to give various angles of attack, is equipped with close circuit TV and has special attachments to render the device harmless or to move it out of harm's way.

Above right: Wearing heavy protective suit the ammunition technician checks blown bomb.

Right: Wheelbarrow trundles off to another job.





Above: Butterfly bomb as seen on 'Danger UXB.'

And it is worth remembering that for every Wheelbarrow that has been destroyed while on this work an operator might have died in the days before it was introduced.

Wheelbarrow deals with car bombs too. It can attach a hook and rope to a suspect car and give it a tug as well as opening up the bonnet or boot with its fitted shotgun or by depositing a small explosive charge.

Letter bombs are another modern problem. Last year a new sophisticated X-ray machine called 'Inspector' came into service. This can provide a polaroid X-ray picture of a suspicious package within minutes.

The benefits of this are enormous. For no longer will people's presents be blown open on a 'better safe than sorry' basis. It also gives the bomb disposal expert the opportunity to know just what he is faced with before he begins the task of neutralising a device.

Fortunately in the North-East most terrorist bomb scares are false alarms. A Warrant Officer 2 told us of the time that a suspicious package addressed to the Prime Minister was found in a postal sorting office in Sunderland. It turned out to be a piece of birthday cake which the celebrant wanted Mrs Thatcher to eat!

"Around garrison areas everyone is ultra bomb conscious" he said. "If they see anything at all suspicious they inform us. Usually by the time we arrive on the scene we find that the owner of the bag or box has returned. But it is all good practice for us and it is good for them. And if we find they have done anything wrong like carrying on working when there is a possible car bomb around we are able to tell them and they are better informed as a result."

The ammunition experts also lecture the police on what to do in the case of terrorist bombs. These are basically controlled by either time devices, anti-movement devices or radio control. The object is to make sure that the police do not do anything which might set one off.

The RAOC is basically responsible for the disposal of land service ammunition and items fired from guns. The Royal Engineers deal with items dropped from German aircraft during the last war and the clearance of



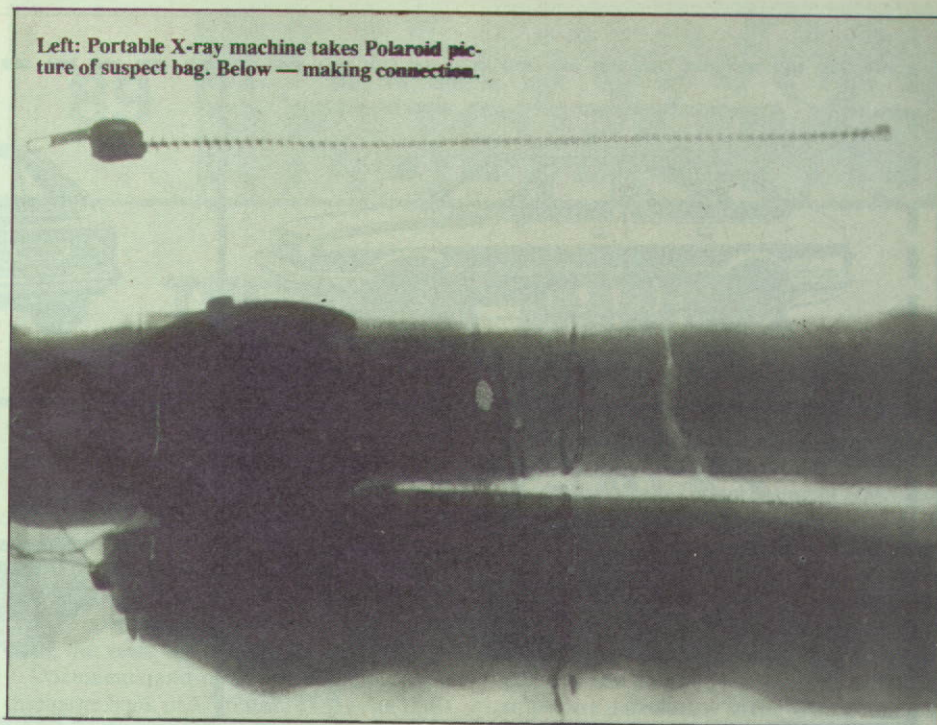
Above: In the museum — hand grenades.

Below: Old ammunition awaits destruction.





Left: Portable X-ray machine takes Polaroid picture of suspect bag. Below — making connection.



large concentrations of items such as those found in old training areas. The Royal Air Force, meanwhile, handle items found on their property or detached from Allied aircraft as well as from crashed aircraft (wartime ones are amazingly still discovered occasionally) and the Navy deal with devices on ships and anything found below the high water mark.

The Catterick team often travel to a job in their specially souped up Ford Transit van which can surprise police escorts by its speed. Or Wheelbarrow can be taken in a 'horsebox' type trailer attached to a Land-Rover.

And it's often week-ends when most of the work comes in. Over the Easter weekend the Catterick team was called out 18 times as ramblers and holidaymakers found their customary haul of unexploded ordnance.

About once a year a group of the ammunition experts from different parts of the country go on a 'deep sea fishing' expedition with a difference. Some 200 miles off the Continental shelf they dump a Landing Ship Logistic's cargo of inert scrap metal which was at one time part of Britain's war effort.

What kind of men are these? They are men who face danger every day — and who thus need to be of a certain type.

All of them have to do psychometric tests. Says a staff sergeant, veteran of Northern Ireland: "Those who don't meet the specifications will be dropped, which is a cruel thing for some people. It is something you cannot swot up for. You just have to take the test and pray that you have passed".

Patience, coolness and the ability to take the right decision are what is required. The staff sergeant recalled that his longest operation was the dismantling of a car bomb which took seven hours — but sometimes they can take days while all the information is gathered and the best line of approach is decided upon.

And there is the need to be up to date in the knowledge of ammunition, terrorist devices and how to deal with them. Plus a good knowledge of old ammunition which may appear from time to time (such as the Martini-Henry cartridge cases of the type

used at Rorke's Drift which turned up recently).

The ammunition technician loves his job. Says the Warrant Officer 2: "I have not heard one person who does not enjoy the work in Northern Ireland because that is what we are trained to do. We have the responsibility of leading a team as a fighting unit and that has something over this peacetime soldiering we have in England".

After they leave the Army some experts join the police in a similar capacity, some become security officers, others take up demolition work. And there have been ammunition technicians who went to work in firework factories — 'just imagine inspecting conveyor belts of penny bangers after this job' — said one of the team.

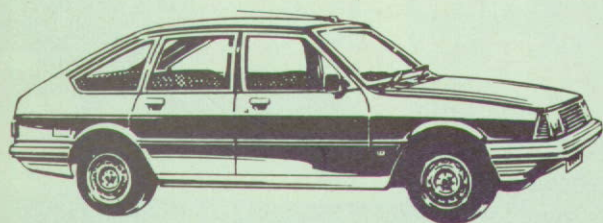
But for the rest of their Army careers these men, with the exception of the officers who are likely to change jobs, know they will be

dealing with ammunition — either in their present role or in ammunition depots. It could be ammunition from World War Two which shows no signs of reducing in quantity despite the finds of the last 35 years, ammunition from moorland ranges now turned over to farming or ammunition laid by desperate and evil men with the intention of killing and maiming.

"We are regarded as something of a Mafia within the Corps as we wear a distinctive trade badge" says the captain. And every day, on our behalf that 'Mafia' is faced with an offer it cannot refuse — the chance to end the deadly potential of another piece of explosive ordnance.

Story: John Walton
Pictures: Paul Haley





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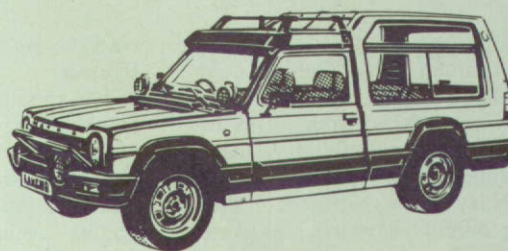
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THE ROYAL MARINES museum is an imaginative and factual presentation of the story of the Corps from its formation in 1664 to the present day. Sited in Eastney Barracks in the original Victorian officers' mess, itself rich in history and a fine example of the architecture of the period, this immaculate display opens with an early history room covering the years 1664-1793.

Documents and order books including a discharge book of 1786 to 1793 give an indication of the hard life of Seamen and Marines of the day. Indeed, a Marine was fortunate if he survived to be given an honourable discharge of 'Old and Worn Out' at the age of 45 to 50. A drill book of 1642 must surely be the first parade manual for the original Admiral's Regiment while a separate case tells the story of Hannah Snell who served as a Marine for five years from 1745 to 1750 without her sex being discovered.

A large model of the attack on Gibraltar in 1704 and a portrayal of the attack on Belle Isle in 1761 are set above descriptive panels explaining why 'Gibraltar' and 'The Laurel Wreath' are incorporated in the Corps crest. Some early commissions include one dated 22 August 1744 appointing Joseph Skinner as quarter-master to Lieutenant-General Sir Henry Cornwall's Marine Regiment while copper measuring jugs tell the story of Grog.

Another section deals with Bunker Hill (1775) and shows an order book kept by Captain George Elliott who commanded a company of Marines in the battle. A bronze medal commemorating the capture of Cartagena in 1741, a clothing book of 1773 and a short sword belonging to Captain James Matthew who joined the Marines in 1779 are among a large number of 18th century items.

Five historical displays — the Heyday of Sail 1793 to 1840, the wars of the 19th century, World Wars One and Two and the post-War period from 1946 — are mounted in the main history room, once the officers' mess dining room.

The Captain of Marines' pistol and the detachment notebook from *HMS Victory* at Trafalgar, one of a set of chairs used by Napoleon in the dining room at Longwood, St Helena, and a cat-o'-nine tails are but a few of the many relics in the Heyday of Sail section. The Crimean, Egyptian and African campaigns, Boer War, the two China Wars and the Boxer Rebellion are covered in the wars of the Victorian era. There is the bayonet of Corporal John Prettyjohns, the first Royal Marine to win the Victoria Cross, and the Boxer flag torn down by Sergeant Preston at the defence of the Peking Legations in 1900.

The Lewis Gun used by Sergeant Finch VC is in the Zeebrugge display which also boasts part of the funnel casing of *HMS Vindictive* and a piece of timber from her deck, while spears, shields and robes are featured in the Egypt and Sudan section.

A bomb dropped by hand from an aircraft in the early days of World War One, a realistic tableau of an officer using a periscope in a dug-out and the body armour of a German sniper are noteworthy in the World War One display. Models of the assaults on Walcheren and across Lake Comacchio (where Corporal Thomas Hunter won the only Royal Marines VC of World War Two) and a pair of German snow overboots are in a host of interesting Second World War items.

A walk up the magnificent central staircase flanked by portraits, notably one of only two equestrian paintings of George III known to exist, leads the visitor to the Medal, Uniforms and Band Rooms. More than 6000 medals are impeccably arranged in wall cases and drawers and the highlight of a superb collection is the complete set of all ten VC's awarded to Royal Marines.

There is, too, a remarkable collection of uniforms which, with the aid of prints, reflects the dress of the Corps throughout its history. And also on display are shakos, helmets and forage caps, badges, buckles and buttons as well as specialist badges including a section relating to the Royal Marine Light Infantry and the Royal Marine Artillery before their amalgamation into the Corps of Royal Marines.

Finally, comes the RM Bands History Room and yet another audio-visual presentation, while an impressive display of silver leads the way downstairs to a group of miscellaneous displays and a well stocked souvenir shop.

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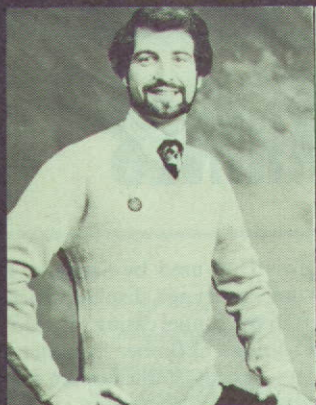
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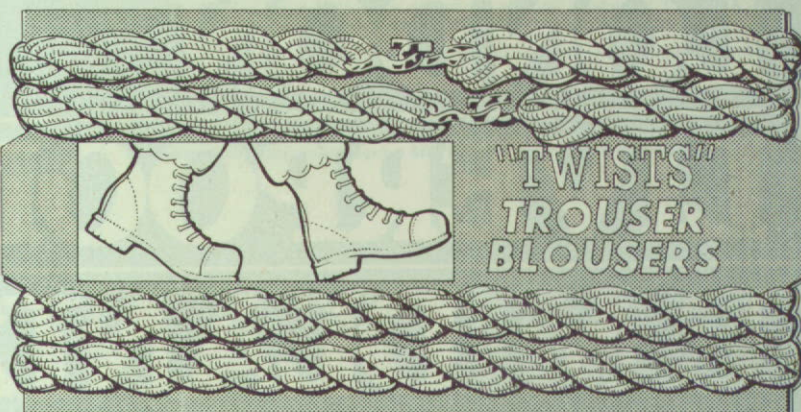
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ON RECORD

side one is merely a progression of tunes played by static massed bands. Not a great success from the listening point of view but will serve as musack while you assemble your supper in readiness for side two.

Music: *Marching On* (Richards), *President Elect* (Siegal), *Aida* (Verdi), *Sports Special* (Young), *Aces High* (Goodwin), *Carnival Cornets* (Kenny), *Brass Buttons* (Lambrecht), *Southwood Camp* (Pryce); the battle includes bits of many tunes with the Czarist Anthem well to the fore.

£3.95 inclusive from the Royal Corps of Transport Band Office, Buller Barracks, Aldershot, Hants. **RB**

'SSAFA Aldershot Tattoo' (Producer: Major M J Parker; Director of Music: Major A J Richards) (Orchestral & Recording Services, 36 Garrick Gardens, West Molesey, Surrey) (DRX 12).

Many years and hundreds of tattoos and pageants have passed before any brave soul faced the challenge of *The Charge of the Light Brigade* as a finale set-piece. We all have our own childhood images of Tennyson's gallant six-hundred, our own private representation of the bloody events at Balaclava, influenced further perhaps by one or two famous paintings. How to convey the strife and the sweat in that oven of a valley, on the verdant pastures of deepest Hants? And all those horses, lances and guns!

No such trivial obstacles ever thwarted Major Mike Parker, a Hussar in his time, from trying his luck, and he would appear to have succeeded once again. I missed the show itself but the recorded battle scene comes across as a vivid and eventful crowd-puller. The whole of British military history must by now have been re-enacted on old Rushmoor, by thousands of troops whose own battle exploits would one day be represented on its arena.

The Balaclava scene takes up all of side two, and



'March 'n Swing with the Woofers' (Band of the Worcestershire & Sherwood Foresters Regt) (Conductor: Bandmaster D Marshall) (Music Mas-

ters, 28 St Lawrence Drive, Eastcote, Pinner, Middx) (MM 0561).

Admittedly the Regiment's title is a bit of a mouthful but I was surprised, not to say shocked, when I first heard our RQMS admit to belonging to the Woofers. Throughout my Service I had the odd rocket for referring to such as the Koylis, Kosbies, Coldstreams, Northants and other unacceptable abbreviations, so in spite of the license here granted I'll stick to WFR for the time being.

March 'n Swing is exactly what the disc is all about and very convincingly it is all done. I would not advise the band to play their version of *London-derry Air* on Bogsides but the rest of the programme will go down well with troops anywhere, and with readers of these columns; a most varied and well-played selection of pops old and new.

An attractive fanfare leads into the old regimental tune *The Derby Ram*, and between it and the final *Regimental March* there are four other marches. It is here that Mr Marshall has missed a trick or two. With the county connections of Notts, Derby, Robin Hood and all that, a few fine but less hackneyed marches than *HM Jollies*, *Fredericus Rex*, *Wien Bleibt Wien* and *A Bridge Too Far* could have been offered. Eric Coates's *Men of Trent*, Alan Street's *Nott'nam Town* and Frederic Curzon's *March of the Bowmen* are just three of them.

The swing numbers are *Caribbean Cornets*, *Tunes of Baccharach and David*, *Theme and Rock-Out*, *Fugue and Swing*, *Tie a Yellow Ribbon*, and the oldies *Fascination* and *Santa Lucia*. **RB**



'Tigers at Ease' (Band of the Royal Hampshire Regiment) (Conductor: Mr D W Wood) (Music Masters MM 0562)

Odd coincidences are always occurring in these record reviews. Next on the pile, as it happens, comes from a regiment I once referred to as the Hants. Only once mind you. And blow me if they don't include the very *March of the Bowmen* mentioned above, along with the rest of Curzon's *Robin Hood Suite*, yet spurn such local delights as Portsmouth, Aldershot, The Solent, New Forest, and the Wallops, all well represented in music. There is even a repetition of *Theme and Rock-Out* from the same company on its very next issue — 0561 and 0562.

Don't be put off though. Both these county regiments provide attractive programmes you are sure to enjoy, and of course the regimental marches are always sought after. The county town does get a mention in Mr Wood's fanfare *Winchester*, and later he conducts his own march *The Plainsman*. Halvorsen's patrol-march *Entry of the Boyards* has a welcome airing, with R B Hall's *Officer of the Day* as the starter for side two. The dance band and pop group show their talents in *It never rains in California*, *Have Horn will Travel*, and *Love is in the Air*, and the whole record is designed to give you the Tigers in all their versatility. Finally of course comes *The Farmer's Boy* and the Regiment's great regimental march; you know, the one that goes 'knife, fork, spoon, razor, comb and lather brush.'

£4 inclusive from Bandmaster, 1st Battalion, The Royal Hampshire Regiment, Buller Barracks, BFPO 17. **RB**

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'CIVIL SERVICE' TAKES ON A WHOLE NEW MEANING for civil servant James Ginders who works as Senior Instructor in steward training at the Army School of Catering in Aldershot.

For, as Mr Ginders explains, his speciality is "all the front of house matters" concerned with catering. In fact — giving truly civil service to winners and diners.

Nowadays Mr Ginders teaches the tricks of the trade to military and Ministry of Defence-employed civilians taking up posts ranging from waiters and barmen to fully-fledged mess managers, and he is the Forces expert in this field.

The Army Catering Corps' school takes students from scratch and moulds them into proficient catering staff on Mr Ginders' courses. He rather regrets that the Army has not followed the RAF and Royal Navy in keeping stewardship as a separate trade. As it is, his 'graduates' rarely stay on in their new-found role for more than two or three years.

Mr Ginders knows a good deal about full-time stewardship having spent nearly a quarter of a century as a steward with the RAF. And during this time he served VIPs and royalty in the air on RAF flights as well as on the ground at special occasions.

His speciality is the decorative folding of napkins to enhance place settings at table and, incredibly, holds some 142 of these designs in his head — many of them original creations of his own.

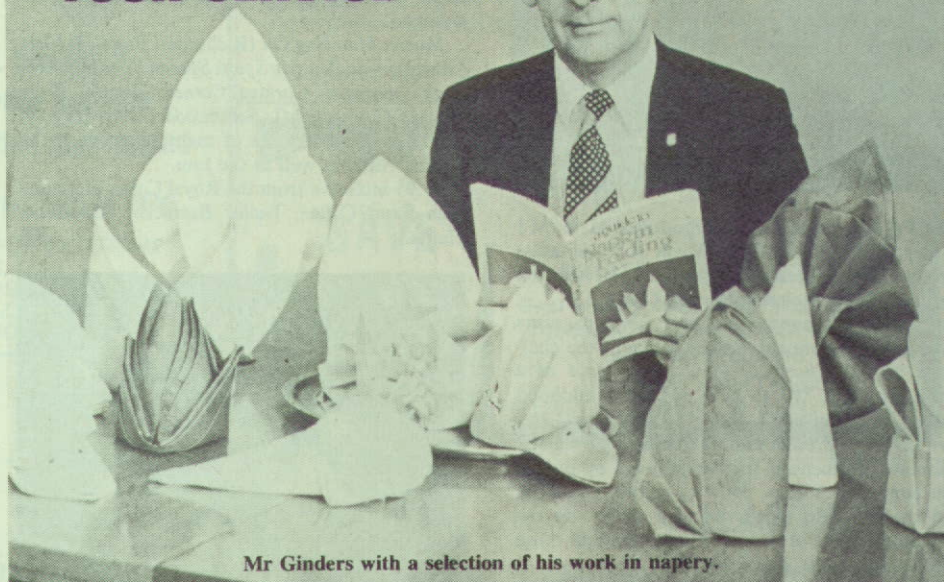
Nowadays though he does not need to memorise them all. He can refresh his memory from his own book (*A guide to napkin folding* published by Northwood Publications at £2.50) which describes some 40 designs.

They have names as exotic as some of the tables they will grace. There is Cinderella's Slipper, The Arum Lily, The Rising Sun Fan and The Lazy Butler. And now a new book is being drafted with a further set of designs, menus and table settings.

The Cinderella's Slipper is one of Mr Ginders' own designs — first used for a dinner at RAF Cranwell for the Queen's visit when Prince Charles was presented with his pilot's wings.

Another of his favourites is The Waterfall specially created to complement a table setting on a royal visit to South America. Mr

THE ART OF NAPERY AT YOUR SERVICE



Mr Ginders with a selection of his work in napery.

Ginders recalled: "The Queen and her party were in Peru and her aide said, 'come on, young Ginders, design a special napkin fold to represent this country.'"

"Well, that morning we had been on the same guided tour as the royal party (this often happened for the crew of the aircraft transporting them) and had had our picture taken by a waterfall. With the mountainous terrain of the country and its waterfalls, I thought this would be appropriate to depict in a napkin fold. It took me a whole morning to work out how to do it."

The result drew admiring comments from the Queen and Mr Ginders recalls with obvious pride: "The royal family would always have a few words of greeting for you and comment on the settings at table."

Although he now boasts a lifetime of expertise in napery, Mr Ginders was not always associated with this delicate art.

He comes from a farming family in Lin-

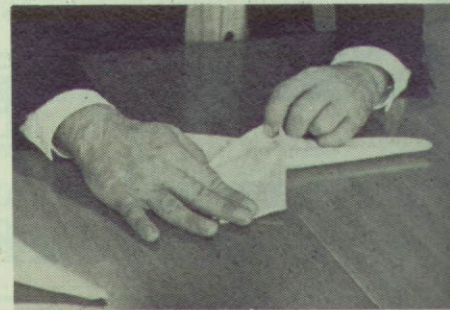
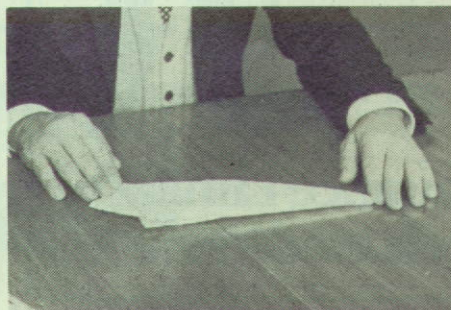
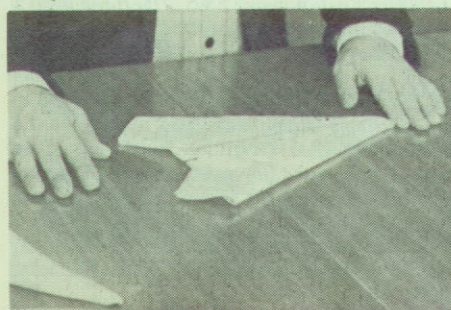
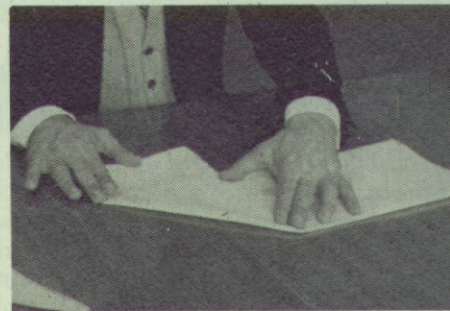
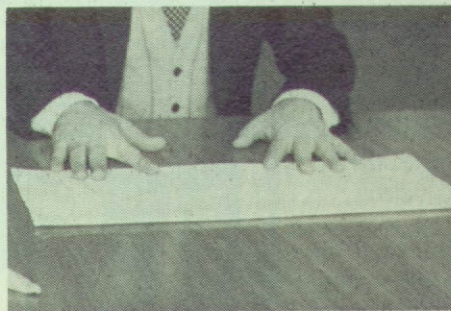
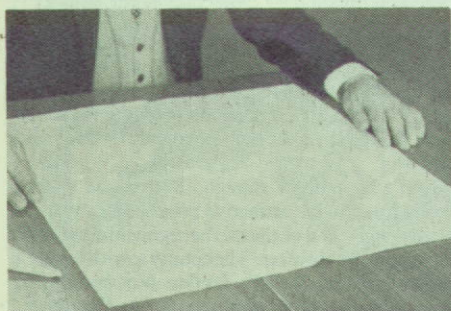
colnshire and when he joined the RAF in 1951 it was as a police dog handler.

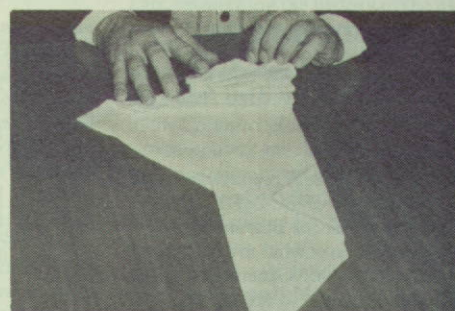
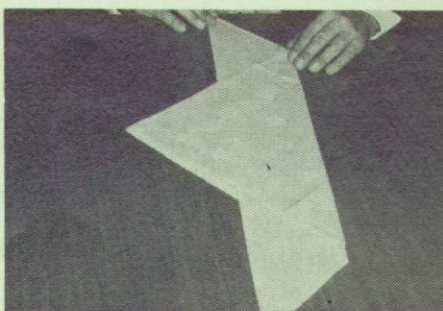
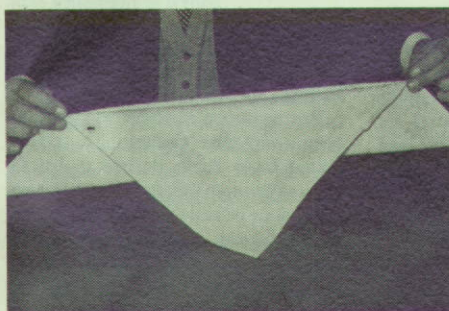
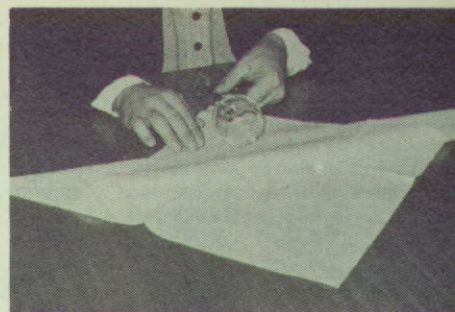
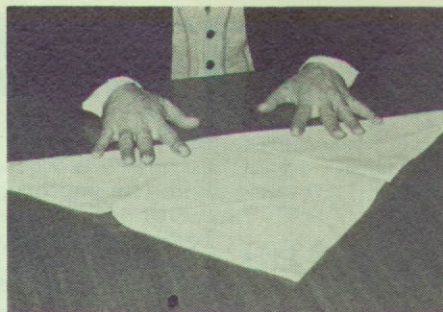
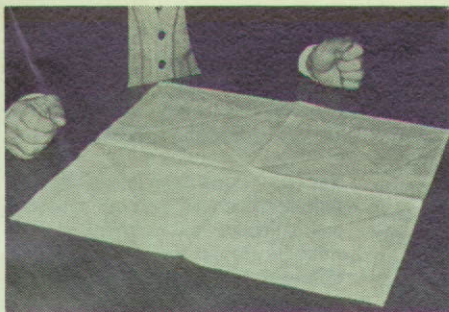
But it was romance that brought him into the catering trade. For at this time he met the girl who was to become his wife. Marina was a WRAF waitress and worked days while he worked nights, so he transferred to the catering side himself. His interest in table decorations began with an RAF promotion exam demanding that he knew up to 12 ways to fold a table napkin.

Now he knows some 12 times 12 ways to fold a napkin and is acknowledged as a leading authority on the subject.

He admits he owes much of his knowledge to tips he has picked up round the world during his travels with the RAF. "The Chinese, for instance, were especially helpful. I'd sit for hours with them in their restaurants after closing time folding napkins with them." And he admits the art is akin to Origami, the oriental art of decorative paper

Below and right: The Slipper in detail — perfect for holding corsages.





sculpturing.

The subtle difference is that a folded napkin at its best complements the menu and place setting it decorates. The Slipper, for instance, is often used for Ladies' Night dinners as a pleasant way of presenting the female guests with their corsages for the evening, the bouquets resting in the mouth of the daintily folded imitation shoe shape.

Mr Ginders took special pleasure in creating a cockerel motif design of three napkins (the idea came to him by chance after hours of thought when he happened to see a random arrangement of three established designs laid out for students at the catering school). This was used to show off to advantage a prize-winning Coq au Vin dish by a colleague at the school taking part in the international Hotelympia competition.

The origin of the table napkin goes back to the days when the rich and noble began covering their dining tables with decorated silk or linen drapery. The method of laying the cloth, with corners where each diner sits, is still to be found in modern restaurants. This corner used to be tucked under their chins by diners to protect their clothes.

All those centuries ago, table manners were primitive and so were the methods of laundry. So cloths on which grubby hands



were wiped soon wore out.

Table napkins were first introduced in the 15th Century and at one time it was de rigueur to tie the napkin around the neck to protect the full ruffs that were worn by both men and women of the day.

Apparently the saying to 'make both ends meet' comes from an old French proverb concerning the difficulty encountered by stout gourmands trying to tie their napkins around their swollen necks.

With their present-day role having progressed from mere finger-wipers to more decorative purposes, napkins now give the plainest table a look of elegance — especially when enhanced by the nuances of design described in Mr Ginders' books.

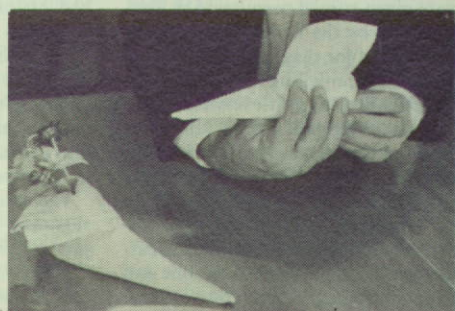
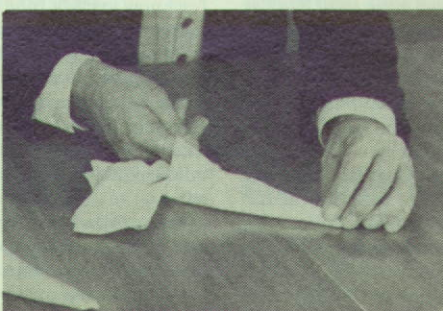
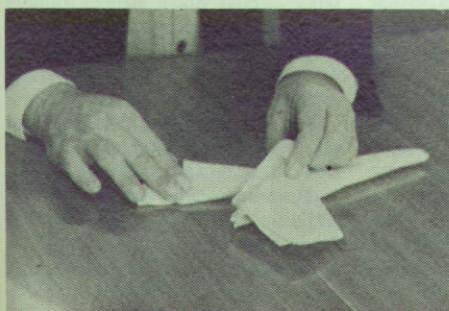
Nowadays the napkin is just 26 inches



square when it graces the dinner table and a small 24 inches square for the breakfast setting. At the family table (or at informal meals in messes) these are either just folded smoothly and slipped into individual rings.

But for more formal use in hotels, restaurants or at special events, the napkin comes into its own — as formally presented as the guests who will use them. They are spotless and starched (Mr Ginders does all his own napkin starching, spraying it on cold from a garden vapouriser). Different colours add to the effect and the many different folded designs complement the occasion and the food.

The final aim is culinary perfection — the *raison d'être* of experts like Mr James Ginders.



LETTERS



Foolsome praise

Here is a selection from the bulging post-bag that followed our April feature on bearskins.

I read with interest the article in the April number of *SOLDIER* 'Short Back and Sides for Bearskins'.

It corroborates what my friend and former colleague, General de Corps d'Armée Poisson d'Avril, told me about the bearskin he inherited from his great-great grandfather, who wore it on the retreat from Moscow in 1812. It has not been trimmed since then, but has been carefully treated with a mixture of Nuits St Georges and liquid manure, being kept in a heated greenhouse during the winter. When he puts it on his head, the hair comes half-way down his back.

I suspect that my friend is a remote relation of your informant, Major I A Prylle. — **Field Marshall Lord Carver, House of Lords, London W1.**

What a wealth of information you do supply through the pages of your magazine. Who would have thought that Order One of Army Personnel Refurbishments (1 APR) was still in force, and how lucky today's Guardsmen are to have that worthy old soldier Major I A Prylle to be in charge of the constantly growing hairy bearskins.

You did not mention, or perhaps you were not aware, that the guard duties to ensure the safety of these valuable relics is under the vigilant supervision of the smallest unit in the British Army, the 1st Army Pike-man's Regiment (1st APR). — **Harry B Brand, 5 Scrutton St, London, EC2A 4HJ.**

We are well aware of the 1st Army Pikeman's Regiment, Mr Brand. We introduced them to an unsuspecting world ourselves last April! — Ed

The fascinating article on bearskins, however accurate the information on the trichology of the Russian bear which it imparts, includes some misleading statements about the adoption of the bearskin cap by the Foot Guards. The story that the Guards were given special permission to wear bearskins by the Duke of Wellington as a reward for their valour at Waterloo makes compelling reading, but the true facts are just a little less dramatic.

Most readers will already know that the Foot Guards, in common with all infantry regiments, had a grenadier company in every battalion at the time of Waterloo. These grenadier companies formed an élite within the battalion, taking the right of the line and being distinguished by special headgear from the other companies.

Since the Royal Warrant of 19 December, 1768, the prescribed head-dress for grenadiers, and for all drummers and fifers and all ranks of Fusilier regiments, as well as for the 2nd Dragoons, had been black bearskin caps; the Black Watch grenadier company had already been wearing them since 1751, and cavalry trumpeters were given them in 1792. By 1815 the bearskin formed part of the dress of well over ten per cent of the infantry alone, and were equally common in all the armies of Europe, not just the French.

The honourable distinction granted to the 1st Guards after Waterloo was the raising of the entire regiment to the status of grenadiers, then as now a unique distinction, upon which the grenadier's distinctive fur cap naturally became the head-dress for all ranks; the other Guards regiments took the fur cap into universal wear on being accorded Fusilier status in 1831, and it was replaced in the grenadier companies of infantry regiments when the 'Albert' shako was introduced in the early 1840's.

The bearskin cap, as worn by the Grenadier Guards, and subsequently by the other regiments of the Brigade of Guards, is the visible symbol of an honour awarded for their valour, not the honour itself. It is, moreover, every bit as British as it is French. — **Daniel MacLennan, 73 The Close, Norwich, NR1 4DD.**

Although your article upon the bearskin caps of the Household Division was very interesting in revealing that the hair of the cap continues to grow, it did little to tell us of the true origin of this unusual type of head-dress and tended to give some power to the long established myth that it was pillaged during the route from Waterloo!

The head-dress, did, of course, evolve during the 1700-1800 period and was originally the type worn by the élite Grenadier companies of all line infantry regiments.

The custom of honouring certain regiments with the privilege of being completely dressed as Grenadiers was established long before Waterloo. In fact, the 23rd of Foot, today the Royal Welch Fusiliers, wore the fur cap (to give it its original name) during the course of the battle as this privilege had, by then, been given to all Fusilier regiments.

After the demise of the élite flank companies, both Grenadier and Light, in the 1860s, the Fusiliers and Guards regiments continued the custom of wearing a fur cap — a bearskin in the case of the Guards.

It is interesting to note that the last regiment to be honoured with this privilege was the Royal Warwickshire Fusiliers in 1963.

This also explains why the regimental march of the Royal Regiment of

Fusiliers, and previously the Lancashire Fusiliers, is the *British Grenadiers*.

If this letter is published, I hope that readers do not think that I am questioning the motives of the Iron Duke himself. I merely wish to put the history of the head-dress in its true perspective. — **Bill Duggan, 21 Essex Walk, Walcot, Swindon, Wilts.**

Congratulations on the early appearance of your April issue. I note that Major Prylle is quoted (page 45) about a bearskin that has survived the Indian Mutiny in Lucknow. May we know who was wearing it? There used to be a pithy but unprintable soldiers' comment as to the scarcity of Foot Guards in the sub-continent and it is certain that no formed bodies were stationed in India.

There were, of course, Guards officers like Lord Lake and Alexander but they were in staff appointments. — **John Gaylor, Hon Secretary, Military Historical Society, 7 East Woodside, Bexley, Kent, DA5 3PG.**

We hope Major Prylle's letter (below) puts the record straight.

Your excellent article on bearskins (April) accurately quotes me as saying that we are still looking after a bearskin that was worn at Lucknow during the Indian Mutiny. However, your correspondent did not have space to mention that the head-dress in question actually belonged to one of my forebears.

My great uncle, Ensign (later Major) Inigo Aloysius Prylle, served with the Grenadier Guards and was, indeed, present — in uniform on occasions — during the siege of Lucknow between 1857 and 1858. I am glad to say he lived to a ripe old age and it is from his own lips that I heard the strange tale that led to him taking part in the historic and bloody action that gripped the once almost idyllic posting of Lucknow.

The fact of the matter is that Uncle Inigo was quite simply on leave in the area, pig sticking with some friends from the Cavalry, when Brigadier-General Henry Lawrence ordered everyone in from the outlying areas to Lucknow in early June 1857 as things started to get a bit tense.

As something of a young blade, my Great Uncle was tremendously proud of his regiment and always insisted in carrying full uniform with him wherever he went in case suddenly called on to present himself in proper order.

In parenthesis, I ought to say that we Prylles are renowned for our eccentricity. It cannot have escaped your notice that my Great Uncle and myself share the same initials — it is

family tradition that all male descendants of the line (which goes back to the days of the Conqueror) should bear the initials I A Prylle.

But to return to the story. Having been aware that 'something was up,' young Inigo Prylle dashed to Lucknow eager for the fray (it was two years since he had last seen action with his regiment at Sevastopol). He reported to Lawrence and — much against the latter's will — insisted on wearing his uniform (complete with bearskin) to face the foe. My Great Uncle readily admits that he is certain Lawrence would have clapped him in irons for his ebullience had it not been for the fact that Ensign Prylle volunteered to train the civilians at Lucknow in musketry and proved himself more than able at the job.

I am happy to say my relative was unscathed during the year-long siege and (true to family tradition) insisted on completing his 'bag' of pigs with a gang of thoroughly unreliable locals after the emergency was over. Suffice it to say, he made it back to England and dined out on the yarns of his exploits for many years to come. — **Major (Retd) I A Prylle, Wee Ful-dum, Propleigh, Berks.**

Knowing a long serving member of the Scots Guards I can well appreciate the problems of fast growing bearskins (*SOLDIER* April). If this is not bad enough, they also have to put up with the inconvenience of the thicker skinned sporran. These lead lives of their own, and consequently grow at a much faster rate. Sporrans cutting is a delicate operation! — **A Snip, c/o Christian Williams, 28 Fursby Avenue, West Finchley, London, N3 1PL.**

What an interesting article that was in your April issue about haircuts for bearskins.

May I suggest a copy be sent to the Navy so that they can tell it to the Marines? — **K E Pierce, 92 Park View, Hastings, East Sussex, TN34 2PD.**

Puppet parade?

With reference to Mr A Easdown's letter (April), about British soldiers marching like puppets, perhaps he would like us to lower our standard and our arms to knee-cap level — then we can march like Charlie Chaplin.

Nobody is denying that it is hard work but British soldiers are at their best when things are rough. As for rucks in the tunic, I suggest spray-on uniforms, but then again they may crack when bending the knee. — **Lance-Sergeant G Smith, 19 Hill-side Road, Craigiehall, S Queens-ferry, West Lothian.**

Irish were first

I wish to point out an inaccuracy in your article (April) about the Infantry Wing, Driver and Maintenance School, Royal Armoured Corps Centre.

Your correspondent states "mechanisation of the infantry started back in 1967 and 2nd Battalion The Royal Green Jackets was the first unit to make the conversion in May and June of that year." In two respects that statement is wrong.

The first infantry battalion to be equipped entirely with AFV 432 was the 1st Battalion Royal Irish Fusiliers in the spring of 1973 in Trenchard Barracks, Celle, whilst part of 7th Armoured Brigade. My father, Lieutenant-Colonel C W Linford MC, was the Commanding Officer at that time.

The first mechanised battalion to be equipped with Saracents, was the 1st Battalion Royal Ulster Rifles in 1961 in Iserlohn whilst part of 5th Infantry Brigade. These vehicles were passed on to 1 R Ir F in 1962 along with two proto-type AFV 432s, which were undergoing troop trials. When 1 R Ir F first had them they were driven by men of the 5th Royal Tank Regiment. However, the Royal Irish Fusiliers took over the driving before the end of 1962.

It is worth pointing out too that a descendant of the two Irish regiments, The 1st Battalion The Royal Irish Rangers carried out troop trials of the 30mm Rarden cannon mounted on AFV 432 in 1972 in Barrosa Barracks, Hemer. These vehicles along with four AFV 438s (Swingfire) were handed on to the 2nd Battalion in the same barracks in 1974. They remained with the battalion until the restructuring of the Infantry in 1977/78. — **Captain J Linford, Depot The King's Division, The Royal Irish Rangers, St Patrick's Barracks, BFPO 808.**

Fit to feed

How I agree with your editorial on the subject of fitness to fight (April). I wish every cook in the WRAC could have read it. My daughter must have gained a stone and a half on Army food and so have most of her friends — it's such a waste as they are desperate to stay slim. Surely something could be done about these fattening foods and constant Naafi breaks. — **S Grant, 11 Hampton Terrace, Brighton.**

Rare medics

This letter from an ex-Apprentice Tradesman will perhaps be from an unusual source — the Royal Army Medical Corps. I have seen letters from the Royal Electrical and Mechanical Engineers noting that their large corps was recently omitted from a list of corps which received many A/Ts from the Army Apprentices College at Chepstow. They had a large proportion of the output post-war. The medics had a very small proportion but it may be worth noting the present position in career that the ex-A/T Medics managed to achieve. The following are serving today: Major D M Whitfield MBE (Intake 51B), Major P L K Darroch (52B),

Major R M Forsyth (52B), Major R Wilcox (Retd) (52B), Major T R Cooper-Tydemann (52B), Capt A B Cook (52B), Major F E A Davis (51B), and Myself (52B).

There are others serving in the RAMC who are also ex-Chepstow, I believe. I cannot list them but some of them also reached WO1 or further. The above list provides a good advert for the School. When one realises that intake 52B had eight medics and intake 51B even less, the results achieved are good. The officers listed can boast a combined total of more than 220 years service.

Major Moyser's letter of December 1979 brings back memories. Although of vintage 1935 his experiences were similar in many ways to ours, particularly the freezing ablutions and ice in the wash basins. The new college which I saw in 1973 is a paradise compared to the 1935-1952 experience. — **Major R C Everest, 1 Armd Div Fd Amb, BFPO 30.**

Proud

As proud of his battalion as Lance Corporal Harrington is, as can be gleaned from his reply to my previous letter, I would respectfully point out that all the buttons in creation do not atone for a lost regiment, in particular the way the Royal Leicesters were disposed of by the big game hunters of Whitehall.

When the Royal Anglians were formed from the East Anglian Brigade it was, I think, in the days of Big is Beautiful, a precept which was being applied not only to the British Army but to all walks of life. People now are realising that perhaps this was not always a good idea. They do not want to be part of a huge faceless machine. Individuality and identity must have their place.

Pride of belonging to a famous single unit must surely, in some cases, overrule bureaucratic convenience. As recently as 1973 (as L/Cpl Harrington stated) the Royal Leicesters were represented by Tiger Company and indeed completed a tour of duty in Northern Ireland as such.

In view of this, and all the other threats we now face, the Royal Leicesters, as the last battalion to go to the East Anglian Brigade, should have been allowed to re-expand from Tiger Company to battalion strength, as was the Royal Hampshire Regiment. This would have strengthened a weakened British Army and also preserved a famous regiment. After three hundred years the only linear descendants of the Royal Leicesters should be present day Tigers — not Poachers. — **J Bosworth, 17 County Close, Leics.**

Gurkha music

I have very much enjoyed the somewhat sarcastic remark that 'Gurkhas can damage your health.' I am indeed very interested in these brave Nepali, as I am planning to visit their country. Meanwhile I am still looking for their music, and I would like to contact someone serving with them, in order to obtain some texts: *Nabirsa Pahari, Naini Thala, Jhyam Thyam pareli, Chantari ma basera*, and so on. Maybe some Gurkha could write to me with the text of these?

Some months ago, I also asked for the text of the Swahili song *Malaika*. Several people have replied but up to now I have found no-one who could give me the exact text. Maybe some Kenyan reader of SOLDIER could help? — **Gilbert G Driesen, Waterstraat 173, 2090 Stabroek, Belgium.**

Get in touch

I wonder whether any SOLDIER reader can help me trace an old friend of 12 years ago?

At the time, 1967, I was a Corporal serving in the RAF and was living with my wife Beverley in Kanaris St, Famagusta, Cyprus. Opposite us lived a Lance Corporal Jim Crookshanks and his wife Moira who we have since lost touch with.

We will appreciate any help. — **Trevor Andrews, 7 Elm Close, Market Deeping, Peterborough, Cambs.**

I am trying to trace any friends or relatives in England who may have known my father, Jack Stannas Manfield. He was born on 1 July 1910 in Veryan, Cornwall, and is believed to have been at the Army Apprentices College, Chepstow from 1926 until 1930 when he is thought to have left for Canada. — **J S Manfield, No 401, 770 East 7th Avenue, Vancouver BC, V5T 1P2, Canada.**

Old and bold

As an ex-soldier of The Royal Hampshire Regiment, perhaps I qualify as one of those "real old soldiers" referred to by Mr D'Arcy (Letters, April). My Service in India started in Jan 1925 and my frontier Service started early in 1930 when we were posted to what was known to those who served there as the largest monastery in the world, Razmak, one of the real frontier stations. I wonder how many remember that one year unaccompanied posting?

Our next move was down to Nowshera. Anyone can look at a map of Northern India (Pakistan) and see the route we marched over — Razmak-Mir Ali-Spinwam-Thal-Kohat-Peshawar-Nowshera. Our next move was to Rawalpindi ready for any frontier skirmish, and they came, in 1935 at Ghalanai, followed by another long march back to Pindi. There was more frontier trouble in 1936 in the infamous Khaisora Valley and after the incidents we built roads and marched back to Bannu over them. There, our frontier Service ended, we left Pindi on Christmas Day 1937 for Kamptee, but this time by Indian troop train for four days.

Incidentally, in answer to letters about Tigers, I would like to remind the writers that there is only one Regiment of Tigers — the Royal Hampshires. Take a look at the list of 77 regimental badges and it will be seen that there is only one badge with a tiger in it. Need I say more? — **T Parrott, 9 Robin Hood St, Newport, IoW, PO30 2AW.**

First meeting

I read and hear of 8th Army Reunions, but I have heard nothing of a 1st Army Reunion. Whilst I realise that the Tunisian campaign was much shorter than the Desert Campaign,

the 1st Army did a considerable job, particularly in the early days between November 1942 and January 1943.

I was with 456th Light Battery (3-7 Hows) and I would be pleased to hear of any reunions involving members of my old unit, or units with 1st Army connections. — **John Palmer, 38 Fanshawe Road, Hengrove, Bristol, BS14 9RX.**

Column

I am researching the history of the old 51st Highland Division Column RASC (TA), which goes back to the ASC in 1908. May I, through your magazine, ask if any readers who were in the Column before World War Two would contact me. I am particularly keen to see a soldier from the Train (as it was then called) from the Great War period, or failing that, one of the family.

Eventually an interesting history will be produced, but I would like to include personal experiences and anecdotes, which should make all the difference. — **Lt-Col M H G Young, 153 (Highland) Transport Regiment, RCT (V), TA Centre, Elgin St, Dunfermline, Fife, KY12 7SB.**

Burma exploits

I am writing a book about the exploits of the XIVth Army in Burma, and am seeking background information, reminiscences, photographs etc. The book is to be published in the Ian Allen Ltd *At War* series, in which I have written books about the Desert Rats, Afrika Korps, and the 3rd and 5th US Armies.

The *At War* books are best described as pictorial evocations rather than detailed works of military history, in that they seek to put over the 'feel' of a particular campaign or battle, through personal 'I was there' type stories and photographs. I always try to cover all arms and services in my books and to deal with the lighter side as well as the actual fighting. The resulting mixture is designed to give the reader an accurate picture of what it was like to be a member of a particular unit during a typical action in the campaign.

Photographs play a large part and I usually try to put in about 300, so I do need plenty of choice! If any readers have photographs which they would be prepared to lend me to use in the book, then I would very much like to see them. I cannot promise to include every photograph, but I will treat them with care and return them safely once the book is published. I have to complete the manuscript by the end of 1980 and it then generally takes another 9-12 months for the book to be produced by the publishers. — **Lt Col (Retd) G Forty, 36 Heaton Grove, Bradford, West Yorkshire, BD9 4DZ.**

REME neglected?

I would like to draw your attention to two matters mentioned in the March 1980 issue of SOLDIER.

The Royal Electrical and Mechanical Engineers have in the past been neglected in the pages of SOLDIER (witness correspondence on the subject of late) and in the article on Rhodesia in the March issue this was once more the case.

Leaving the Forces?

If you're leaving the Forces sometime during the next two months, you'll be looking for a job that will take you a long way up Civvy Street.

Ford at Dagenham has a great future to offer you. Ford money is money worth earning. With what you've learned in the service it could be yours for the making.

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So if your time's nearly up and you're stepping out into Civvy Street, make your first step by writing, giving brief details of your experience and type of work that interests you, to the Employment Manager, (6/1205), Ford Motor Company Limited, New Road, Dagenham, Essex.



**Your services
experience could
take you a long way
up Civvy Street
with Ford Dagenham**



I agree that there is an oblique reference to '...a workshop unit from the AAC...' but surely an operation of this magnitude would not be mounted without REME support in fairly large numbers.

On page 18 of the same issue mention is made that 'among new employments now available to the Women's Royal Army Corps are... telecommunications technicians with REME...' This is far from a new employment as there was a Lance-Corporal WRAC in 48 Command Workshops REME, Dhekelia, Cyprus who was a tech between the years 1964 and 1966. — **Mr T Brown, 17 Tennyson Avenue, Gedling, Nottingham.**

Competition

Our *Marksmen All?* competition (259) attracted a bumper entry which is perhaps not surprising as two correct solutions were possible — five bulls or six. Quite a lot of readers sent us both answers — and a handful came up with a quite different solution! Prize-winners were:

1 Mr Richard Etherington, 9 South Cliff, Roker, Sunderland, Tyne & Wear, SR6 0PH.

2 Mr Robert Aitken, 128 Sunnybank Avenue, Coventry, CV3 4DR.

3 Capt G I Melville, DMED BAOR, BFPO 39.

4 S/Sgt W Brown, Army Careers Information Centre, Omagh, BFPO 804.

5 J/BDSM P C Theakston, 3 Troop Band Sqn, JLR RAC, Bovington

Camp, Wareham, Dorset, BH20 6JB.

6 Mrs G J Towner, 34 Greenacres, 13/17 Preston Park Avenue, Brighton, BN1 6HR.

7 Lt Col D E R Cameron, A Branch, HQ BAOR, BFPO 40.

8 WO2 Awang Bin Mohd Hassan PJK, Admin Coy, Royal Brunei Malay Regt, Bolkliah Camp, BFPO 605.

How observant are you?

The two pictures differ in the following respects: 1 Soldier's hair. 2 Bottom Seagull. 3 Small triangular wave behind boat. 4 Wave on horizon in front of boat. 5 Stern of boat. 6 Soldier's knuckles. 7 Soldier's left trouser leg. 8 'K' in 'Frank'. 9 Top of right cloud. 10 Position of lower window of lighthouse.

Reunions

The 4th Annual Reunion of the South Cheshire Combined Services Association is to be held on Friday, 6 June 1980, in the Civic Hall, Nantwich, Cheshire at 7.45pm. Further details from G F Clarkson, 138 Eldeston Road, Crew, CW2 7EZ.

Welch Regiment Old Comrades Reunion will be held on Saturday 11 October 1980 at the Drill Hall, Pontypridd. Further details from Mr V Williams, 41 Cole Bank Road, Hall Green, Birmingham, B28 8RZ.

The Devonshire Regiment Old Comrades Association Annual

The Forces Help Society and Lord Roberts Workshops shares an 80th birthday this year with The Queen Mother who is Patron of the charity. To commemorate this happy coincidence the society is issuing two special First Day philatelic covers. The first (cost £1.20) is just the cover itself. The second (cost £2.20) is the cover

containing a souvenir crown issued by the mint on the occasion of the Queen Mother's birthday. All proceeds will go to the society's work for ex-Servicemen and women. Orders should be sent to the Lord Roberts Workshops Philatelic Appeal, Liege House, Marshfield, Chippenham, Wiltshire SN14 8LZ.

Cathedral Service, Reunion and Dinner — Saturday 12 July 1980. Form up Bury Meadow 1630 hrs. Tickets may be obtained in advance from RHQ The Devonshire and Dorset Regiment, Wyvern Barracks, Exeter — price £2.00 or at the door of St George's Hall.

The Royal Hampshire Regiment Comrades Association Annual Reunion at Winchester on Saturday 14 June 1980. Dinner in Guildhall 7pm. Tickets (price £4.50) from Secretary, Serle's House, Southgate St, Winchester, SO23 9EG. Programme on reverse of ticket.

The Annual Reunion of the Royal Regiment of Wales (24/41st Foot) Regimental Association will be held in Brecon on the weekend of 30th/31st August 1980. Accommodation free. Ex-members of The South Wales Borderers, Welch Regiment, Monmouthshire Regiment and the Royal

Regiment of Wales wishing to attend should write now for particulars to the Assistant Regimental Secretary, RHQ RRW, The Barracks, Brecon. Tel: Brecon 3111 Ext 310.

The Worcestershire Regiment and WFR Reunion Saturday 21 June at Pitchcroft Racecourse Pavilion, Worcester, 2pm-7.30pm. Bar, refreshments, beating retreat 5.30pm. Further details from RHQ WRF, Norton Barracks, Worcester.

The Sherwood Foresters OCA Reunion Saturday 5 July 6.30pm at The Friary Hotel, Derby. Bar and buffet supper. 14th Battalion Association Parade and Service, Derby Cathedral at 3pm on the same day.

Crich Pilgrimage 3pm on Sunday 6 July 1980. Further information from Secretary The Sherwood Foresters Association, RHQ WFR (Outstation) TA Centre, Triumph Road, Lenton, Nottingham.

Collectors' corner

J Hutchinson, The Green, Acomb, Hexham, Northumberland — Wants copies of 'Where the Trails run out' and 'In the steps of Stanley' by John Blashford-Snell. Has for sale 'The Indo-Pakistan War 1971' by Major General D K Palit, 'The Third Arab-Israeli War' by Edgar O'Ballance, 'Suez, the double war', by Roy Fullich and Geoff Powell, and 'The 40 days' by Oswald Wynd. These books are in new condition.

Mr R Legge, 26 Tonbridge St, Ramsgate, NSW 2217, Australia — Foundation member 6th Brit Armd Div wishes to purchase following items to complete 6 Armd Div display: Lothian & Border Horse brass shoulder title, Lothian & Border Horse brass GVI greatcoat button, Div RE whitemetal (not bimetal) GVI cap badge as issued to Div RE on embarkation for North Africa (Irvine 1942), matched pair of original cloth Div signs (thumbs on top, fists to wearer's front). Must be in good condition.

Capt Anthony Runza, PO Box 140, New Milford, NJ 07646, USA — Seeks 'Regimental Badges' by Maj T J Edwards, Aldershot, 'Badges and Emblems of British Forces 1940', 'A History of Uniforms of the British Army Vol 1-5' by Cecil C P Lawson, London 1961-6, 'British Military Uniforms' by W Y Carman, 1968, Queens Regulations for the Army 1958 to 1968, 'Queens Regulations for the RAF'

1958-1968, 'Manual of Military Law' — 1950-64, 'Territorial Army Dress Regulations' 1967, Flight manuals of obsolete aircraft (in particular 1959 Mk III shock action). If anybody should be able to help, please send books and price required — if books are original, will pay top prices for publications, ie flight manuals 10 dollars each.

J R Buckley, Box 268, Milford, Texas 76670, USA — Wants to purchase British Army web belt with cartridge pouch and charger for Mark IV Webley .38, also leather map case.

R Altman, 85 High St, New Malden, Surrey — Collects militaria of The Guards and Household Cavalry, 1st Royal Dragoons and Guards MG Regt. Requires mainly officers cap badges, especially EV11 and EV111 cypher of Grenadiers and WOs also Royal Dragoons and (original) The Life Guards 1st and 2nd. Swords, helmets and other accoutrements along with reference books and dress regulations also required. Cash or swap.

Mr B J Green, c/o Box 533, Bracebridge, Ontario, Canada — Seeks copies of SOLDIER prior to 1953 in mint condition. Also June '60, Mar, June, Dec '70, Sep '71 and June, Sep '73. Will pay reasonable price for them.

M A Houghton, Ground Floor Flat, 135 Grove St, Liverpool, Merseyside, L7 7AF — Seeks information about former dutch liner M/V 'Christiaan Huygens' operated by the British (MOWT) and Orient lines 1940-45 as a troopship. Any yarns from anyone on

board her on the convoy Cape route to Egypt would be most welcome and appreciated.

Mike Large, Box 1153, Hayden Lake, Idaho 83835, USA — Seeks pre-1922 Cheshire Regt badge and St John's Ambulance Air Attendant's wings. Will purchase or exchange for US or Rhodesian items.

R G Coase, Avoca, Shrewsbury Road, Prestwich, Manchester, M25 8GQ — SOLDIER 1974 to date, approx 70 copies, free if collected.

N Maryon, Crossways, Hatch Lane, Old Basing, Hants — Wants short histories RAF (RAFVR), RNAS, RFC.

Col G W C Mayes, 25 Melrose Road, London, SW18 1ND — Has complete set of SOLDIER magazines from January 1973 to December 1978 available to anyone who will collect.

Major D C Purves, Vine House, Had-denham, Cambs, CB6 3XD — Wishes to trace book entitled 'The British in Indo-China' by Geo Rosie which was published in the '60s. Also any other books on the subject.

Leonard Adler DAC, 127 Delaware Drive, Clarksville, TN 37040, USA — Wishes to start collection of British Army unit crests. Any contributions most welcome.

B Mear, c/o Post Office, Sherborne, Dorset — Has for sale copies of the 'Covenanter' (Cameronians) 1947-1965. Wants Band LP of the Welch Regiment.

Mr J Green, 4 Browning Road, Loughborough, Leics, LE11 0JL — Has for sale: The Green Tiger magazine, spring 1959, autumn 1960, spring 1961, autumn 1961, autumn 1963, spring 1964. Any offers.

M J Davidson, 12 Shoplatch, Shrewsbury, Salop — Is interested in acquiring for his collection the following: Territorial Decoration EIIR 1953 to 1967, Jubilee Medal EIIR 1978.

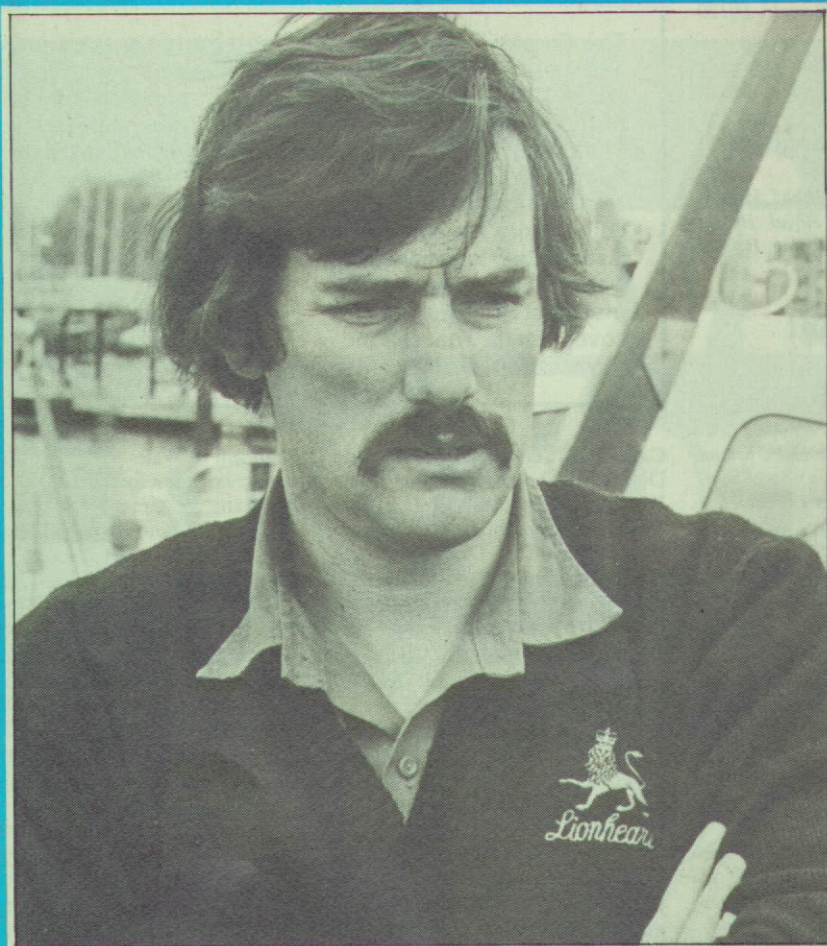
M F Lapworth, 6 Castle Close, Henbury, Bristol — Has for sale considerable number of genuine British military cap badges, including many staybrite, also many excellent quality books on all military subjects.

A Millar-Robinson, 43 Rudsale Way, Prettygate, Colchester, Essex — Has for sale 12 volumes (in perfect condition) of A W Wilson's 'The Great War'.

Arthur Phillips, 7 Cunningham Close, Lake Road West, Cardiff. — Seeks set of jacket/tunic buttons Royal Armoured Corps. Will reimburse accordingly.

S E Corrie, 37 Five Elms Drive, Whitenap, Romsey, Hants. — Researcher requires any roll of names of decoration and medal recipients. Lists will be returned, if requested.

Rana Chhina, CII/7 Medical Enclave, New Delhi 110016. — Wants to exchange Indian Army badges and medals. Also seeks any information, material etc of old Piffer regiments. Has Indian Army paraphernalia for exchange.



Above: Shore manager Sgt Peter Buchanan.

Below: *Lionheart* — 40 feet of sailing muscle.

LIONHEART'S 'PONGO' sets out to shift the cup

STRANGE AND EXOTIC CONSIGNMENTS are the stock-in-trade of Royal Corps of Transport movements staff worldwide. And one of their number has put his expertise at the disposal of the crew of the thoroughbred British racing yacht *Lionheart* which this summer challenges for sailing's most elusive prize — The America's Cup — to bring it 'home' to England.

For Staff-Sergeant Peter Buchanan, an RCT traffic operator by trade, has been given a year's paid leave to be shore manager for the *Lionheart* Challenge. He said: "It's just like a movement control job in the Army really. It's my job to see the boat's in the right place at the right time with the right kit aboard."

He has to look after the crew, too. "I try to run things on the Army lines I've been used to, bearing in mind I'm dealing with civilians here." But his Army connection has not escaped the notice of the crew members who were quick to nickname him 'Pongo'!

Bolted to the floor of the New York Yacht Club, the America's Cup has remained in United States hands for the past 129 years.

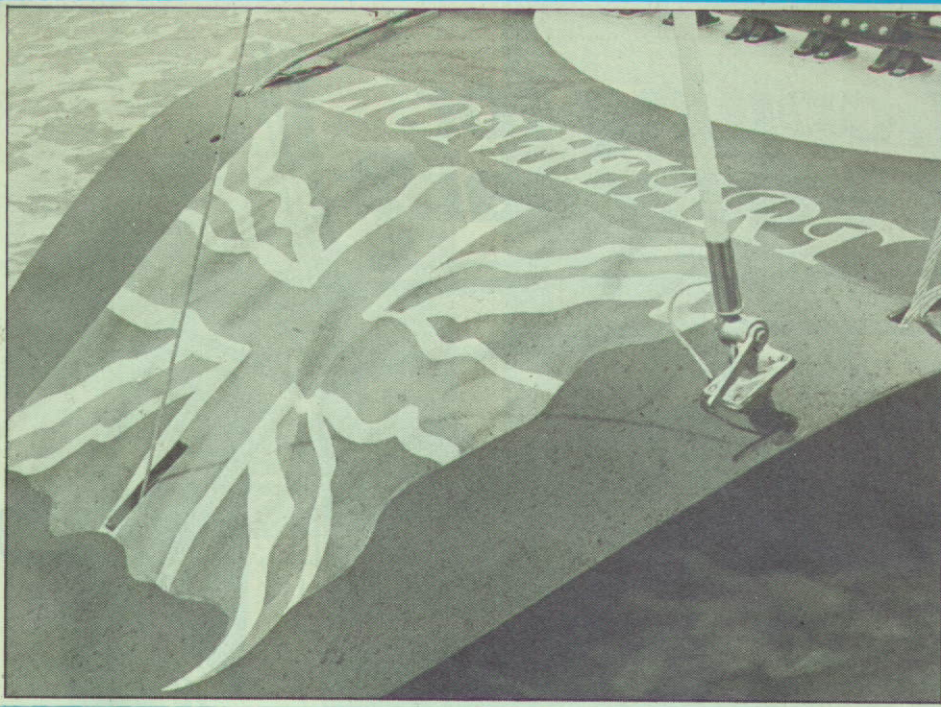
This month sees the start of the final phase of the bid to wrest the cup from American shores as *Lionheart* is shipped across the Atlantic in the hold of a far larger craft — an operation well within the scope of everyday movements activity for Peter Buchanan.

Once re-assembled in America, *Lionheart* will vie with contenders from other nations in a series of races from which the winner alone will go forward to compete against the holders for the coveted cup.

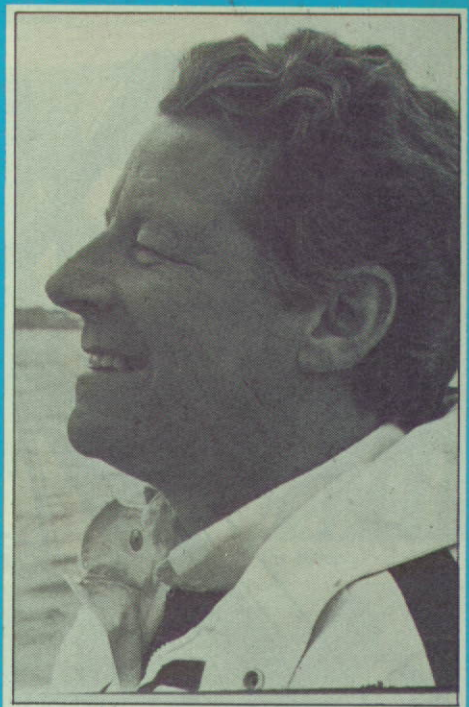
Peter Buchanan is working from the same timetable as the rest of the team — and is fired with their justifiable confidence and enthusiasm. The programme reads: "July, commence sailing at Newport (Rhode Island); August, defeat Australians, French and Swedes; September, beat the Americans; October, bring back the Cup."

Lionheart herself is a sleek, black 12 metre class racer — some 40 feet of sailing muscle specially designed and built to win back the America's Cup. Careful research went into Ian Howlett's design for the boat and to see its streamlined aluminium hull slice through the waves is proof of his skill — although, of course, the ultimate proof will come on the 24

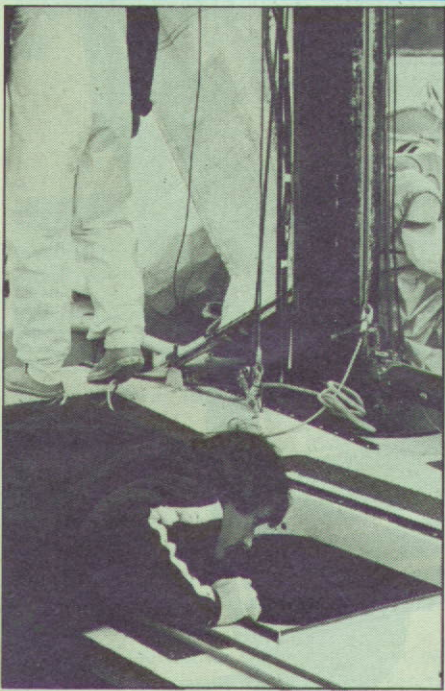




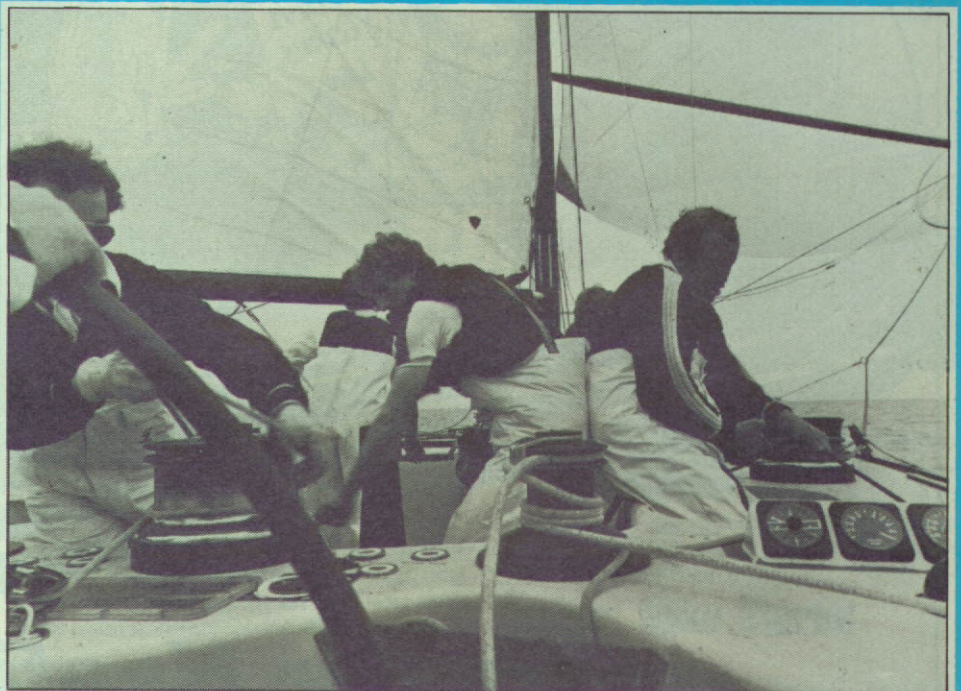
Above: Will this be the flag of victory?



Above: Skipper with a mission, John Oakeley.



Below: Sgt Buchanan peers into sail locker.



Above: No room for idle hands on this boat!

THE AMERICA'S CUP is a living legend in the world of yachting. A two-foot high, overly ornate trophy, it started life as the Queen's Cup in 1851 at an international racing event organised by the Royal Yacht Squadron. Squabbling over time allowances caused the United States to withdraw its 170-ton schooner *America* from the race and the RYS offered as compensation the Thousand Guinea Cup to be won outright in a non-handicap race around the Isle of Wight.

The race was full of incident and controversy which ended in *America* crossing the line well clear of what remained of a field decimated by accidents. Queen Victoria, waiting for the fleet at Cowes, was told by an embarrassed RYS official: "America first, Your Majesty. There is no second."

Thus the 'America's Cup' crossed the Atlantic while the triumphant schooner that won it stayed on for some ten years in British ownership. She returned to the United States to be used by the Confederate States during the Civil War, was sunk off Florida and raised to take part in the blockade of Charleston. She later served as a naval training ship.

She was refitted at great expense to take part in the first defence of her cup in 1870 and finally ended her days being broken up after World War Two.

A fact not publicised by the holders of the America's Cup is that although the trophy went to them by dint of the first contender's nation of origin, the crew of *America* were largely British — she was sailed by a Cowes pilot named Underwood and most of her crew came from the British yacht *Surprise*.

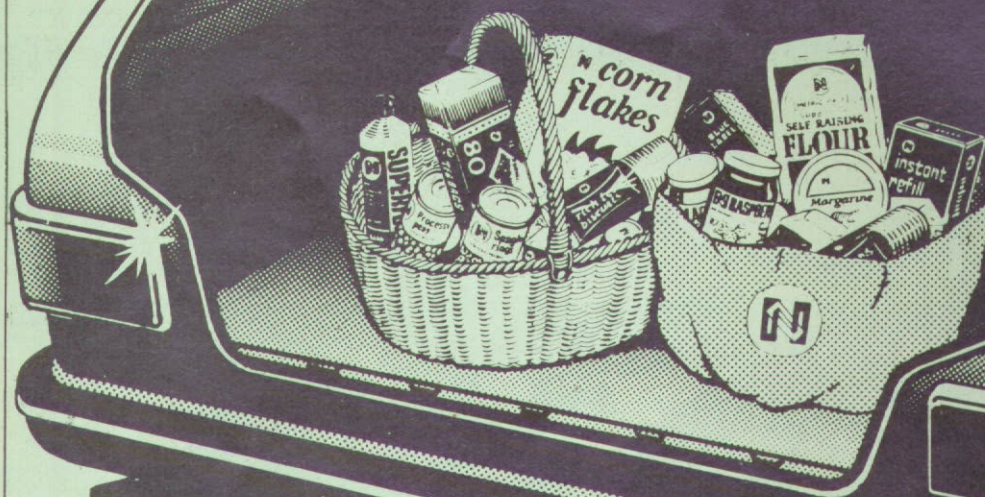
mile America's Cup course some nine miles offshore at Newport later this year.

Spars and rigging and the enormous spread of sail that gleams white against the black of mast and boom all incorporate the very latest in British yachting expertise. There is even a hush-hush feature of the yacht that nobody will let on about. All SOLDIER's sailor could tease out of Peter Buchanan on the subject was a guarded: "As a yachtsman yourself, you will be amazed . . . it is totally revolutionary." An accompanying glance at the masthead might have been coincidence, a red herring, or a clue; only time will tell.

Even amidst all the science and technology that have gone into the half-million pound boat, nothing is being left to chance by *Lionheart's* skipper John Oakeley. The uncompromising black colour of the boat's hull and spars (as well as the crew's clothing, relieved by stripes of white) reflect the skipper's lucky colour. Green is considered unlucky and is taboo aboard *Lionheart*.

continued on page 61

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Please tick whichever applies.

Rank Name

Address

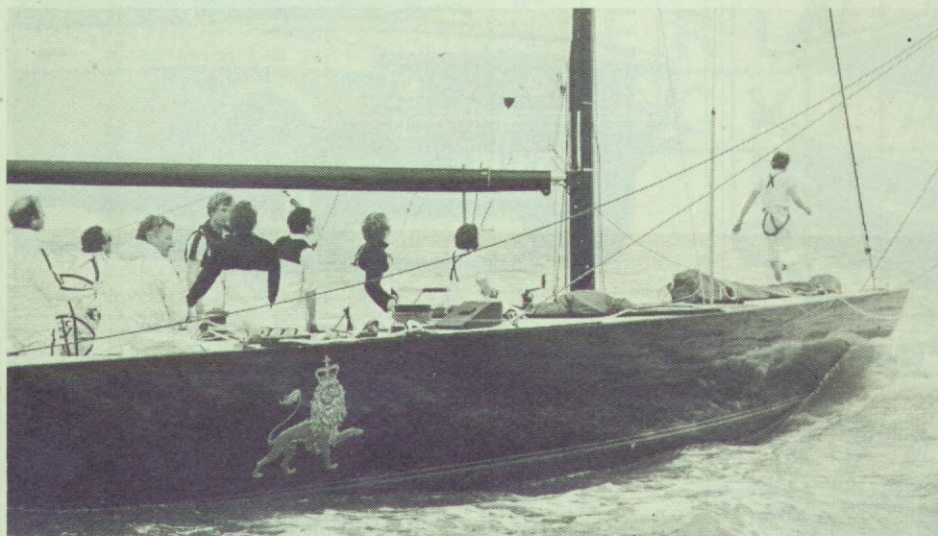
Telephone No.



Above: Tudor cottage HQ on the Hamble.



Above: Crew members sort out the sails.



Above: *Lionheart* running before the wind.



Below: Jibing practice in the Solent.

Peter Buchanan has been involved in the *Lionheart* Challenge from the start. A corps and Army sailor, he has considerable experience in dinghies and off shore craft. He was selected for the *Lionheart* squad last year and became bosun of the 12 metre pace-maker *Constellation* which was shipped to Britain to test *Lionheart's* mettle.

When *Constellation* first arrived, it was Peter who put her together ready for the water, "It was just like a giant jigsaw," he said, "and after I'd finished I reckon I knew as much about the workings of 12 metres as most!"

It was as a result of his experiences then that he was eventually made shore manager for *Lionheart* last November. And his professional skills with the Army made him a natural for the job.

With a small volunteer staff, he works from a picturesque Tudor cottage on the banks of the River Hamble where *Lionheart* — and most of the crew — live. He keeps in touch with the boat when out training and shore parties in the harbour by walkie-talkie radios he managed to acquire. Even these may have a use during the America's Cup races when they will be tuned to one of four frequencies which are interchangeable should one be intercepted by the opposition. Even the possibility of 'bugging' is taken into account in the preparation for the racing!

Peter's main concern is with the yacht itself and its often expensive fixtures and fittings (one titanium ring to secure a rope to a sail — just four inches or so in diameter —

costs some £250). But everything else, down to the laces in the yachtsmen's 'yellow wellies' worn by crew members is his concern as well.

"It's a seven-day a week job," he said having just proved the point by working four weeks non-stop alongside the crew who were busy training before setting off for America.

Peter — like all concerned with the venture — asks for no more reward than to see the America's Cup brought back at last to its country of origin. But that move depends on more than even movement control operators can achieve on their own!

Story: Mike Starke

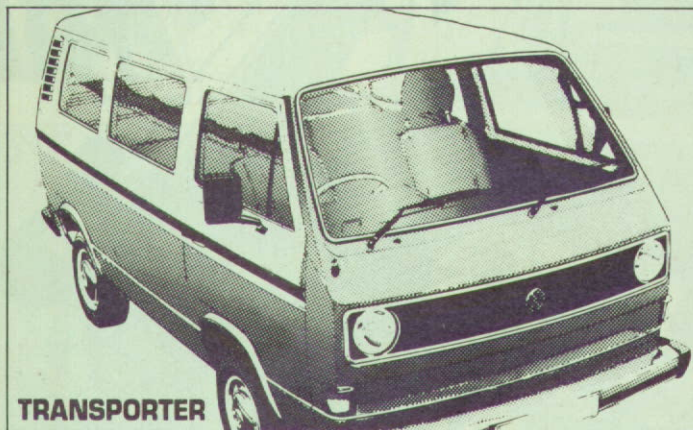
MILLIONS OF POUNDS have been spent trying to recapture the America's Cup from the New York Yacht Club. The skipper of the current British challenger, John Oakeley, attempted a cheaper method 20 years ago when he slid his coat over it with a view to spiriting it out of the clubhouse, only to find it was bolted down!

Now he is determined to take the cup by lawful — but much more expensive — means . . . at the helm of the 12 metre challenger, *Lionheart*. Businessman Tony Boyden (who backed the last British bid to regain the cup with *Sovereign* in 1964) galvanised some 1500 British firms into helping to finance the latest challenge but failed to realise the £2 million he visualised as necessary for a two-boat attack on the American sailing experts.

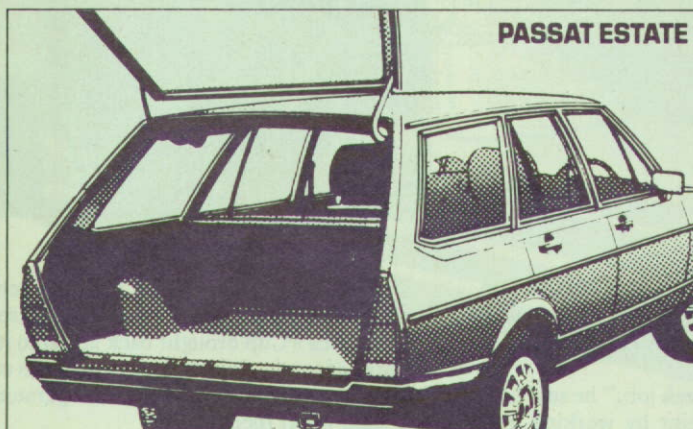
The appeal has now been broadened to raise money from everybody whose imagination is caught by the notion of Britain outdoing America in a sporting event which the latter has dominated for over a century. Many attempts have been made — and failed. But experts on the sidelines nod approvingly at *Lionheart* and her crew and reckon she shows the best chance yet.

If you would like to become a Friend of *Lionheart*, you can contribute to its 'shopping list' which offers items from as little as ten pence for several small items to £14,000 for each of the three masts needed.

Details can be obtained of the shopping list and a variety of other articles for sale such as tee-shirts and badges from Friends of *Lionheart*, Tudor Cottage, Swanwick Shore Road, Lower Swanwick, Southampton.



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DIAMOND RIVER QUEST

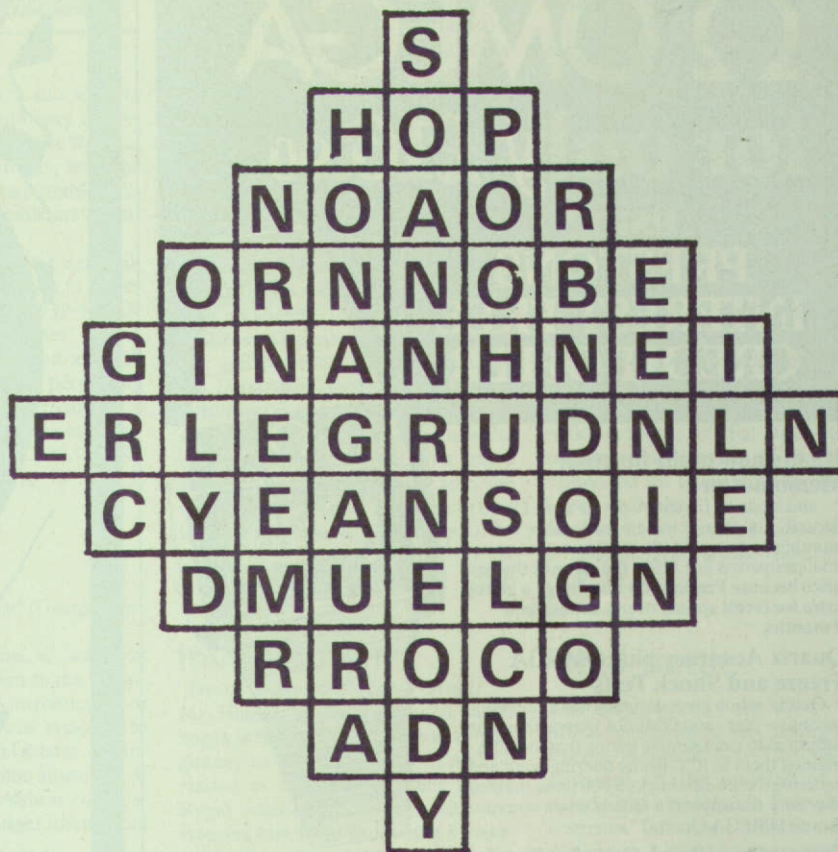
COMPETITION 263

INTREPID EXPLORER Colonel Jim Sashcord-Bell had girdled the globe with his exploits of derring-do and was hard put to it to find a new challenge. But in a flash of inspiration (prompted by a particularly bad bout of malaria) he devised a world-wide expedition to explore no less than 13 rivers. Instead of using traditional maps, however, the wily colonel devised the cryptic diagram pictured here to bedevil his expedition's members. The diamond contains all the names of the rivers to be visited and they can all be found by starting from the extreme right-hand square and working horizontally, diagonally and vertically from square to square. Moves are one square at a time and you must not cross your track or use a letter-square twice. Can you follow the colonel's trail and name the 13 rivers?

The closing date for the competition is Monday 4 August. The answers and winners' names will appear in the October SOLDIER. More than one entry can be submitted but each must be accompanied by a 'Competition 263' label. Winners will be drawn by lots from correct entries. Entries using OHMS envelopes or pre-paid labels will be disqualified.

Send your answers by postcard or letter with the 'Competition 263' label from this page and your name and address to:

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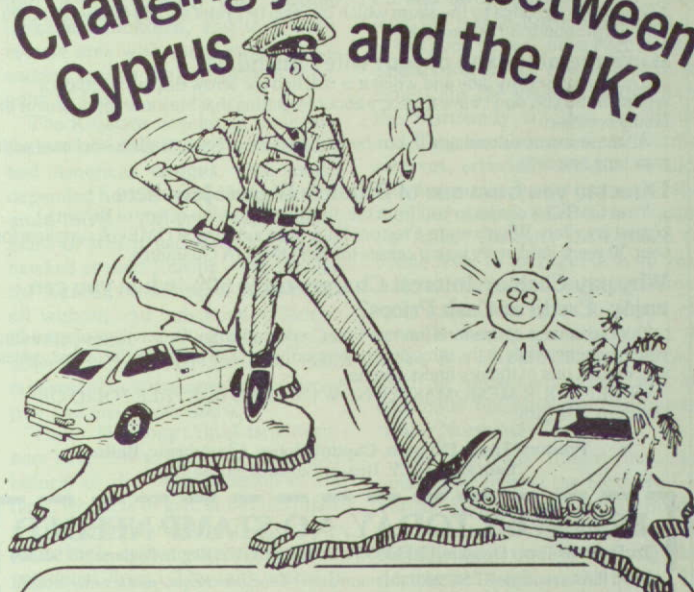
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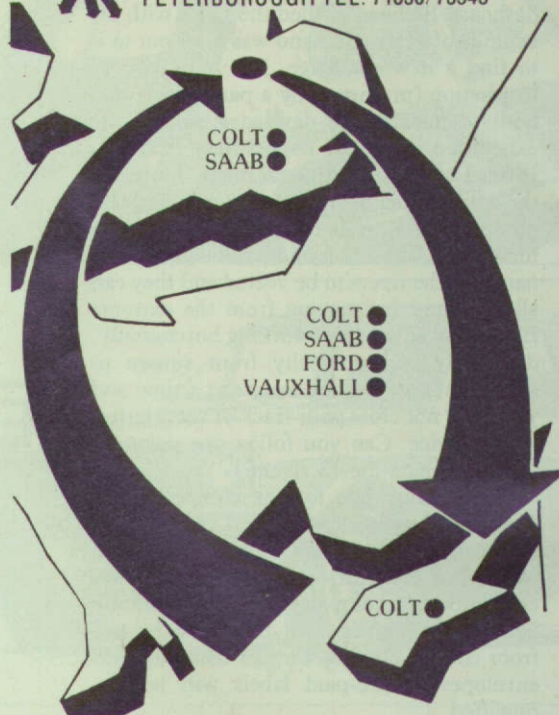
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Books

Brave venture

'Armies in Europe' (John Gooch)
"I think it is this everlasting peace which is responsible for all the political and military confusion," grumbled Ludendorff in 1913. Dr Gooch picks his way through a great deal of both peace-time and war-time confusion. Starting with the premise that armies are reflections of society, he looks at the nature and purpose of military organisation in Europe from the French revolution to the end of World War Two.

It is a brave and interesting venture. Dr Gooch tackled it because comparative studies of military affairs had mostly been by sociologists and political scientists. "Having completed the task," he adds, "I can now understand why other historians have, for the most part, avoided it."

ARMIES IN EUROPE John Gooch



Even before his period, war was not the cosy, gallant affair it is sometimes represented. The author cynically claims that the Guards' offer to let the French fire first at Fontenoy in 1745 was due to calculation that the poor performance of the musket and jangling nerves made the first volley less likely to be damaging than the second.

Recruitment, especially conscription, looms large in his pages. The French, in particular, had a bewildering variety of schemes. They also had a company which insured the sons of wealthy men against paying substitutes to do military service for them. It went broke in a couple of years.

Officer recruitment presented a dilemma right into this century as traditional links between aristocracy and officer corps were eroded by the need for professionalism in leading bigger, better-armed forces (though the director of a Tsarist military academy pronounced learning in military affairs "no more than a button on a uniform"). In Britain as elsewhere, 'social reliability' was regarded as the essential in officers.

To keep both officers and soldiers in line, French revolutionary armies had political commissars like those of modern communist armies, and one corps went to war with a portable guillotine to show the commissars meant business.

The climax of the age of nationalism that ran from Napoleon to Hitler was the 'total war' of 1939-45. Dr Gooch hopefully concludes that it demanded "such profound efforts" and left problems "of such perplexing complexity" as to make total war a very unattractive arm of diplomacy. *Routledge and Kegan Paul, 39 Store St, London WC1E 7DD, £10.50 RLE*

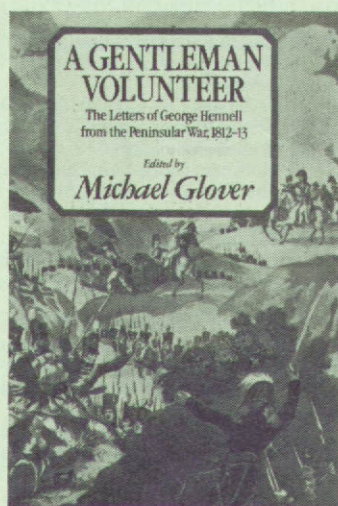
Abrupt

'A Gentleman Volunteer' (George Hennell)

Hennell's introduction to war was abrupt. In 1812 he went to the Peninsula with a letter of introduction to General Picton. He was attached to the 94th and two days later distinguished himself at the storming of Badajoz. As a result, he was commissioned into the 43rd Light Infantry six weeks afterwards.

Of his letters home to family and a friend, 26 survive. In them he recorded faithfully what he saw, but when he tried to broaden the picture with second-hand information, he often got it wrong. So did a lot of others, and Wellington appealed to his officers to be careful what they wrote lest their letters were published at home.

For this book, however, Hennell



has a stern editor in Michael Glover who corrects his mistakes in footnotes, and amplifies his accounts with summaries of the campaign and quotations from other survivors. It makes for rather disjointed reading, but this is compensated by Hennell's strong point — intimate detail of the life of a junior officer in the field.

Campaigning evidently suited him. Several times he rejoices that, for all the hardship, he has never been in

better health. He admits to some luxuries, including horses to ride and a goat to provide milk for his tea.

Out of battle, he records how officers competed to devise the most ridiculous version of a lancer's uniform, using plundered finery to dress up in. Officers of four regiments got together to perform a play in aid of the poor of Madrid and the regiments each gave up a day's pay a month for the same purpose.

He describes a bull-fight in gruesome detail, and how British officers among the spectators hissed performers who continued to ride badly-wounded horses. The men who delighted in this "scene of blood," he comments, are those "who seldom fail to run away when attacked by the French." He disliked Spanish civilians, particularly those of Badajoz, and Mr Glover reports that he, too, found people in that town "singularly disagreeable" in the 1960s.

Hennell went back to Britain at the end of 1813 and saw no more active service. He went on half-pay after the war and disappeared into obscurity. *William Heinemann, 10 Upper Grosvenor St, London W1X 9PA, £7.50 RLE*

Involvement

'Armour in Conflict' (Ian V Hogg)

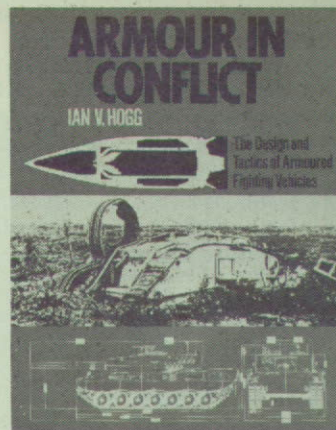
Mr Hogg's involvement with tanks began when he trained as an anti-tank gunner in World War Two, and he retired as a Master Gunner in the Royal Artillery, none of which has stopped him from producing a pleasant book on the origins, development and use of the tank.

He is, perhaps, at his most enjoyable in going over the story of the tank in World War One. He gets on to less familiar ground with an account of the use of the Spanish civil war for proving German, Italian and Russian tanks and tankmen, and to a really remote area with the Russian tanks' success against the Japanese in Mongolia in 1939.

The Russians developed their own tanks with ideas filched from British and American designs. One model depended heavily on the unsuccessful multi-turret Vickers Independent, plans of which had been stolen and hawked around Europe — and which the Russians would have been better off without. An indication of British development was given by an observer in Russia in 1936 who reported that a thousand tanks drove past and none broke down.

Today Mr Hogg thinks tank designers have lost sight (as they did once before) of the basic function of the tank, which is to give aid to the infantry. No major battle tank today carries plain high explosive shell for anti-personnel firing. The tank seems to have become "an expensive specialised machine for making holes in other tanks" while infantry in their own armoured vehicles have taken over the tank's original function. One view of the future is of main battle tanks slogging it out with each other while infantry outflank them and get on with the war.

Another view is of a near-invincible tank slicing through the enemy line and thrusting for nerve-centres (as Major-General F J C Fuller proposed in his plan for 1919) and this evokes



the dilemma of the 1920s about whether to build fast cruiser tanks for independent action or infantry tanks for close support. The author's view (and he does not ignore modern anti-tank weapons) is that armour will remain a decisive arm of the service "provided we know what we are trying to do with it."

Macdonald and Jane's, Paulton House, 8 Shepherdess Walk, London N1 7LW, £8.75 RLE

Final battle

'One More River' (Peter Allen)

Much of the literature dealing with Europe in World War Two has concentrated on the invasion of Normandy, the campaign in Italy and the Germans' last major offensive in the Ardennes. Less has been recorded of the final battle for the Rhineland and the crossing of the last great river — the Rhine. Yet this was an intense battle of wits and might in which Montgomery's genius, thoroughness and far-sightedness ensured a successful and swift conclusion. Six weeks later the war in Europe was over.

Yet even he may have been used by Eisenhower in the end to ensure the Americans the greatest credit. As in the Normandy landings the British and Canadians attracted the German reserves, especially armour, to allow the Americans easier manoeuvrability. The weather itself turned against the Allies. An early thaw raised the Rhine level to its highest in 40 years and the Germans breached the main dyke near Nijmegen to flood vast areas bordering the Rhine and the Maas. But amphibious vehicles were used to great advantage and the enormous build-up was reminiscent of the Normandy invasion.

The Germans fought hard and tenaciously to hold the Siegfried Line but the King's Own Scottish Borderers' Regimental Sergeant Major did daringly hang out his washing there during the height of the battle. The biggest ever airborne assault carried British and American paratroopers forward of the Rhine bridgeheads in broad daylight to surprise and prevent the Germans from delaying the break-outs. The British and Canadian troops fought hard against concentrations of the best of the Germans and it is noteworthy that the bayonet was used on countless occasions during this battle. This is an exciting account with many personal reminiscences.

J M Dent & Sons Ltd, 33 Welbeck Street, London W1M 8LX, £9.95 GRH

In this 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

JUNE 1980

- 1 International Air Display, RAF Greenham Common, Newbury (31 May-1 June) (change of venue from Bristol).
- 3 Beating Retreat, Horse Guards Parade (3-5 June) (Massed Bands).
- 5 South of England Show, Ardingly (5-7 June) (1 Queens Band, RA Motorcycles).
- 7 Nuneaton Carnival (JLR RA Band and gymnastic team).
- 7 Second Rehearsal, Trooping the Colour, Horse Guards Parade, London.
- 8 Ssafa Air Display, Church Fenton, Yorkshire.
- 8 Massed Bands, Horse Guards Parade (8-13 June).
- 8 Nottingham Festival (8-13 June) (Band Irish Gds).
- 10 Royal Regiment of Artillery Massed Bands Display, Horse Guards Parade (10-12 June).
- 14 Queen's Official Birthday Royal Salute, Cardiff (Band 1RRW).
- 14 Queen's Birthday Parade, Horse Guards Parade (Massed Bands).
- 14 Coventry Carnival.
- 14 Welcome Garden Party, Beckenham (RA Parachute Team).
- 15 Open Day, Scottish Infantry (Glencorse) (PT and drill displays, static displays, side shows).
- 18 Lincolnshire Agricultural Show, Lincoln (18-19 June) (Band, White Helmets).
- 21 Leicester Tattoo.
- 21 Ashford Extravaganza (21-22 June) (Band).
- 25 Royal Norfolk Show, Norwich (25-26 June) (Bands, H Cav Quadrille).
- 25 Aldershot Army Display (25-29 June) (Massed Bands, Kings Troop RHA, RA Motorcycles, Red Devils, Red Caps).
- 26 Grand Concert, Kneller Hall.
- 29 Chesterfield Carnival.
- 30 Royal Show, Stoneleigh (30 June-3 July) (Bands, RGJ Freefall, RHA Musical Drive).

JULY 1980

- 2 Army Exhibition for Schools, Basingstoke (2-4 July) (Bands, Red Caps, JLR RE gymnastic team).
- 2 Larkhill Massed Bands.
- 3 Royal British Legion Tattoo, Staverton Airfield, Gloucestershire (3-6 July) (Massed Bands, Red Devils).
- 3 Artillery Day, Larkhill (3-5 July) (RA Parachute Team, RA Motorcycles).
- 4 Staffordshire Careers Exhibition (4-6 July) (Flying Bugles).
- 5 Airborne Forces' Day.
- 5 Open Day, Prince of Wales' Division Depot, Crickhowell.
- 5 Army Open Day RPC Trg Centre, Northampton.
- 5 Open Day, British Steel Corporation, Middlesbrough (Band 1 Green Howards, White Helmets).
- 5 Birkenhead Show.
- 5 Pelsall Carnival (Band).
- 5 West Bromwich Carnival (RGJ Freefall).
- 5 Concert, Edinburgh by Band, Royal Hussars.
- 5 Aveling Barford Show, Grantham (5-6 July).
- 6 Paull Air Show, Hull.
- 8 Great Yorkshire Show, Harrogate (8-10 July) (Red Caps, Bands).
- 9 Royal Tournament, Earls Court, London (9-26 July) (Massed Bands, Kenya Army Band and Display Team, Kings Troop RHA, Household Cavalry Quadrille, APTC).
- 10 Sounding Retreat, Rifle Depot, Winchester (10-12 July).
- 10 Basingstoke Tattoo (10-12 July) (Band, 1 Staffords).
- 10 Kent County Show (10-12 July) (Band, Red Devils).
- 11 Sheffield Services Display (11-13 July) (RA Parachute Team).
- 11 Taunton Centenary, King's College.
- 11 Hereford Careers Exhibition (11-13 July) (Flying Bugles).
- 12 Pudsey (Yorkshire) Show.
- 15 East of England Show, Peterborough, Cambridgeshire (15-16 July) (RA Motorcycles).
- 17 Manchester Show (17-19 July) (2 RRF, Queens Division Depot, Red Devils).
- 18 Malton (Yorkshire) Show (Bands).

- 19 Stroud Show.
- 19 Durham County Show.
- 19 Bristol Harbour Regatta (19-20 July).
- 19 Bournemouth Air Pageant (19-20 July).
- 20 Concert, Edinburgh by Band, Royal Hussars (20-26 July).
- 21 Rotherham Tattoo (21-22 July).
- 24 St Helens Services' Tattoo (24-26 July) (RA Band, Woolwich, Irish Guards Corps of Drums, RA Motorcycles, Red Devils, RA JLR Gymnastic Display).
- 25 Northampton Borough Show (25-27 July) (RGJ Band, RGJ Freefall).
- 26 Colchester Carnival.
- 26 Gloucester Carnival.
- 26 Welsh Rugby Union Centenary Celebration, Cardiff (Band).
- 26 Cleveland Show, Middlesbrough (Bands).
- 26 Tatton Park Reunion Parachuting Spectacular (Red Devils, Pegasus Gymnastic Team, freefall teams), Knutsford, Cheshire.
- 27 Kempton Park Extravaganza (Bands, static and arena displays) (change of date).
- 27 Open Day, RAC Centre, Bovington.
- 27 Redcar Carnival (Bands).
- 29 Colchester Searchlight Tattoo (29 July-2 August) (Bands, White Helmets, Royal Army Veterinary Corps Mounted Display).
- 29 Tyneside Summer Exhibition (29 July-2 August) (Redcaps, RA Motorcycles).
- 31 Folkestone Tattoo (31 July-2 August) (RAMC Band).
- 31 Grand Concert, Kneller Hall.

AUGUST 1980

- 1 Southsea Show (1-3 August).
- 2 Lord Mayor's Parade, Cardiff (Bands).
- 2 Newport Military Show (2-3 August) (Bands).
- 3 Military Vehicle and Fire Engine Display, Duxford, Cambridgeshire.
- 3 Cleethorpes Show (RA Parachute Team).
- 6 Bingley (Yorkshire) Show.
- 6 Poole Hospital Gala.
- 6 Bakewell (Derbyshire) Show (6-7 August) (RA Motorcycles).
- 7 North Yorkshire County Show.
- 9 Lord Mayor's Show, Stoke (Band, 1 Staffords).
- 10 VJ Parade, Windsor Castle. Burma Star Assn., Slough, Eton and Windsor Branch.
- 13 Edinburgh Tattoo (13 August-6 September) (Massed Bands and Pipes, Royal Guard Regiment of Ruler of Oman, State University Band of Long Beach).
- 14 Grand Concert, Kneller Hall.
- 15 Reading Show (15-16 August) (Band, 1 Staffords).
- 15 Shrewsbury Flower Show (15-16 August) (White Helmets, Life Guards, Coldstream Guards, RCT Bands, Flying Bugles, RN Display Team).
- 16 Hartlepool Show (16-17 August).
- 16 Skegness Carnival (16-22 August).
- 18 Doncaster Horse Show.
- 22 GLC Horse Show (22-25 August) (Coldm Gds Band).
- 22 Darlington Show.
- 23 Expo Steam, Peterborough (23-25 August) (Red Caps, White Helmets).
- 23 Town & Country Festival, Stoneleigh (23-25 August) (Band, RA Motorcycles, RGJ Freefall).
- 23 Expo 80, Birchington, Kent (23-25 August).
- 25 City of Leicester Show (25-26 August) (Band, RGJ Freefall).
- 25 Walsall Show (25-26 August) (White Helmets).
- 26 Leeds Gala.
- 27 St Albans City Carnival (Red Devils).
- 27 Bristol Flower Show (27-29 August).
- 30 Wensleydale Show.
- 30 Holkham Game Fair (30-31 August).
- 30 Sheffield Show (30-31 August) (RA Motorcycles).

SEPTEMBER 1980

- 5 International Air Tattoo, Newbury (5-7 September).
- 6 Harley Show.
- 6 Keighley Show.
- 6 Seaham Show (6-7 September).
- 6 Guildford Town Show (6-7 September).
- 15 Newcastle-upon-Tyne '900 (15-20 September).
- 17 HMS Vernon Searchlight Tattoo, Portsmouth (17-20 September).
- 18 Thame Show (RGJ Freefall).
- 18 Hove Town Hall, Concert by Bands, 1 and 3 Queens.
- 18 Final Gala Concert, Kneller Hall.
- 19 Army Display, Wales (19-21 September) (Band, White Helmets, Red Caps, Red Devils).
- 20 Stokely Show.
- 29 Folkestone Leas Cliff Hall, Concert by Bands, 1 and 3 Queens.

OCTOBER 1980

- 11 Army Motorcycling Championships, UK (11-12 October).
- 12 Southampton Guildhall, Concert by Band, Royal Signals.

NOVEMBER 1980

- 7 Festival of Remembrance, Royal Albert Hall (7-8 November) (Massed Bands, Gds Division).
- 9 Cenotaph, Service of Remembrance (Massed Bands, Gds Division).
- 9 Welsh National Service of Remembrance, Cardiff.

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