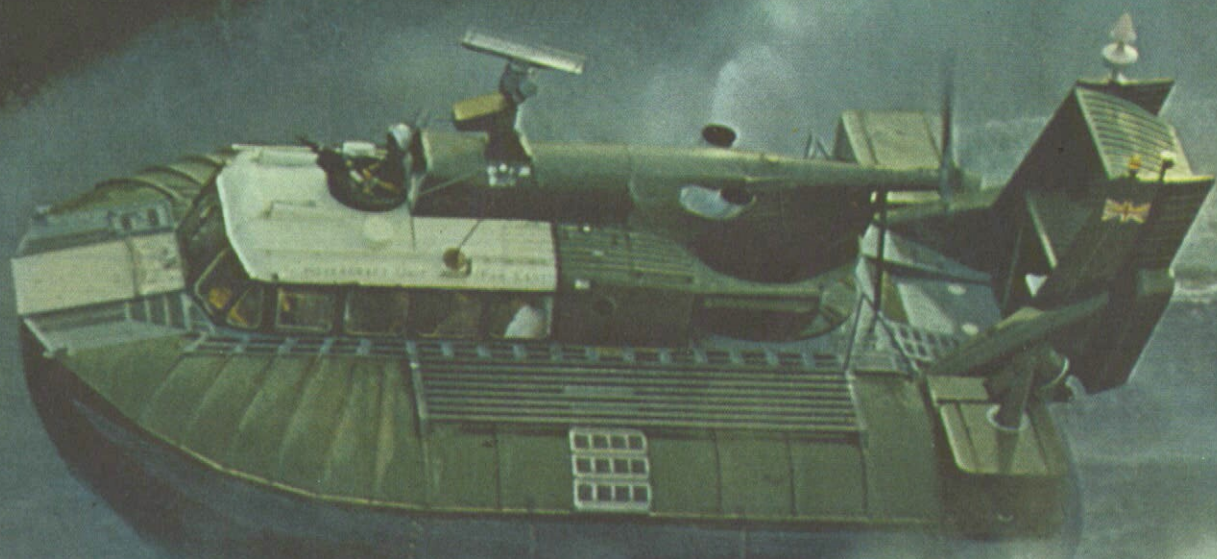


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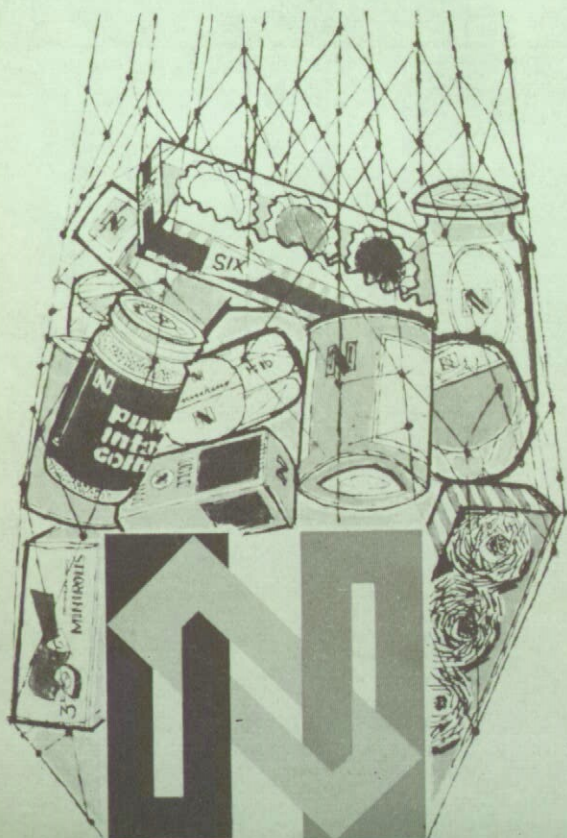
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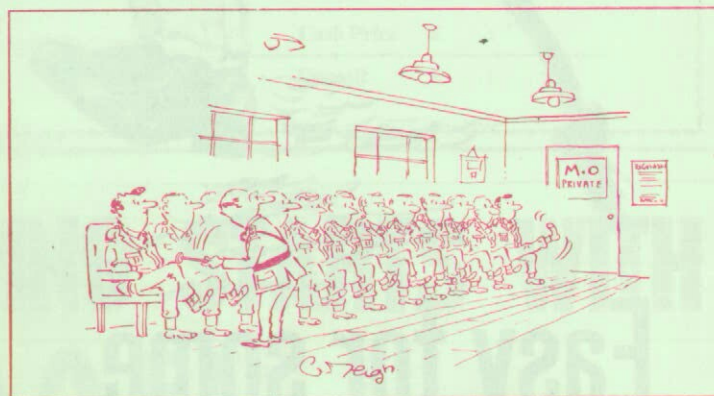
SOLDIER

SEPTEMBER 1965

Volume 21, No. 9

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Next month's SOLDIER will include articles on the Jamaican Defence Force and 1st Battalion, The Queen's Royal Surrey Regiment, training in Canada. "Your Regiment" will be The King's Own Scottish Borderers.

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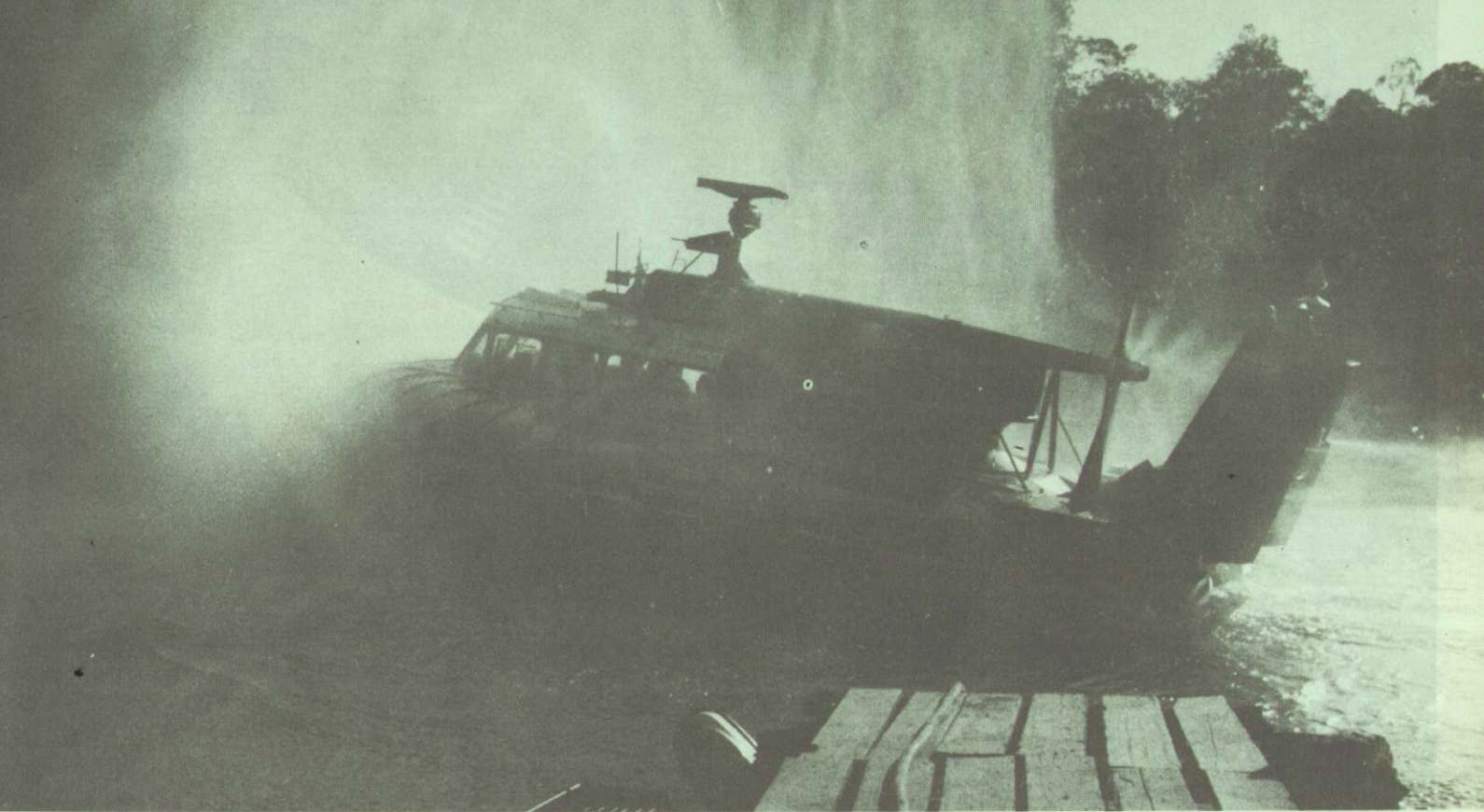
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TRANSPORT OF TOMORROW?



TWO *Hovercraft* are being used with spectacular success in Malaysia's near-war against Indonesia. They could be pioneering a whole new transport concept for the Services.

Exuberantly piloted (?) by four British officers, the *Hovercraft* are in use operationally for the first time. And the evaluation of their use in Borneo will play a major part when the time comes to make the big decision—useful or useless?

The men of the *Hovercraft* Unit Far East have no doubts about the matter. Major Roger Harris, Royal Corps of Transport, who commands the unit, says: "In my view the *Hovercraft* will certainly come into use. Here in Borneo we can skim along rivers at a phenomenal speed carrying big

loads of men or materials. We can do things beyond the capability of any other known form of transport."

It certainly would be ironic if this British invention—already apparently exploited on a civilian net by foreign countries while Britain made up her mind—were used first on a large scale by some other army.

The *Hovercraft* Unit is based in a small camp on the banks of a wide river in Tawau. Here are kept the two Westland SRN5 *Hovercraft*, painted in jungle green with a Union Jack on each rudder.

A gentle slope from the camp across a sandy beach and mud flat to the water, allows the *Hovercraft* to drive straight in and out of the camp on their daily missions.

Since early this year, both machines have

been used extensively in operations against Indonesian guerrillas infiltrating across the border in the sprawling complex of waterways that surround Tawau, but to date the machine-gunner who sits warily through a hatch in the roof of the *Hovercraft* has never been needed.

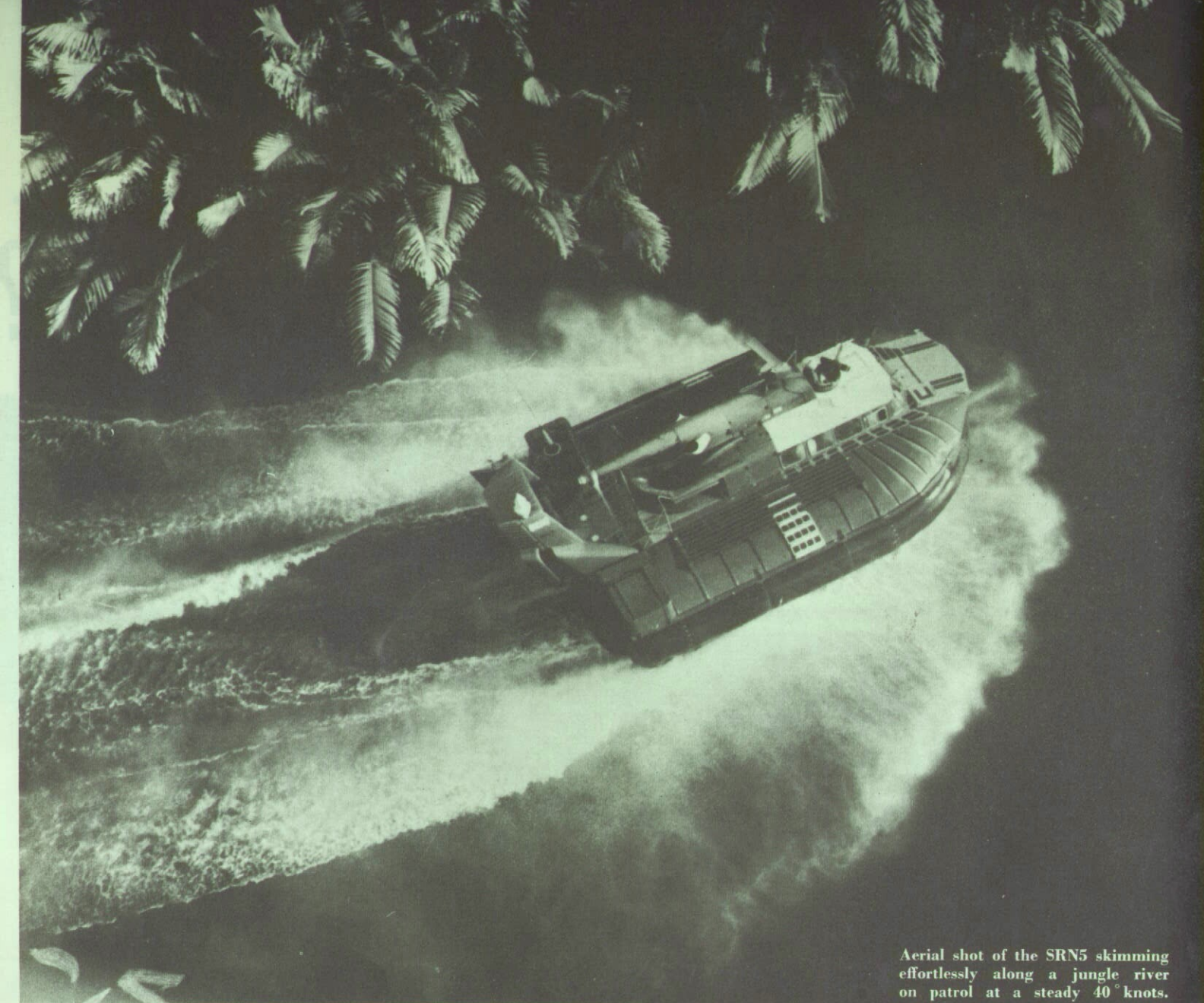
Twenty-five men comprise the unit, about half of them Army and half Royal Navy. There are four "drivers" (one problem the Unit still has not solved is what to call them—suggestions range from the racey "hoverpilot" to the pedantic "operator") all of whom were trained at the Inter-Services Hovercraft Trials Unit in England.

Major Harris, a qualified fixed-wing and helicopter pilot, is the leading driver and

Above: Rising in a roaring cloud of spray on to its cushion of air, a *Hovercraft* prepares to return to base after a routine mission near the border.

Story by RUSSELL MILLER/Pictures by FRANK TOMPSETT





Aerial shot of the SRN5 skimming effortlessly along a jungle river on patrol at a steady 40° knots.



Top: Malay children scream with delight as the SRN5 moves off. Above: Major Harris, boss of the units, talks to a driver during weight trials.



Left: Mammoth *Hovercraft* capable of high speeds could make that cargo ship useless in a few years.



Below: The SRN5 at speed on the open sea. The unit has completed several long journeys in all weathers at average speeds of over 50 knots.



Cover Picture

In Tawau, Malaysia, one of Britain's two *Hovercraft* in the Far East roars along a jungle river. It is returning from a routine detail to re-supply Serudong Laut, a company position further up river right on the border with Indonesia. The machine-gunner can be clearly seen poking up through a hatch in the roof. This picture was taken by **SOLDIER** cameraman Frank Tompsett from a *Whirlwind* helicopter of the Royal Air Force.

calm sea it is just like sitting in a noisy car, but negotiating the twisting rivers of Borneo certainly provides a thrill—it is similar to a four-wheel drift in a car.

Approaching the bend, the driver points the nose into the turn and the whole machine literally slides round at a skidding angle which is corrected after the bend. The other heart-lurching experience is to see the driver rush towards sandbanks in the river—it is difficult at first to accept that you are merely going to skim over them.

There is sufficient clearance in the fabric skirt for the machine to clear obstacles of up to about four feet—but anything higher than that would be an effective block to

the other three are Captain Peter Beacon, Royal Corps of Transport, Captain S L Syrad MC, Royal Marines, and Lieutenant C S Stafford, Royal Navy.

Not one of them is able to explain what it is like driving a *Hovercraft*, simply because it is like nothing else on earth. "The nearest I could get," says Major Harris, "is that it is something like a helicopter, but it is not even very close to that."

It is not necessary to be a pilot to learn

to drive a *Hovercraft* and Captain Syrad, a small boats expert, claims the only thing he has ever had to do with aircraft was to jump out of them.

Normal crew for the *Hovercraft* is four men—driver, radar plotter, radio operator and gunner. The driver sits in the right-hand front seat at feet and hand controls—a joystick which lifts the rubber under-skirt and assists turning, hand levers which adjust the trim, and foot controls which operate the rudder. On the other side at

the front the radar plotter sits, with the radio operator behind him and the gunner up in the hatch through the roof.

The cabin of the SRN5 is a roomy affair easily capable of carrying a large patrol of men with all their equipment.

While travelling the noise level is high and prohibits speech except through the intercom system.

With a cruising speed of 50 knots, travelling in a *Hovercraft* is an interesting experience. On a straight run over a fairly

SOLDIER to soldier



Captain Syrad, one of the *Hovercraft* drivers, checks over the superstructure.

the *Hovercraft's* progress if there were no way round.

"The most difficult thing I have found about driving a *Hovercraft*," said Major Harris, "is judging the nature of the ground you have to cross. What looks perfectly flat turns out to be anything but. It requires plenty of experience before you can see exactly what it is going to be like."

To get the day's work for his two machines, Major Harris attends the tasking conference every morning to decide what

jobs they can undertake. They are used mainly on supply work to forward positions, troop movement, patrolling and the evacuation of casualties.

Racing daily along the rivers in a roaring cloud of spray, the *Hovercraft* must have been a fearsome sight to the local fishermen when they first arrived.

But the locals have long since ceased to wonder at the antics of the Army. Now they just give a friendly wave and get out of the way—fast.

Naval air mechanic David Reynolds carries out repairs on the fabric skirt of an SRN5.



Announcement of the Government's broad plans to reorganise the Reserve Army, made in advance to end speculation on the future of the Territorial Army and Army Emergency Reserve, has achieved that object—but until the detailed White Paper is published there will be even more speculation, on just where the axe will fall.

For the new force of volunteer reservists will total only 50,000 compared with the present Territorial Army strength of 107,007 and 13,000 in the Army Emergency Reserve.

Behind the reorganisation is the Government's appreciation that it is no longer realistic to think in terms of the Territorial Army for home defence or as the framework for preparation for a major conventional war abroad. Nor, says the Government, can the role of aid to the civil power after a nuclear attack alone justify retention of 60 per cent of Reserve Army manpower.

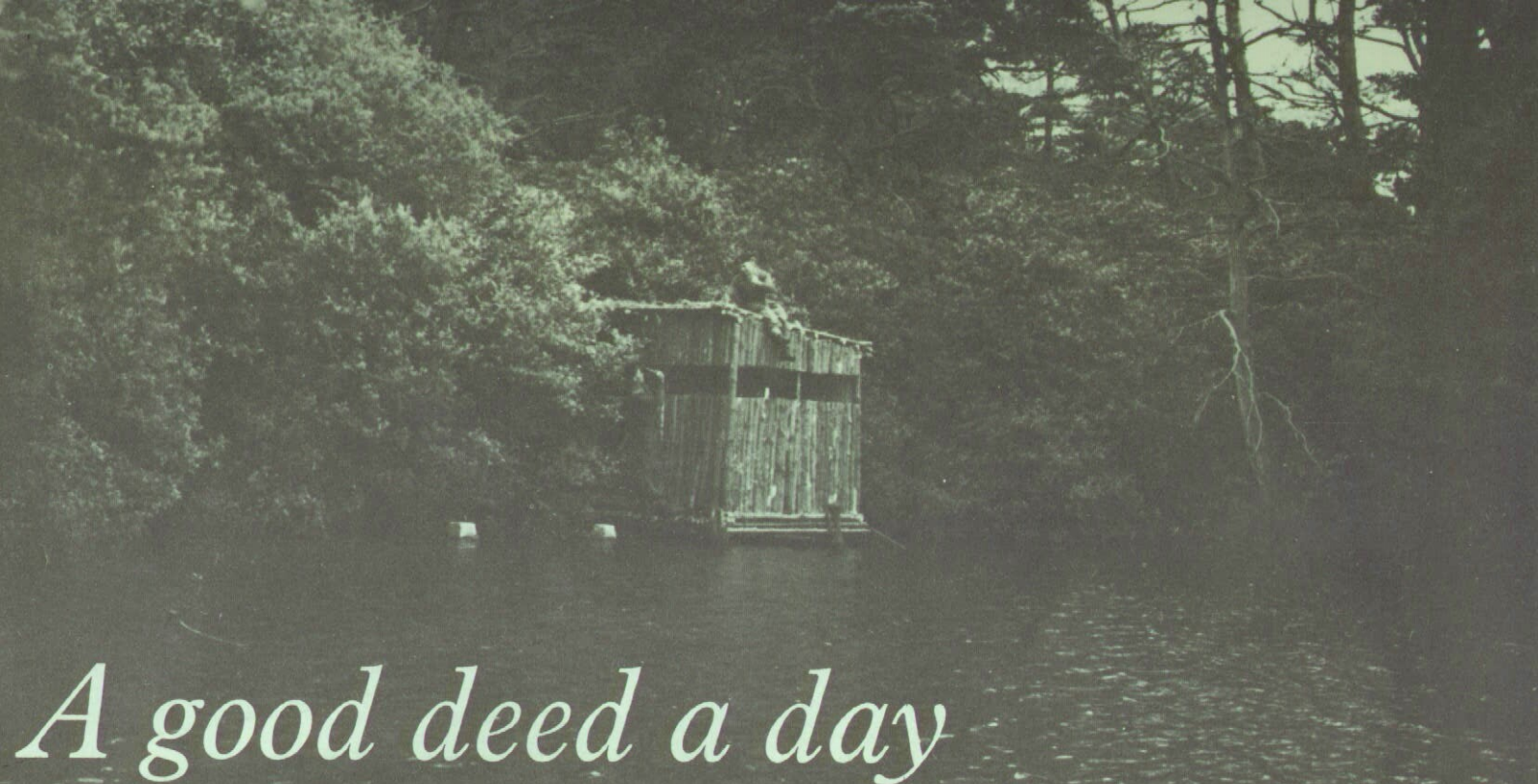
While 12,000 men of the new force will serve in Army Emergency Reserve type of units, recruited, trained and administered by central headquarters, the remaining units, based on areas of the country, will need only 38,000 men, a third of present Territorial Army.

Thus it is the Territorial Army which will be hardest hit and particularly in the teeth arms which will form roughly half the new force. The present 45 Territorial artillery regiments will be reduced to four and the 21 Yeomanry regiments give way to one armoured reconnaissance regiment. There will be two Special Air Service battalions as at present but only one parachute battalion in place of the present four.

Instead of 84 Infantry Battalions there will be only 13, one for each of the Regular Army Infantry brigades. This means only two battalions in Scotland (where there are now 15) and one, instead of six, in Wales.

But if the Territorials bemoan and begrudge the passing of so many Infantry and Yeomanry units with long and great histories and traditions, they will welcome other aspects of the reorganisation. There will be no inactive roles in the new force, its commitments will be worldwide, it can expect to be equipped in line with the Regular Army and not lag behind with obsolescent weapons and vehicles, and there will be a much closer link in every way between the two forces.

The Government hopes that up to the reorganisation all existing Reserve Army units will continue to function as at present. And while every man of today's Territorial Army and the Army Emergency Reserve will naturally be appraising what future lies for him personally in the new force, this is the time when loyalty to regiment and reluctance towards change must be transcended by wider allegiance if the new force is to succeed and carry on in the spirit and traditions of the great service the Reserve Army has rendered its country for the past 60 years.



A good deed a day

Above: Sappers working on the log cabin hide which has a rush floor and roof and will be camouflaged. It is built on existing concrete piles in the lake.
Below, left: A D4 dozer easing a fire access gradient near the old vicarage. Below, right: Working on the jetty, which is 48 feet long by 11 feet wide.



IF four men can do nine tasks in four years, how long will it take 36 Sappers? The answer to this school maths problem is just nine days—the period of their annual camp which Territorials of 115 (Hampshire Fortress) Engineer Regiment spent on Brownsea Island in Poole Harbour, Dorset.

The Regiment has a reputation for seeking worthwhile jobs—and a penchant for islands. Its Sappers have worked on Guernsey, Wight, Alderney, Burhou and Lundy—this year the Commanding Officer, Lieutenant-Colonel J F Hill, discovered that the National Trust sorely needed help on Brownsea Island.

For 28 years its recluse owner, Mrs Christie, had sealed herself off and encouraged her island to revert to nature. After her death in 1961 Brownsea was handed over to the Treasury which in turn presented it to the National Trust.

The Trust's warden and his handful of men faced the king-size task of making Brownsea available to Trust members and the public. They welcomed the Terri-

torials' invasion as heartily as Mrs Christie had deplored the wartime intrusion of soldiers, sailors and Dutch refugees.

From the Regiment's camp at Wyke Regis the Royal Marines ferried engineer plant to Brownsea—a bulldozer, two dumpers, two light wheeled tractors and two *Champs* which covered an astonishing mileage along the *Champ*-width tracks threading the island's semi-jungle. Although Brownsea is only a mile-and-a-half by three-quarters wide, the Sappers took several days to find all the short cuts.

Priority one was the building of a reinforced concrete jetty for yachting visitors which the Trust had started on the site of an old pottery's jetty. This kept a staff-sergeant and six or seven men more than busy in working hours tied to the tide.

A smaller team broke new ground by constructing from rough timbers a Canadian-style log cabin jutting out on one of the island's two lakes. The cabin will be a new and comfortable camouflaged hide for ornithologists in the wildfowl sanctuary, a part of the island leased by the National Trust to the Dorset Naturalists' Trust.

Another small team had the less amenable job of repairing sluices controlling the tidal flow between lakes and salt marshes to prevent flooding of the sanctuary.

The major plant task was to create access for the National Trust's fire-fighting tractor and water trailer along three fire breaks. Two of these involved bulldozing earth and roots to make easier gradients. Other plant tasks were building an earth bank along a causeway, clearing dumps and, appropriately in a programme of nine good deeds in nine days, levelling the Scout camp, the original site where the movement was founded in 1907.

Brownsea's military connections have not all been happy. Whitehall offended Poole by withdrawing the garrison from Brownsea Castle (now a holiday home of the John Lewis Partnership) and two centuries later a colonel of the 20th Foot spent huge sums on restoring the castle, building a church and farm and reclaiming a bay—then ignominiously went bankrupt.

But the Sappers of 576 Field Park Squadron, 577 and 578 Field Squadrons have more than made amends in 1965.

From the elegant house where it all began the procession curled through the cobbled flag-decked streets of Poperinge, Belgium. At the town hall the military band halted and the all-arms guard of honour stood aside as the famous padre of Poperinge, the Reverend "Tubby" Clayton MC, walked in. Sixty minutes later he emerged as a Freeman of Poperinge—honoured again for his life's work as the founder of Toc H. The lamp of brotherhood he lit to lighten the



THE LAMP WAS LIT AT

POPERINGE

Above: Scottish troops in Poperinge's Grand' Place in 1917. Right: The original sign still hangs at Talbot House. The question mark is there because the end of the war was then anyone's guess.



gloom of 1915 now glows worldwide in 1965, the Toc H golden jubilee year.

In 1915 the town was the railhead for the Western Front. The train stopped, the troops got out and the war was just up the road. It was the end of the conveyor belt that brought tens of thousands of Britain's "civvy street" soldiers to the front—and the end of the line for many.

The war surged over "Pop", as it was known, and left it as a comfortless limit of civilisation. The little town throbbed and fought for breath as a vast tide of men, munitions and equipment poured through to the front. Exhausted troops from the trenches found little cheer in the squalid billets already crammed to capacity with reserve troops.

To know this is to have some inkling of what it must have meant when two padres opened an all ranks club. They named it Talbot House, signallers shortened the



Story by **JOHN SAAR**
Pictures by **ARTHUR BLUNDELL**

The Reverend P B ("Tubby") Clayton MC, founder of the Toc H movement and now in his 80th year, with the commemorative lamp presented to the town by the Hon Angus Ogilvy, Vice-Patron.

Below: The Band of 1st Battalion, The Royal Fusiliers, leads the procession through Poperinge to the Town Hall for the freedom and lamp ceremonies then to a new street to be named Toc H Straat.



Below: Mr Jack Trefusis, President of the Toc H Association, lays a wreath on the Poperinge War Memorial. Lighter celebrations were band concerts, international volley-ball and a firework display.



name and Toc H was born. On the Western Front it was unique and desperately needed.

The décor was dingy, the canteen was dry, music depended on the pianist of the moment—and the customers loved it. Hundreds of soldiers clutched at this straw in an ocean of mud and destruction and treated the club as their off-duty home. A rough count of the Tommies swelling every room, teeming up and down the stairs and walking in the garden once totalled an incredible 700. They came to chat, write letters home on the precious short supply of notepaper and to play chess, cards or billiards. Whatever form it took, they were trying to restore a little balance and normality to life.

Friends trying to trace one another used the hall as a noticeboard, scrawled their names and suggested meeting times. In the library upstairs, hats were checked as a deposit against borrowed books. On the same floor was the General's Room. The bed was graced with one of the club's only pair of sheets and there was a distinguished waiting list for the luxury.

The man who begged, borrowed and scrounged to make it all possible was no sanctimonious do-gooder but a padre who wore the uniform and shared the hardships of the soldiers. Cheerful and charming, the Reverend "Tubby" Clayton ran the hostel with a salty humorous discipline typified by one famous notice, "If you are in the habit of spitting on the carpet at home, PLEASE SPIT HERE."

In the Chaplain's Room he sat cross-legged and dispensed sound common sense. Upstairs in a simple attic chapel with a carpenter's bench as an altar he administered front-line Christianity. No cathedral exercised a more profound influence on the lives of men than this chapel where they prayed for the first, and frequently last, time.

The spirit kindled then has grown so that in Britain alone there are now 100 Toc H branches. In "Pop" there was great pride and, in World War Two when the Germans swept through Belgium, a determination that Talbot House should not be defiled. The furniture and furnishings were dispersed and remained hidden until the town was liberated.

The conferment of freedom was a personal tribute to Dr Clayton and a touching illustration of the affection Poperinge feels for the whole Toc H movement. The 200 members who travelled on the jubilee visit to Ypres and "Pop" were given formal civic receptions and spontaneous welcomes in both towns.

The visit to Ypres ended on a sober note at the Menin Gate memorial to 250,000 British and Commonwealth soldiers who died in the Ypres salient. The visitors paraded to hear the perpetual tribute, the playing at sunset of the Last Post.

Back in Poperinge, Mr Arthur Lahaye, secretary of a group of Poperingers who have maintained Talbot House, was appointed a vice-president of Toc H. The Burgomaster, Mr W de Sogher, received a Toc H jubilee lamp for the town.

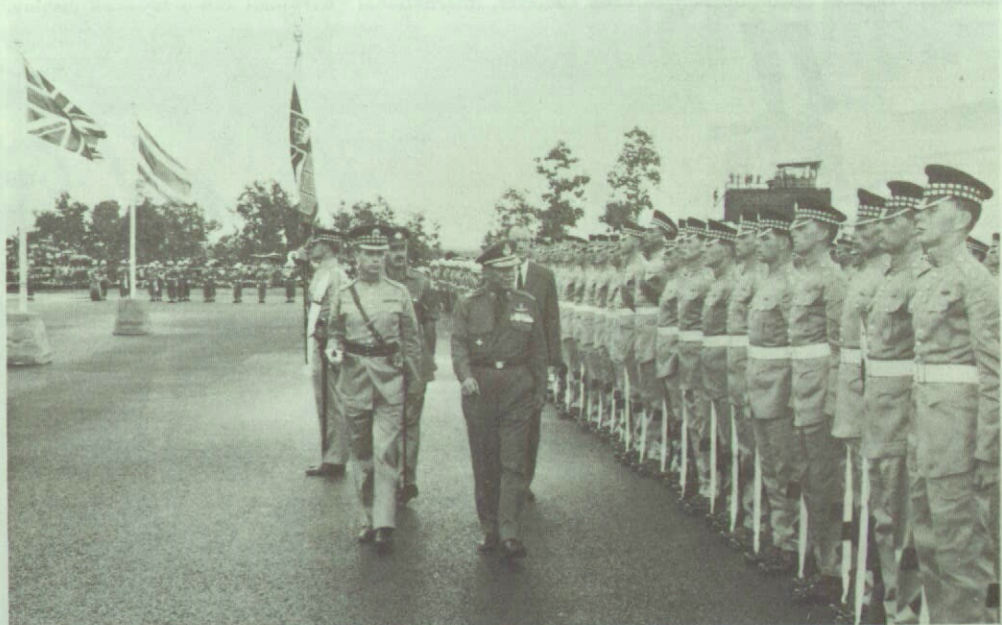
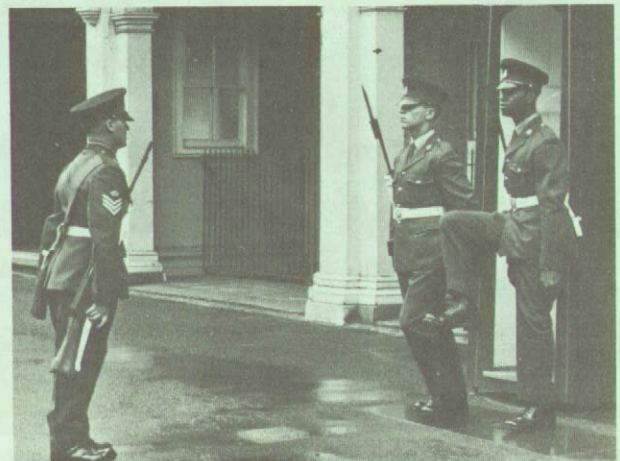
The gesture which neatly underlined the movement's increasing post-war support by young people was the unveiling by Dr Clayton of a Toc H street plaque.

Left, Right and Centre

With the increased use of helicopters in the bitter war in Vietnam, American military advisers now believe that the helicopter will play an increasingly important role in future wars. They are planning to use giant helicopters, like the proposed Lockheed machine pictured right, capable of carrying 20-ton vehicles to forward positions. It will have 100 feet rotor blades, will be 111 feet long and will be able to fly more than 2000 miles without re-fuelling.



The familiar scarlet tunics and bearskins of the Guards were missing from the London ceremonial scene recently when 1st Battalion, The King's Regiment (Manchester and Liverpool), took over London public duties for a spell. Here (right) is a sentry change at St James's Palace.



Above is the new lightweight cover-all battledress now being issued to the French Army. The trousers are in extra light cotton satin and the loose-fitting tunic has a hood and tight cuffs. One of the major differences from the British combat outfits is that the belt, straps and pouches of the French equipment are all made in leather.

Loeng Nok Tha airstrip, literally carved out of scrub and paddy-fields in north-east Thailand by British and Commonwealth troops (see SOLDIER, June 1965), has been officially handed over as a gift to Thailand. It was received on behalf of the Thai Government by Field-Marshal Thanom Kittikachorn, the Minister of Defence, here inspecting a 1st Battalion, Scots Guards, guard of honour.



These "Beau Geste" hats (left) have been specially designed by The Parachute Regiment for wear in the sweltering Persian Gulf where shade temperatures regularly top 100 degrees Fahrenheit. Men of 1st Battalion Group, The Parachute Regiment, report favourably on their dashing new headgear which is cooler than a beret and more comfortable than the notorious "hats, floppy, ridiculous." Modelling the hats here in Bahrain are Lance-Corporal Roger Tattershall (left) and Private Trevor Francis, both of 1st Battalion.



Biggest of the many parades throughout the world to mark the formation of the Royal Corps of Transport was at Buller Barracks, Aldershot, the headquarters and training centre of the Corps. General Sir James Cassels DSO, Chief of the General Staff, inspected the parade and read out messages from the Queen and the Duke of Gloucester. The flag of the old Royal Army Service Corps was lowered to the strains of "Auld Lang Syne" and, after the presentation of new cap badges, the flag of the new Royal Corps of Transport was raised. The ceremony ended with a drive past of the new Corps transport, ranging from horses to tank transporters, launches and locomotives. Picture left shows General Cassels waving farewell from the Corps' No 1 coach.



Every year Territorial soldiers are training further and further from home. More than 100 part-time soldiers from 52 (Lowland) Division recently flew to the Mediterranean island of Malta GC for a three-day exercise. The object was to prove how quickly the Division could muster a composite Infantry company to be rushed to a trouble spot abroad. During their stay on the island the Scots were trained in internal security duties and took part in a tough "anti gun-running" operation on the nearby island of Gozo. Acting as hosts to the Terriers were men of 1st Battalion, The Duke of Edinburgh's Royal Regiment, who also provided the "enemy" for the exercises. Picture left shows enemy being taken prisoner by the Scotsmen.

FOOTSTEPS and a whispered "Look out, here comes the admiral" hushed the crowded youth club. Then a Regular Army sergeant-major strode through the door between two solemn files of teenagers chanting "Sieg Heil! Sieg Heil!"

The jibe deserved a fiery retort, but that is not how canny Sergeant-Major David Grove goes about his deep business as leader of the 17th of the Army's 78 youth teams. His face puckered into an appealing grin and he began the long patient task of winning the club members' confidence by showing he could take a joke. Not long afterwards the mockers were doing the last thing they expected—climbing, canoeing and shooting on a Grove Promotions weekend at an Army camp.

Army youth teams of well-equipped and hand-picked volunteers have been operating in youth clubs, schools and cadet forces for nearly two years. The aim is to break down prejudice and ignorance about the Army among teenagers and the teams achieve this by lending unstinting support to youth organisations. The idea succeeds because the five-man teams offer their services on a "no strings" basis.

After a long period of suspicion, club leaders no longer think of the youth teams as press gang commandos. Acceptance was a long time coming and the youth teams were chagrined to discover that most adults are slow to do anything for youngsters themselves yet lightning quick to criticise those who do.

Sergeant-Major Grove and his team of Leicester men working in Leicester met a barrier of distrust. He demonstrated his patience and sincerity by volunteering for nine months' part-time study on a youth leaders' course.

He explained: "It broke down all suspicion and opposition and helped me to understand that young people communicate in a very indirect way. When they are annoyed or angry with me they call me 'corporal.' When they are pleased it is 'admiral' or 'general.'"

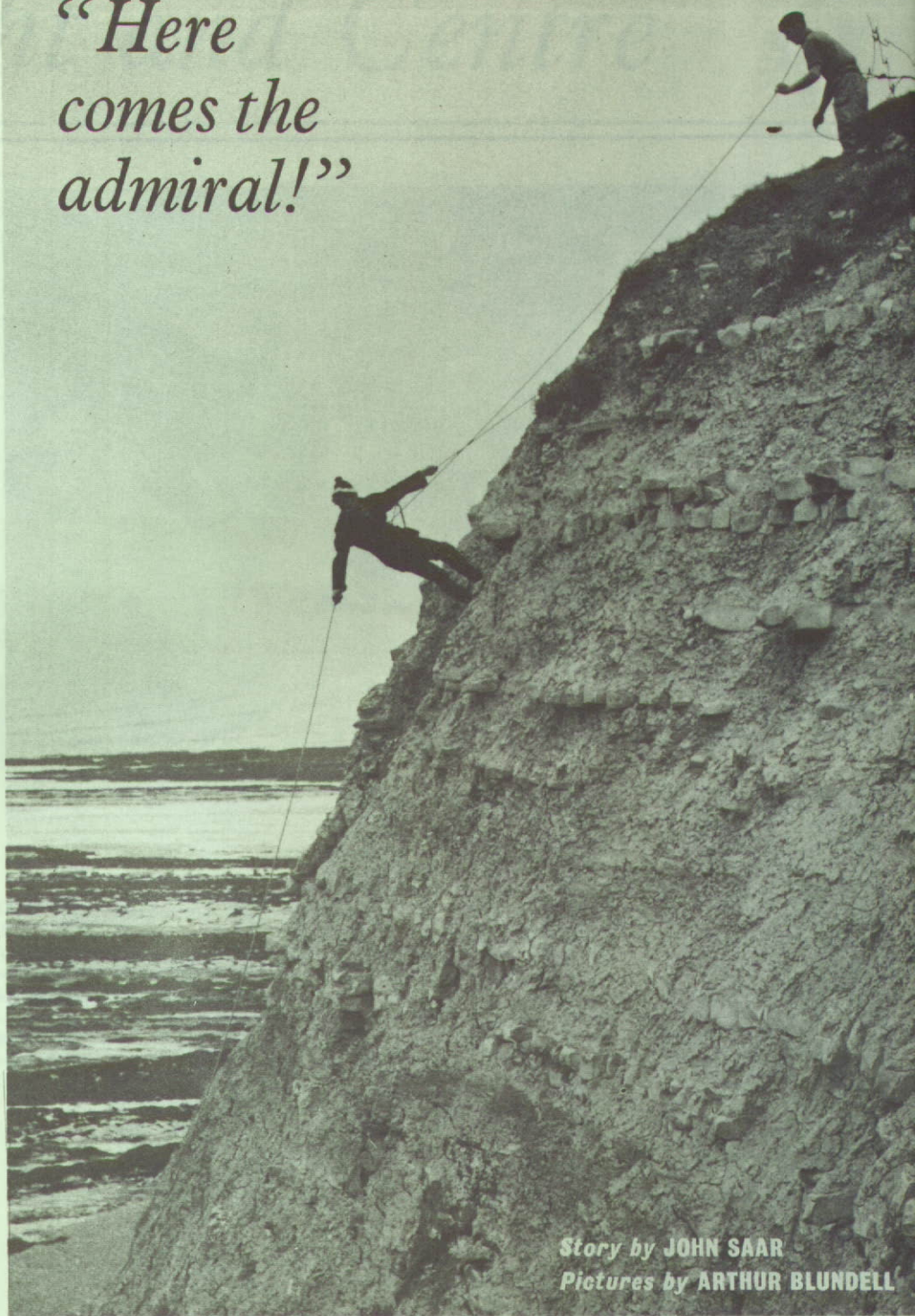
The young officers or sergeant-majors who lead the teams have made a roaring success of a job as testing of resource as any in the Army. Preparation consists of a course at the Army School of Recruiting with such encouraging lectures as "Countering objections to Service life."

With this brief outline in mind they plunge into the local youth club scene to crack the ice, make contacts and juggle with a handful of seemingly impossible projects. They become unashamedly parasitical and hook on to local Regular or Territorial Army units to borrow any person or equipment with a youth club use.

Early experiences, particularly in the cities, were chastening. A youth team leader in a tough London area said: "Occasionally we get people offering to 'fill in' the instructor, and once a sergeant was threatened with a stick by a scruffy monster in a leather jacket. Happily he pacified him, but I don't think *that* character will ever join up."

This officer stressed that youth team service has hidden benefits for its five members: "Everyone rejoining his unit will be a better leader for the experience of getting someone to do things without ordering him."

"Here comes the admiral!"



Story by JOHN SAAR
Pictures by ARTHUR BLUNDELL



The task demands periods of all-out work from the whole team at evenings and weekends. In a hostile club where the team leader's opening talk is catcalled and the visit is going badly, the ability of one or two soldiers to project their personalities and get people talking can turn the scales.

The teams are up against anti-Army prejudices inherited from a father's or brother's sour experiences in wartime or National Service. Compounding this and constantly worsening the situation is the bad propaganda the Army receives in some films and plays.

Behind the sarcasm which the youngsters initially display is the mental picture of the private soldier as an enslaved zombie sweeping up for ever in a decaying barracks. Informal visits to youth clubs where they are known and liked give team members the

chance to correct this image—mainly by being themselves and talking honestly about their jobs. The guard normally comes down when they talk about travel and excitement. Youngsters who face a life in one town are instantly impressed by a soldier who can talk about patrols in Borneo.

Thank you letters which started almost as soon as the scheme now pour in from all over Britain and indicate that the youth teams have given Britain's youth organisations a bigish jolt. Clubs "adopted" by youth teams are getting great value from trained instructors. Five-a-side football, boxing, swimming and archery are among sports fitted into a club's programme as routine. Inter-club contests link the clubs and spread the teams' influence.

The Army youth teams are running games tournaments and arranging interest

visits to Regular Army stations, tattoos and displays. Scottish teams have even organised holidays in Germany.

Experience has shown that in outdoor training weekends the youth teams really excel. So back to Sergeant-Major Grove and the 21 teenagers he took from Leicester to Doniford Camp, Watchet, in Somerset. Stewart the warehouseman, apprentice engineer Dave and his mate Frank from the next bench, shot, climbed and canoed at the Army's expense.

They seemed to be enjoying themselves. They were calling the sergeant-major "admiral." Which is as much as the team members hope for.

As the second-in-command, Sergeant Patrick Hughes, put it: These kids are really honest and every time someone thanks you it's worth a fiver."

Left: Abseiling at a weekend camp in Somerset run by one of the youth teams.

Right: Jousting in canoes soaked everyone but produced hysterical antics.

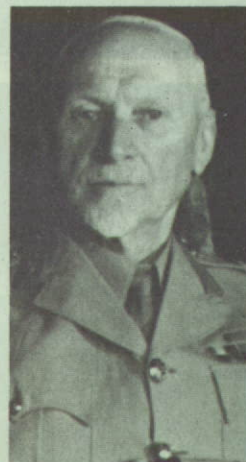
Below left: Warrant Officer David Grove (in the track suit) demonstrates his aim—"Do it well and do it with them."

Below: A soldier of the future? Perhaps. Army youth teams are giving him every chance to find out.



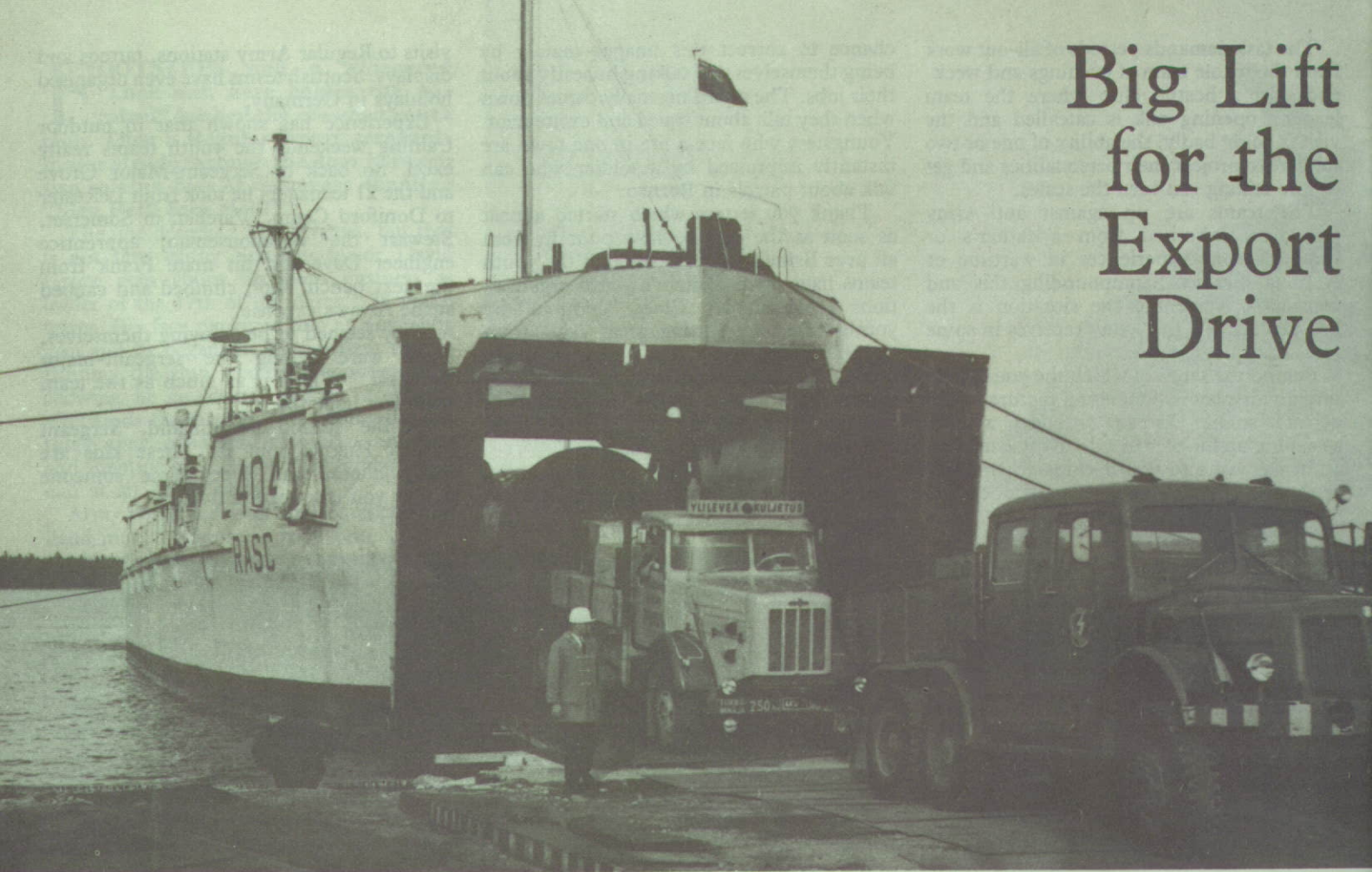
It happened in SEPTEMBER

Date		Year
2	Japanese surrender signed on USS <i>Missouri</i>	1945
3	Battle of Dunbar	1650
4	Third Republic proclaimed in France	1870
5	Treaty of Portsmouth signed	1905
6	<i>Mayflower</i> set sail from Plymouth	1620
7	London blitz began	1940
11	Field-Marshal Smuts, statesman, died	1950
15	Manchester-Liverpool Railway opened	1830
17	Edinburgh occupied by Young Pretender	1745
19	Siege of Paris began	1870
21	Battle of Prestonpans	1745
22	Commercial television inaugurated in Britain	1955
23	George Cross and George Medal instituted	1940
25	Battle of Loos began	1915
29	Lord Clive of Plassey born	1725
29	Battle of Marathon	490 BC



Field-Marshal J C Smuts

Big Lift for the Export Drive



Above: On the coast of Finland the huge pressure vessel is drawn out through the double bow doors of the LCT Abbeville.

Below: The first vessel on its way to the docks at Glasgow. Bottom: View from the giant crane as it was lowered into the hold.



CLOSELY shadowed by Russian warships, a Royal Corps of Transport tank landing craft has safely completed a unique 7000-mile assignment to lift two huge petroleum pressure vessels from Scotland to Finland.

The two voyages made history for it was the first time that an Army tank landing craft has ever been used to move industrial plant to a destination outside Britain.

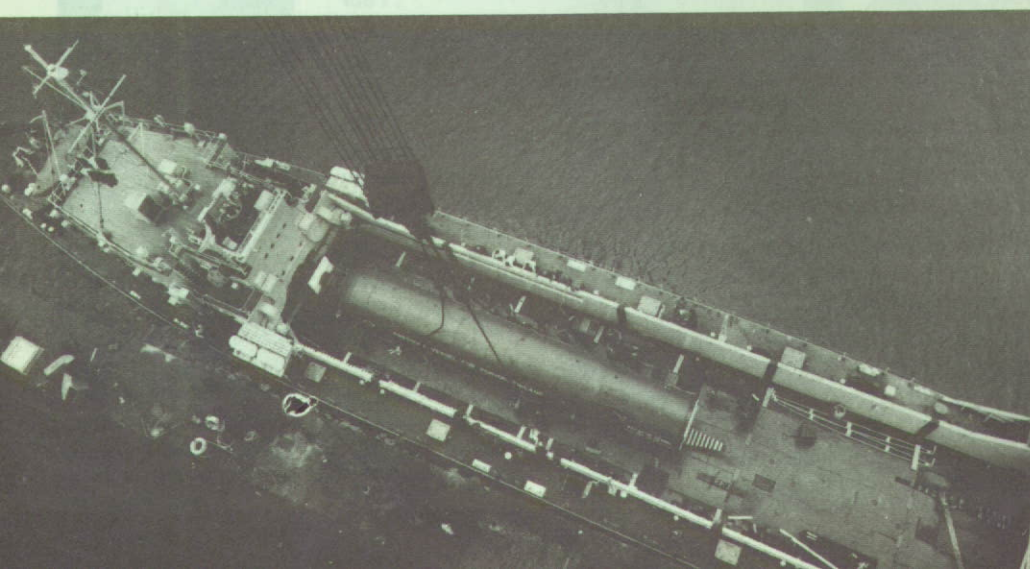
The project was born when Babcock and Wilcox, the boiler manufacturers, won a contract against world-wide competition to build the two reactors, each weighing 180 tons, for a refinery being built at Porvoo in Finland.

Made of six-inch thick special steel plate, 66 feet long and nine feet six inches in diameter, the two reactors created a staggering export problem as there was no suitable crane or derrick in Finland capable of lifting the reactors out of a conventional ship. The company asked the Army for help.

The Royal Corps of Transport found it an intriguing proposition and after searching inquiries the job was given to the landing craft Abbeville, of 20 Landing Craft Tank Regiment, Royal Corps of Transport.

The ship was first specially strengthened with extra steel plates, and sockets for securing beams were built into the sides of her hold. A giant hammerhead crane at Glasgow docks was used to lift the first reactor into the ship direct on to two sixteen wheel bogies.

Out down the Clyde the landing craft sailed with its strange cargo. On entering the Baltic, the first of many Russian warships appeared on the horizon and every few hundred miles the "escort" handed over to another ship. After two days of this



MEDALS

by Major John Laffin

45

1914 and 1914-15 Star



THE most interesting aspects of these stars are the misconceptions regarding them. Prime among them is the belief that the 1914 Star is "the Mons Star." This is a misnomer; there is no Mons Star.

Few soldiers seem to realise that two "classes" of soldiers received the 1914 Star—those who were under fire between 6 August and midnight on 22 November 1914, and those who were present for the same period without coming under fire. Those who were under fire wear a bronze, shoddy bar on the ribbon, inscribed "5th AUG.-22nd NOV. 1914". People authorised to wear this bar wear a silver rose in the centre of the ribbon when they do not wear the medal itself.

The Star was authorised in April 1917, the bar not until October 1919. The Star has three points while on the top is a crown above which is a half-inch ring for suspension; this ring is stamped out with the rest of the star and is an integral part of it. Across the star's face are crossed swords with the points and hilts protruding.

On a scroll in the centre is the date 1914 or 1914-15, as the case may be. The 1914 Star has "Aug" and "Nov" on other scrolls above and below the year. These scrolls are absent from the 1914-15 Star. Around the date is a laurel wreath super-inscribed at the bottom with an unusual form of Royal cipher.

The reverse of both medals is flat and plain except for the stamping of the recipient's number, rank, name and regiment in three lines.

The 1914-15 Star was given to all who saw war service in any theatre of war against the Central Powers between 5 August 1914 and 31 December 1915, except those eligible for the 1914 Star. It was not awarded to personnel who passed through a theatre of war or who merely visited one. It was not awarded to those who only saw service for which the Africa General Service or the Sudan 1910 Medals were issued. However, it was awarded to those who saw service on the Indian Frontier between 28 November 1914 and 27 October 1915.

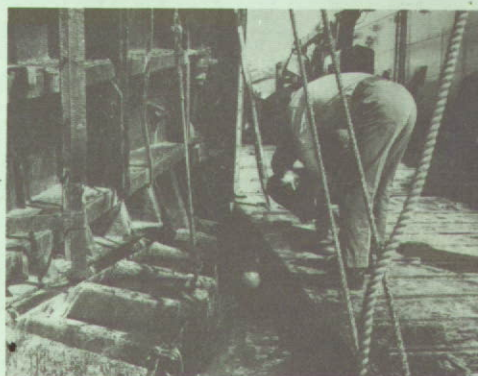
The Stars are, commonplace. Issues are: 1914 Stars, 365,622; 1914 Star bars, 145,000; 1914-15 Stars 2,078,183.

The ribbon, from left to right as seen on the wearer, should be red, white and blue shaded and watered.



Above: Manœuvring up to the unloading ramp

Below: A diver fixes supports under the ramp.



Below: Major Pheby, captain of the *Abbeville*, talks to a Finnish liaison officer, one of the members of a large reception committee.



the *Abbeville*'s captain, Major A W Pheby, decided some acknowledgement of their presence was called for and a friendly "goodnight" was flashed across to the Russian ship. This was acknowledged and followed after half an hour by "we are not understanding." A further "goodnight" ended the exchange.

The final leg of the voyage was navigating along the dangerous southern shores of Finland to the landing site at Skoldvik. Freak weather conditions had decreased the depth of water over the ramp, but after the *Abbeville* altered her draught, she slid correctly into position with full power from her 2000 horse-power engines.

Three big tractors, co-ordinated by radio, drew the massive cargo out of the ship and mission one was successfully completed. There were a few days available for relaxation in Helsinki before returning home to pick up the second reactor.

The second voyage was without incident except that a Russian minesweeper "escort" passed so close under the *Abbeville*'s stern as to carry away her log line, resulting in much fist shaking from the British ship and apologetic shrugging of shoulders from the Russians.

Some excavation was required before the second reactor could be unloaded and after this was accomplished the tank landing craft moved to Helsinki where more than 100 visitors called on the ship.

The two reactors will complete the first oil refinery of its kind in Europe. In these vessels, crude oil can be turned into any one of a number of different petroleum products without waste.

By moving the reactors in one piece, the Army has helped with the completion of the refinery and done its bit for Britain's export figures.

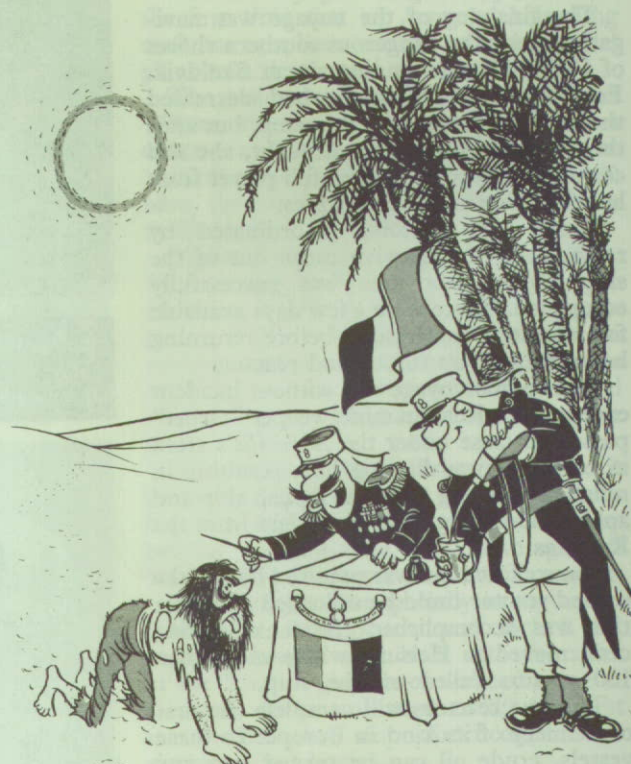
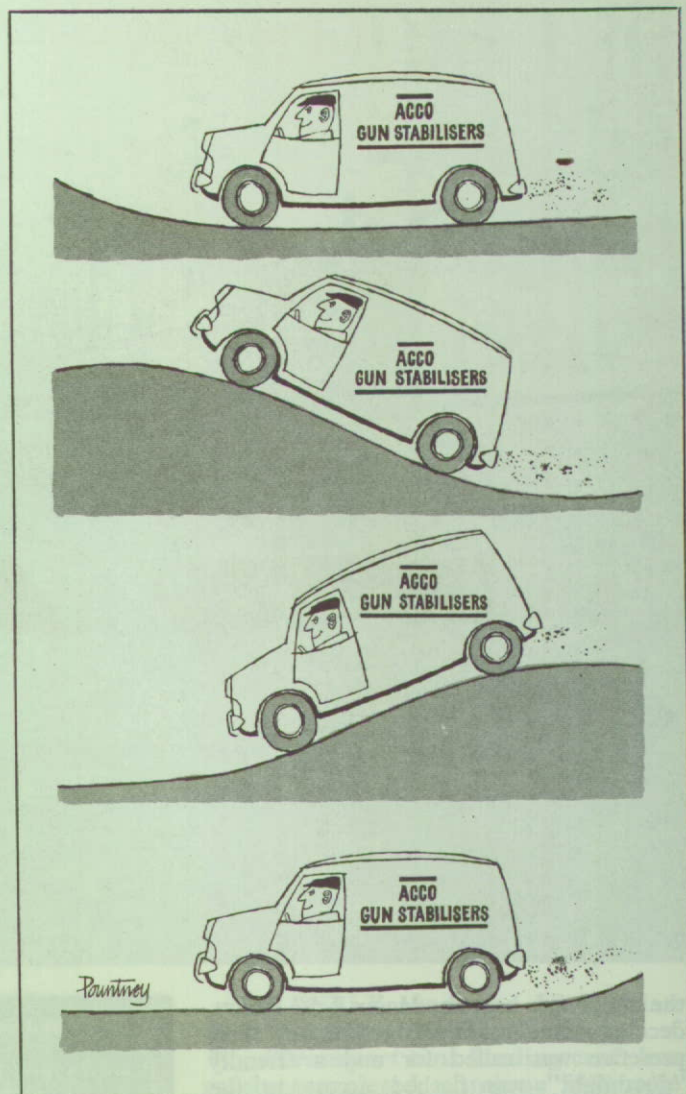
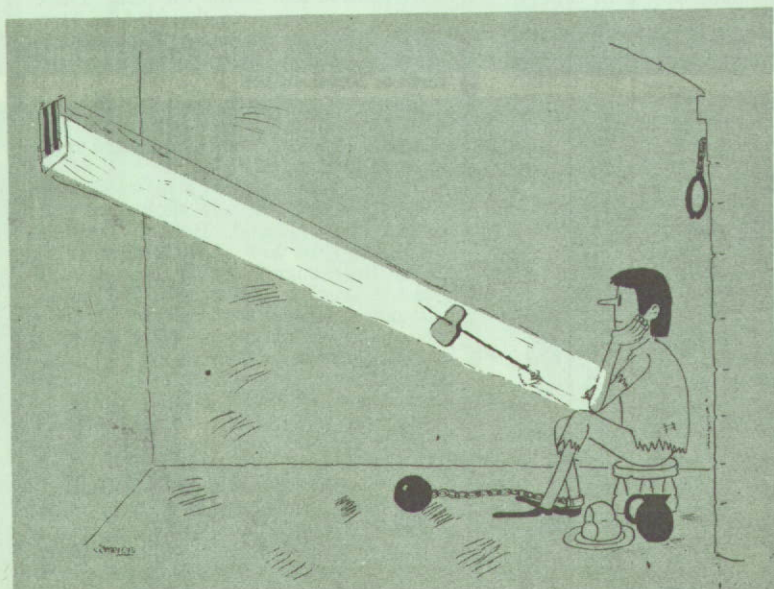


"He's an ex-Army type!"

HUMOUR



"The khaki worsted is a very popular line!"



Moss

"Just sign here for five years and all the water you can drink."

The day Chilwell blew up ...

Fifty years of dedication and human endeavour will be remembered this month



With a mighty roar the mixing house of the National Shell Filling Factory at Chilwell disintegrated. Steel girders twisted like fuse wire and white-hot debris showered surrounding buildings in which were stacked thousands of tons of concentrated destruction. Disregarding all else, hundreds of workers rushed to rescue the dead and dying from the blazing ruins. The date was 1 July 1918, the day Chilwell won its "Victoria Cross."

IGNORING the serious danger of further big explosions, men and women laboured for hours putting out the fires, succouring the injured and penetrating the smouldering ruins for possible survivors.

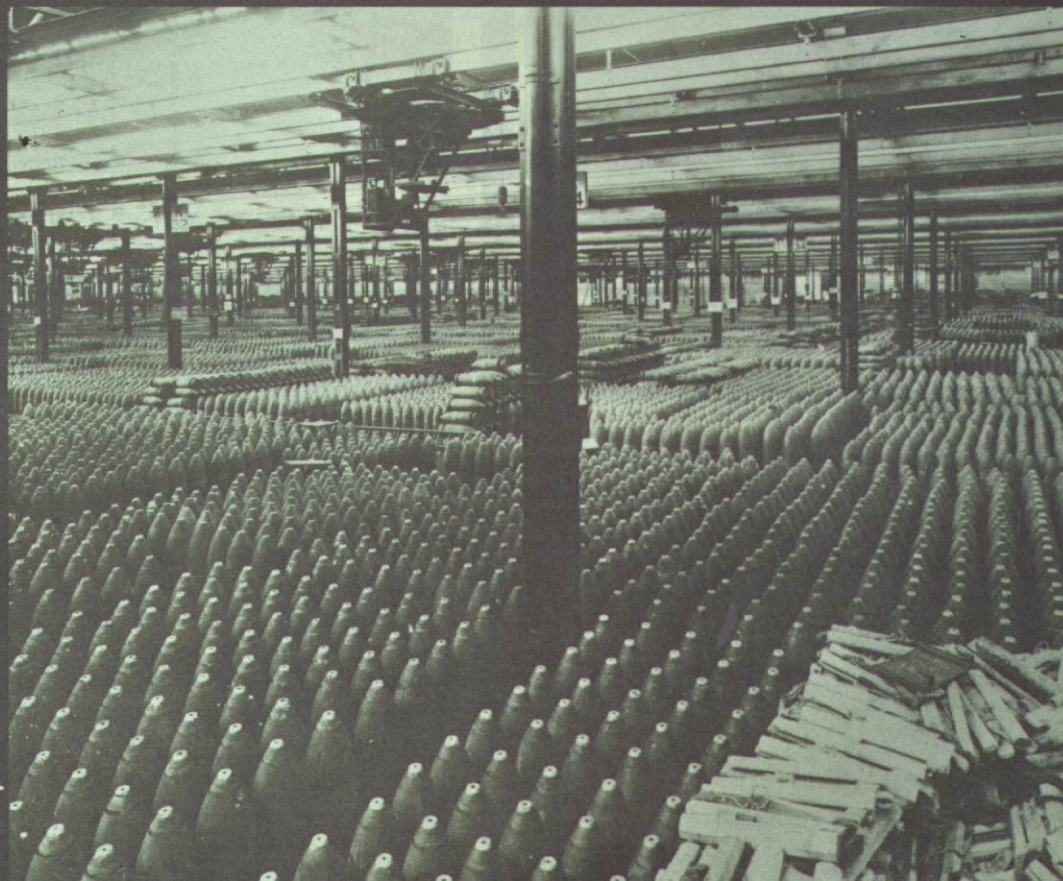
Their gallantry was so great that the Ministry of Munitions later described Chilwell as the "VC Factory"—a name which stuck and which was inscribed on every worker's identification disc.

Explosions were nothing new at the National Shell Filling Factory. There were 19 during its three-year existence, claiming the lives of 141 workers. Nearly all these deaths were caused by the tragic mixing house explosion, the cause of which has never been discovered.

The factory was born in a hurry. Viscount Chetwynd was asked in August 1915 by the Ministry of Munitions to find a site and build a shell factory. Twenty-four days later work started on the construction of the factory on Chetwynd's own estate in Nottinghamshire.

Work continued throughout the long hard winter of that year despite the site often being turned by the weather into a vast sea of mud. Shell filling on a large scale

Serried ranks of destruction in the filled shell store wait for shipment to the front in 1916.





began in March 1916 and by September 1,000,000 shells had been filled.

Rumours about the dangers of working at the factory were rife and made labour recruitment a terrific problem until 1000 "Derby" men were enrolled.

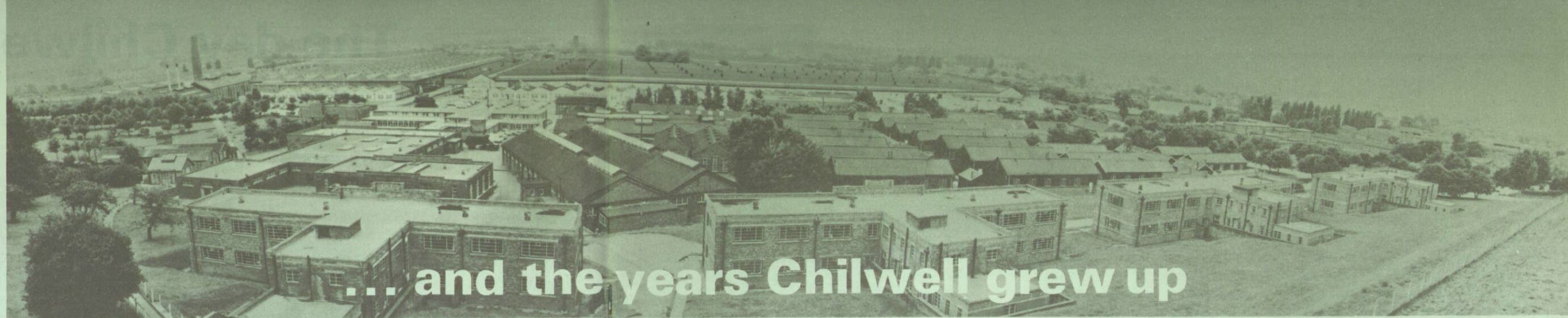
Work continued until the Armistice in November 1918. During that time more than 19 million shells containing 120,000 tons of high explosive were filled in addition to 25,000 mines for the Royal Navy. At its peak the factory was loading more than 400 trucks a day. Nearly every shell fired by British troops at the Battle of the Somme came from Chilwell.

Immediately after the Armistice, the factory was closed. Its job was done—for a few years.

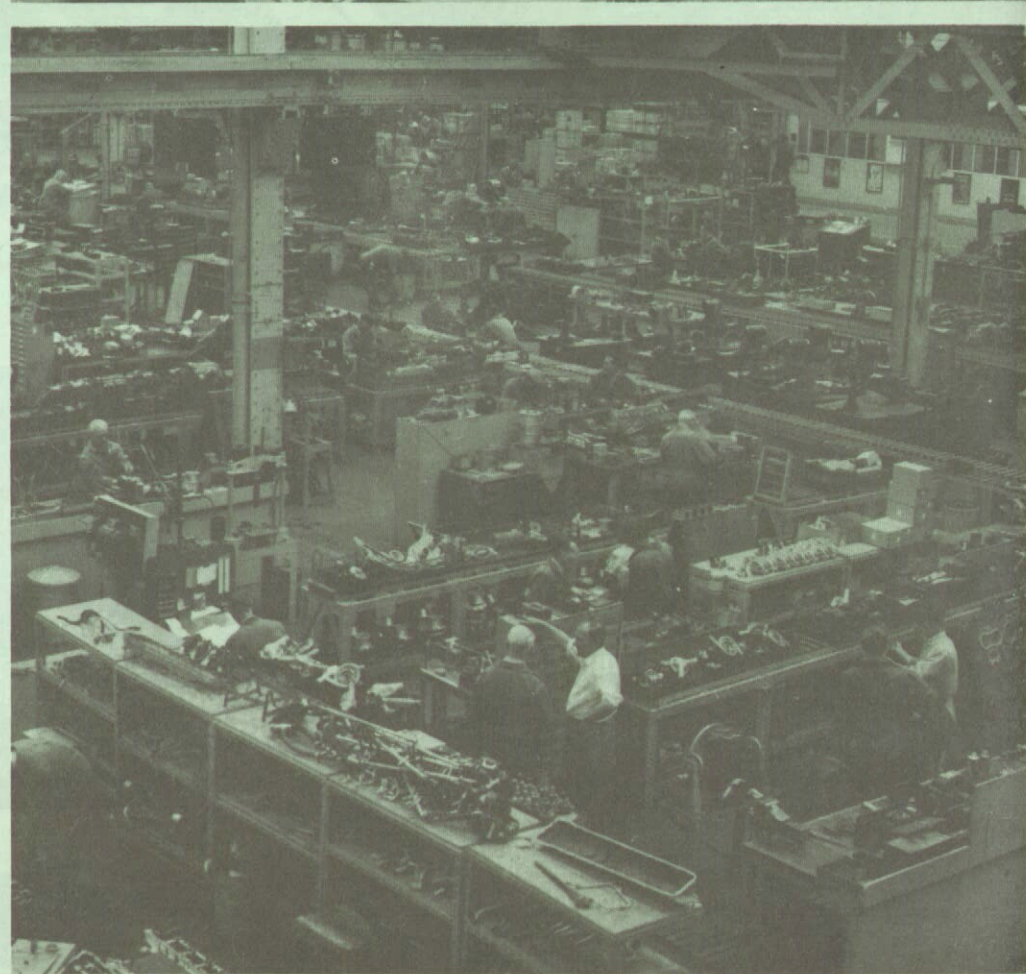


Spritley Mrs Lily Hood drove an overhead crane in the National Shell Filling Factory nearly 50 years ago. Today she is still working at Chilwell in the preservation branch, a building she remembers as the empty shells store. The only World War One employee still working in the Garrison, 66-year-old Mrs Hood remembers the old days with affection. "It was quite easy to learn to drive the overhead crane. The men used to bring us a ladder to climb up to it, but we always had to come down on a rope hand over hand. Sometimes the new girls would cry out for a ladder, but no one would ever bring them one—they had to learn to use the rope.

"My job was loading filled shells into railway wagons ready to be sent off to the front. You had to drop them into the wagon exactly in position—if you made a mistake, the air was blue. The big explosion was really terrible. I spent the day after running with chitties to Viscount Chetwynd to get matches—they were very scarce then—for the acetylene welders who were cutting out the dead."



... and the years Chilwell grew up



Above: Part of the vast workshop where skilled mechanics repair the Army's fighting vehicles.

Below: The biggest detailed storehouse in the world—there are seven miles of racks like these.



"My first view of this magnificent depot was of a square mile of junk, weeds, railway lines, one messenger, one civilian artificer and a few maintenance men employed mainly on the heavy guns on the railway mountings."

THIS IS HOW Major-General Sir Leslie Williams MC recalled his introduction to Chilwell when, as a lieutenant-colonel in November 1934, he stood on a scrub hill overlooking the decaying disused factory.

The gallant "VC Factory" had stood idle since the end of World War One, and Colonel Williams had been given the job of organising its re-birth into a huge depot to supply the Army with all its mechanical transport needs. He did the job brilliantly.

When, five years later, another world war called for supplies the like of which had never been dreamed of in the years of uneasy peace, his organisation coped magnificently. Six hundred railway wagons and 600 lorries left the Depot every week with supplies for the British Army throughout the world. Even Dunkirk, when thousands of vehicles were lost, was a setback that Chilwell quickly overcame.

Chilwell's World War Two statistics were phenomenal. The Depot handled 13 million cartons containing about 300 million articles. During the mobilisation of First Army for service in North Africa, 8518 vehicles were sent to the embarkation ports. Before and after D-Day the stream of vehicles to the ports became a flood—10,000 waterproofed load carriers were first, followed by another 24,000 after the first beach-head had been secured, 2000 special items such as guns, folding boats and radar trailers, 10,000 tons of unit equipment and 7000 tons of other stores.

The typing pools had a staff of 500 maintaining a day-and-night service—120 Auxiliary Territorial Service girls, 80 military clerks and 55 civilians did nothing else but prepare vouchers. And the cash section paid

out about £3 million a year to Chilwell's 5000 workers.

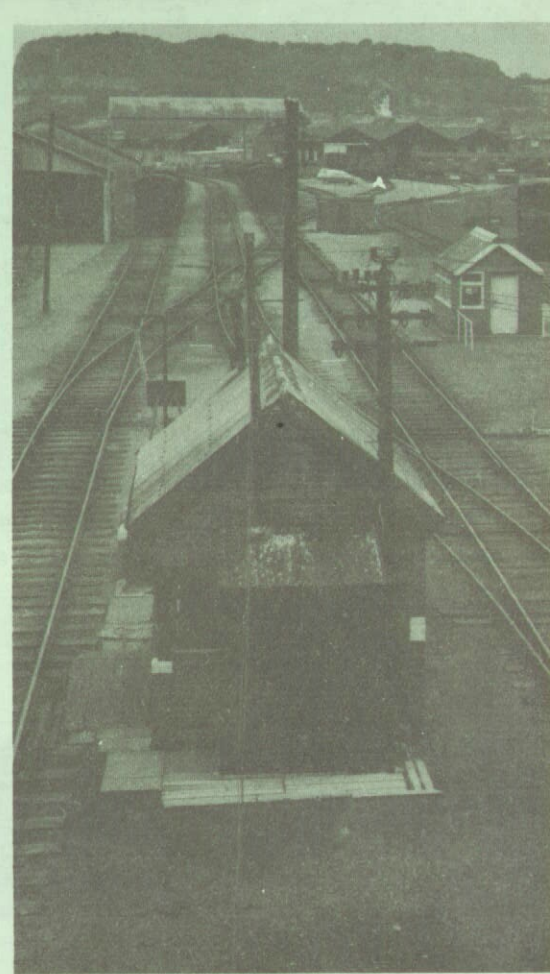
During those years surely the Depot must have earned a "bar" to its World War One "VC"?

Today Chilwell Garrison houses three major units—the Central Ordnance Depot, headquarters of the Royal Army Ordnance Corps vehicle organisation and 38 Central Workshop, Royal Electrical and Mechanical Engineers. In addition there are the Scales Branch (M), Royal Electrical and Mechanical Engineers, 4 Army Education Centre, Army Cataloguing Agency (MT), Army Department police force and fire service, railway unit, medical and dental services.

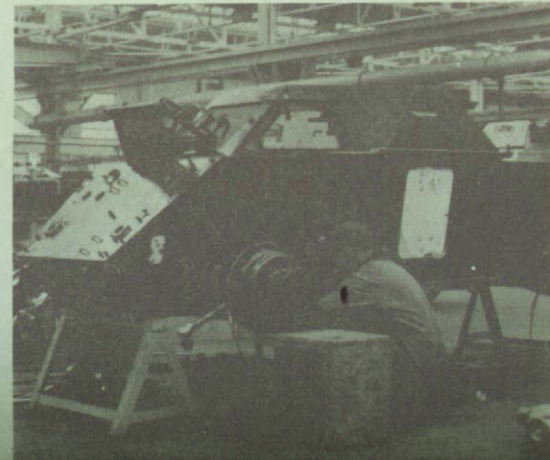
Building 157—the filled shell store of National Shell Filling Factory days—is the biggest detailed storehouse in the world, covering eight-and-three-quarter acres and holding more than 180,000 different items in seven miles of binning.

Overwhelmingly staffed by civilians, the Garrison today plays an important part in the lives of thousands of families living in and around Beeston and Stapleford Urban District. Thirteen trade unions are represented at Chilwell and two modern canteens, flourishing social and sports clubs and a very high standard of medical and welfare facilities keep relations cordial between civilian employees and their military employers.

Extensive modernisation is now planned which will mean the disappearance of relics from the old days—a National Shell Filling Factory sign above a door and the Chetwynd-Chilwell crest on lamp posts. But the spirit of the "VC Factory" days will still be there.



Part of Chilwell's railway network. This scene is very much the same as it was 50 years ago when hundreds of wagons left the Garrison every week with ever increasing numbers of shells. Recognise this strange object? It is the body of a Ferret scout car, one of the hundreds that are stripped down and completely rebuilt every year by the 1200 civilians in the workshop.



Twenty thousand visitors are expected this month at Chilwell's open day on Saturday, 11 September to celebrate the Garrison's golden jubilee.

The usual stringent security checks at the gates will be waived on that day and many of the buildings will be open to public inspection.

Twenty-four hours before the open day Chilwell's 240 troops will march through Beeston town and the Urban District Council will present an illumin-

ated address to the Garrison. Attractions at the open day will be concerts by five regimental bands of 148 Infantry Brigade, Territorial Army, Army Department guard dog displays, a mock assault by Royal Army Ordnance Corps paratroopers, field cooking demonstration by the Army Catering Corps and many displays of equipment.

The Garrison is hoping that the Army Benevolent Fund will profit by at least £1000 from the proceeds of the day.



On the move in Burma. Tanks of the 3rd Carabiniers advanced 1000 miles in 16 months, supporting more than 40 different Infantry battalions in battle. Below: April, 1917. The Cavalry moves forward for the Arras offensive. On the skyline (centre) is the machine that was to make all the horses useless.



3RD CARABINIERS (PRINCE OF WALES'S DRAGOON GUARDS)

GLORY ON NUNSHIGUM

B RITISH tanks were creeping along the knife-edge summit of Nunshigum. They were facing murderous fire from the firmly dug-in Japanese and the ridge was so narrow that already one tank had reared up and disappeared over the brink of the precipitous slope. But the hill of Nunshigum in Burma had to be taken at any cost.

Three thousand feet high, it dominated the Imphal Plain where the British and Indian troops of 4 Corps were encircled and dependent on supply by air. From Nunshigum the Japanese could direct observed artillery fire on to the Imphal airstrip. If the hill was not captured, 4 Corps would have to withdraw—or starve.

For four consecutive days Infantry had stormed the Japanese positions in vain. On 13 April 1944, B Squadron of 3rd Carabiniers and 1st Battalion, The Dogra Regiment, Indian Army, were ordered to recapture Nunshigum.

Up the steep scrub-covered slopes the tanks roared, each commander exposing his head and shoulders to direct the driver. At the summit the razor-edge ridge made it possible for only one tank to advance at a time and into the teeth of a fanatical enemy the single tanks moved, engaging the Japanese at ranges between ten and 20 yards.

Tank commanders, still exposed in their turrets, fought hand-to-hand, shooting the enemy off their tanks with revolvers and hurling grenades. But one by one the gallant commanders were killed. First a troop leader, then a troop sergeant, then the squadron leader . . . until every commander, except the squadron sergeant-major, had been shot through the head.

The Infantry fared little better, all the British officers being killed or wounded. Undaunted, the squadron sergeant-major and an Indian officer assumed command. Together they planned the final assault on the bunker positions still holding out and after two more hours of savage fighting the enemy finally fled, leaving behind 270 dead.

Nunshigum was taken by sheer gallantry and it was to be a decisive step in the Imphal operations which heralded the defeat of the Japanese armies in Burma.

Today the 3rd Carabiniers (Prince of Wales's Dragoon Guards) remember Nunshigum by celebrating 13 April as a Regimental day and on that day B Squadron parades without officers, under the command of its squadron sergeant-major.

One of the oldest regiments in the British Army, the 3rd Carabiniers were raised in 1685 as two separate regiments to help James II deal with Monmouth's rebellion. The Earl of Plymouth raised the 4th Regi-



Regimental Standards of the Carabiniers fly proudly from gleaming *Sherman* tanks during the victory parade in Delhi. The Regiment was the last British Cavalry to leave India.

ment of Horse and Lord Lumley raised the 9th Regiment of Horse, The Queen Dowager's Cuirassiers.

The two regiments fought side by side for many years and in Ireland the 9th were given the title "The King's Carabiniers" in recognition of their gallantry at the Battle of the Boyne and the Siege of Limerick.

They were together in Flanders in 1692, together under Marlborough in the Netherlands early in the 18th century (when they often charged side by side), together under the Marquis of Granby when they took part in the great Cavalry victory at Warburg, and together in the war against France in 1793.

Both regiments suffered many title changes. In the middle of the 18th century the Carabiniers were re-named the 3rd Irish Horse (The Carabiniers) and the 4th Horse became the 3rd Regiment of Dragoon Guards. A few years later the Carabiniers became the 6th Regiment of Dragoon Guards (The Carabiniers) and the 3rd Dragoon Guards were given the title The Prince of Wales's Dragoon Guards in honour of the three-year-old Prince Regent.

After Crimea, both regiments were sent to India where the mutiny had already started. The Carabiniers were heavily engaged right from the start, helping artillery man one of the heavy batteries to breach the walls during the siege of Delhi.

Later the 3rd Dragoon Guards went with Napier in 1868 to release Britons imprisoned by King Theodore in Abyssinia. After the capture of Magdala a silver drum belonging to the King was divided between the three British regiments taking part. The drum is put together only when the three regiments meet.

World War One found both regiments soon in the thick of it, fighting dismounted

as Infantry much of the time. In one famous charge the Carabiniers' farrier refused to be left out and tore into the fight on his horse wielding his hammer with deadly effect.

At Mons, Ypres, Loos, Somme, Arras, Cambrai and Amiens the two regiments were fighting in and out of the trenches. By the end of the war the 3rd Dragoons Guards had the unwelcome distinction of suffering heavier casualties than any other Cavalry regiment.

In 1922 the two regiments which had fought together so often on so many battlefields throughout the world were amalgamated and seven years later the present title and badge—designed by a serving officer—were adopted.

The march of time was overtaking the horsed Cavalry fast in the years between the world wars and in India, in 1938, the Regiment was mechanised.

After the historic battle of Nunshigum, the Regiment was involved in much heavy fighting across Burma and was in Mandalay in time to see General Slim hoist the Union Jack. During the Burma campaign, elements of the Regiment had been in action for 16 months, advancing 1000 miles during that time. They fought with six different Infantry divisions and supported in action more than 40 different battalions.

More recently the Regiment provided the first tanks for the Amphibious Warfare Squadron in the Persian Gulf and took a leading role in the Kuwait crisis in 1961.

Now stationed in Germany, the Regiment expects to give up its tanks in the next few years and be re-equipped as an armoured car regiment. It will be a completely new role for the Carabiniers, but they expect to fulfil it as gloriously as every job they have taken on in the last 280 years.

Purely Personal



Licensed to...?

This is 007 at work. Note the ruthless gleam in his eyes. Is that "M" he is talking to over the radio? Unlikely, for this 007 has three Os over James Bond—he is 24000007 **Guardsman Ray Pullen**, serving with 2nd Battalion, Coldstream Guards, in the Radfan Mountains of South Arabia. There are no beautiful Bond-type girls around although 007 himself might have appreciated some of the action that has been seen in the Radfan lately. Eighteen-year-old Ray works in the Battalion command post and will soon be studying hard to increase the three GCE "O" Levels he got at school—a chore that even James Bond would have had to face.



Bikini Bait

Don't be taken in by that disarming smile—pretty **Lance - Corporal Marie Cooke** knows she is about to be picked up by the helicopter sneaking up behind her. Bikini-girl Marie, a clerk in the Women's Royal Army Corps, was the "prize" in an airborne tent-pegging competition staged by Army helicopter pilots for this year's open day at Middle Wallop, the Army Air Corps Centre. The pilots had to collect three discs on a spear fixed to the undercarriage of their helicopters. Here the winner is pictured landing to collect his prize. Lucky chap!

Gurkhas have won more decorations for gallantry in the jungles of Borneo where they are helping to guard Malaysia's border against Indonesian infiltrators. In the 6th Queen Elizabeth's Own Gurkha Rifles, **Captain Damarbahadur Gurung** and **Lieutenant Ranbahadur Pun** have both been awarded the Military Cross and **Corporal Bombahadur Gurung** has the Military Medal.

Two British officers in 2nd King Edward VII's Own Gurkha Rifles (The Sirmoor Rifles) have won the Military Cross for bravery in jungle clashes. They are **Major Jonathan Aslett** and **Major Digby Willoughby**. Also in their regiment Military Medals go to **Lance-Corporal Amarjit Pun**, **Lance-Corporal Sherbikram Ale** and **Rifleman Rudrabahadur Gurung**.

Lieutenant David Roberts, 1st Green Jackets, is awarded the Military Cross for his courage and skill in setting an ambush for an enemy group on the Sarawak border and **Sergeant Brian Baty**, The Argyll and Sutherland Highlanders, gets the Military Medal for tracking down an enemy group and capturing its position. A single Distinguished Conduct Medal in these awards goes to **Sergeant Barmalal Limbu**, 10th Princess Mary's Own Gurkha Rifles.



Hopeful Ham

Hoping for a century soon is radio "ham" **Sergeant Barry Grainger**, one of the most enthusiastic inmates of the ham shack at 33 Field Squadron, Royal Engineers, in Cyprus. Present aim of the Squadron's Amateur Radio Club is to make contact with 100 different countries so that they can join the American Amateur Radio Relay League's "Century Club." Sergeant Grainger, pictured here pin-pointing another contact on a map of the world, speaks to a "ham" at Portsmouth every weekend who passes on the news from Cyprus to Sergeant Grainger's family.



Oldest Soldier

The oldest Chelsea Pensioner celebrates his 100th birthday with a glass of sherry with his friends at the Royal Hospital. Ex-**Regimental Sergeant-Major John White**, a former Royal Engineer, had a magnificent cake with the figure 100 inscribed in candles, and visitors on his birthday included Mr George Wigg, MP, the chairman of the Royal Hospital Board of Commissioners and Mr Emanuel Shinwell, 80-year-old former War Minister. Among the greetings was a telegram from the Queen. Ex-RSM White was 22 when he joined the Army and during his 25 years' service he fought in two Indian campaigns and throughout World War One. Toasting him here are ex-Sapper warrant officers **Harry Taylor** (left), **Herbert Keily** and **George Wills** (right).

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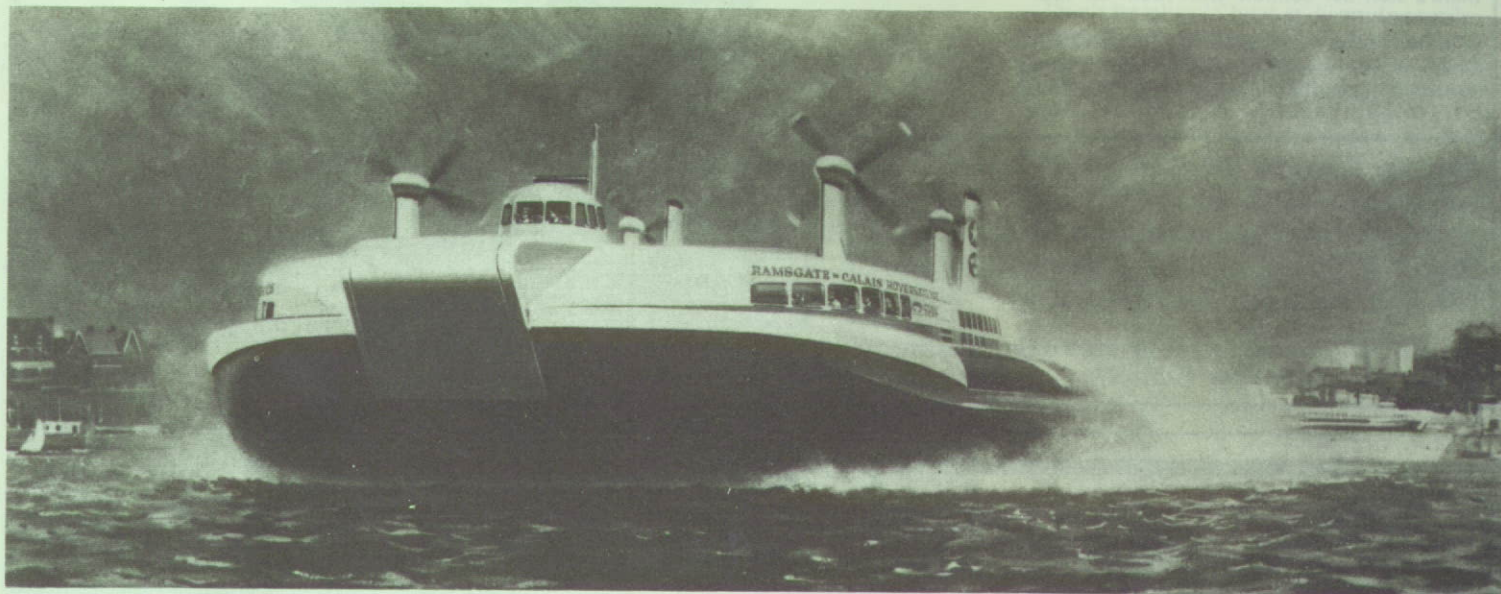
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the facts on Westland hovercraft leadership

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HOVERCRAFT LEADERSHIP



First British Hovercraft

Westland's Saunders-Roe Division designed and built Britain's first hovercraft, the SR.N1, in 1959.

First Commercially-Practical Hovercraft

The 27-ton SR.N2, the first serious attempt to produce a commercial hovercraft, was launched in January 1962. It has since operated three experimental scheduled passenger services, carried 33,600 passengers and covered 13,000 miles.

First Flexible Skirt

Westland's breakthrough in September 1962 with the first successful long flexible skirt transformed the hovercraft from an interesting idea into a practical transport vehicle.

First Large Hovercraft

Westland delivered the 37-ton SR.N3 on June 2nd 1964 to the British Interservice Hovercraft Trials Unit. Currently the world's largest hovercraft, SR.N3 was also the first to be commissioned for military service.

First Production-Line Hovercraft

The 7-ton SR.N5 was put into production in August 1963

before any orders were received, and is the only hovercraft available for off-the-shelf delivery. Several have been sold in the United Kingdom and 4 overseas countries. The 9-ton SR.N6 is now also in full production and orders have been won in Norway and the United Kingdom.

First Channel-Ferry Hovercraft

Two Westland SR.N4s have been ordered by Swedish Lloyd Steamship Company and Swedish American Line for a passenger and vehicle ferry service to be opened between Ramsgate and Calais in 1968.

Proven Rough-Weather Performance

Westland hovercraft—two SR.N5's and the SR.N3—were the only ones able to put to sea in a full gale, with seas between 5 and 6 ft., at a British Hovercraft Industry Demonstration at Lee-on-Solent last September.

Unrivalled Operating Experience

Westland has more operating experience than any other manufacturer. Between them, SR.N1, SR.N2, SR.N3 and SR.N5 have to date logged almost 2,000 hours in development and passenger-carrying operations, have covered 45,000 miles and carried more than 46,000 passengers.

WESTLAND AIRCRAFT LIMITED YEOVIL SOMERSET

● Top Rank Pole Vaulter

ALTHOUGH he will not be 19 until next month, pole-vaulter Lance-Corporal Jeffery Fenge has jumped into the top ranks of British athletes. On his performance in the Amateur Athletic Association's national championships, when he broke the under-19 record, he was chosen for England against All-Ireland and for Great Britain against Poland.

Corporal Fenge, who is serving in the Royal Signals, learned his pole-vaulting at the Army Apprentices School, Harrogate, which he left to join 59 Army Youth Team in the Wolverhampton area. On a recent Army tour of West Germany he raised the Army record against Rhine Army by one-and-a-half inches to 13ft 6½in and against the German Armed Forces improved this by another inch to become the Army "first string" with two internationals as his reserves.

Although Army junior champion, Corporal Fenge surprisingly failed in the Army senior individual championships but a fortnight later took fourth place in the AAA championships with his record junior jump of 14 feet. He won the inter-services athletics event with a jump of 13 feet and at the same height came second in an inter-area competition.

In his first international appearance he won the pole event for England against All Ireland at Dublin, again clearing 14 feet. This promises very well for the future, considering his age, as the best British height this year is 14ft 6in.



● NINE KEEP ATHLETICS TITLES

CLOUR-SERGEANT Gordon Burt (The Parachute Regiment), Sergeant-Instructor Bill Tancred (Army Physical Training Corps) and Lance-Corporal L Bryar (Women's Royal Army Corps) each won two events in the Army Individual Championships at Aldershot. Colour-Sergeant Burt won the 3000 metres steeplechase and became six miles champion when this event was included in the championships for the first time.

Sergeant-Instructor Tancred won the shot and retained his discus title and sprinter Lance-Corporal Bryar repeated her 1964 successes in the 100 yards and 80 metres hurdles.

Event winners were:

100 yards: L/Cpl G A Gooden (1 Royal Anglian) (holder), 9.8sec. 220 yards: O/C G M Skippage (RMA, Sandhurst), 22.6sec. 440 yards: O/C D L Roberts (RMA), 49.6sec. 880 yards: Lieut D M W Griffiths (KOSB), 1min 57.9sec.

SPORT

Mile: Cpl J M Reynolds (1 Trg Regt RE) (holder), 4min 15.9sec. Three miles: Cpl W D Gibson (1 Trg Regt RE), 14min 29.1sec. Six miles: C/Sgt G Burt, 31min 10.5sec. 3000 metres steeplechase: C/Sgt Burt, 9min 29.1sec. 120yds hurdles: J/U/O R J Leggee (RMA), 15.1sec. 440yd hurdles: O/C J M Musomba (RMA), 55.4sec.

High jump: Cpl C Williams (1 SCLI) (holder), 5ft 8in. Long jump: L/Cpl J Wild (7 Armd Bde Gp), 22ft 9in. Triple jump: O/C T Malik (RMA), 48ft 5½in. Pole vault: Pte S Proctor (1 Cheshire), 11ft 6in. Shot: Sgt Tancred, 49ft 5in. Discus: Sgt Tancred, 165ft 11½in. Hammer: Sgt-Instr P O Seddon (APTC), 171ft 7½in. Javelin: Sgt N Hart-Ives (REME) (holder), 204ft.

Women's events. 100 yards: L/Cpl L Bryar, 11.8sec. 220 yards: Cpl E M Henry (8 Indep Coy, WRAC), 29.2sec. 440 yards: L/Cpl E A Oliver (WRAC Depot) (holder), 65.7sec. 80 metres hurdles: L/Cpl Bryar, 12.5sec. 4×110yd relay: WRAC Depot, 55.6sec.

High jump: Sgt P Hedley-Ward (WRAC Depot) 4ft 8in. Long jump: Cpl D Turner (WRAC Depot), 15ft 10in. Javelin: Cpl L E Mountford (24 Sig Regt) (holder), 109ft 9in. Discus: Cpl C Dickman (12 Indep Coy, WRAC) (holder), 110ft 11½in.

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◀ Sergeant Wheeler is chaired from the range after winning the Army title in a hard-fought contest.

● Weapon Training Instructor is Champion

SERGEANT JOHN WHEELER MM, The Royal Hampshire Regiment, is the Army's new champion shot. He won the title at Bisley with brilliant snap shooting which brought him a narrow victory after he had been trailing in the earlier stages.

A weapon training instructor at the Royal Military Academy, Sandhurst, he won the Queen's Medal and the ARA Gold Jewel with a total of 634—four points ahead of Captain R C McAvoy, School of Electrical and Mechanical Engineering, who had been leading most of the time. Lance-Sergeant D C Gatrell, Welsh Guards, was third.

The 1st Battalion, The Queen's Own Highlanders, 3rd Battalion, The Parachute Regiment, and 1st Battalion, The Worcestershire Regiment, all put up splendid performances this year at the Army Rifle Association central meeting. The Highlanders carried off the Major Units Championship, the Small Arms Cup, the Victory Cup and the Pistol Tile Match, 3 Para won the Royal Ulster Rifles, Parachute Regiment, Eastern Command and Worcestershire Cups and the Worcestershires were runners-up in the major units competition, won the Britannia Trophy and Northamptonshire Cups and provided the Champion Young Soldier and the Champion Class B shot.

Other results were: Watkin Cup, Sgt J H Wheeler; Manchester Regiment Cup, Cpl J Leighton (1st Bn, Worcestershire Regt); Rifle Brigade Cup for Champion Young Soldier, Pte P Sherrif; Young Officers Cup, 2nd Lt M L Melville (1st Bn, Black Watch); Army Hundred Cup, Pte A Kiazim (CVD, Marchington); Roberts Cup, Fus S McKee (1st Bn, Royal Irish Fusiliers); Henry Whitehead Cup, Cpl C P Carey (REME); RASC Cup (Minor Units Championship), Green Jackets Brigade Depot; Small Arms Match (Minor Units), Green Jackets Brigade Depot; Coronation Individual Match, Lieut R M Chester (RAC Centre); Coronation Team Match, Small Arms Wing; Sniper Aggregate, Cpl P Jukes (14 Signal Regt); Walking Man Aggregate, Capt D H Insall (21 Signal Regt); Staff and Schools Competition, Welsh Brigade Depot; Bisley Cup, Lieut-Col D Elford; Revolver Team Match, SEME; Roupell Cup, QSMI J D Gillam (SASC); Victory Cup, Sgt P H White.

MOUNTAINEERING

Three-man teams of nine Territorial units in 53rd (Welsh) Division competed in the third Welsh 3000s competition over a course involving the climbing of 14 Snowdonian peaks of 3000 feet or more. The 5th Battalion, The Welch Regiment, won in nine hours, just 12 minutes outside the record set up in 1963. Runners-up were 4th Battalion, The Welch Regiment. The remaining seven teams dropped out because of minor injuries or heat exhaustion.

SPORTS SHORTS

ATHLETICS

Of the 13 Army athletes who qualified for the Amateur Athletic Association national championships, only two survived the preliminary stages. Lance-Corporal J C Fenge was fourth in the pole vault (see "Top rank pole vaulter" on previous page) and Sergeant-Instructor W R Tancred, Army Physical Training Corps, was third in the discus with a throw of 159ft 6in.

1st Battalion, The Cheshire Regiment, won the Rhine Army Athletics Championship, with 1st Battalion, The Black Watch, as runners-up.

MARCHING

Ten teams of eight and ten teams of four from major and minor units of 53rd (Welsh) Division, Territorial Army, set out on the 50-mile annual Cambrian March. Winners, for the third time in four years, were 4th Battalion, The Welch Regiment, with 4th Battalion, The Royal Welch Fusiliers, as runners-up and 638 Light Air Defence Regiment, Royal Artillery, in third place. The minor units competition was won by 158 Infantry Brigade Workshop, Royal Electrical and Mechanical Engineers, with Headquarters Royal Artillery, 53rd Division in second place.

ROWING

Territorial Lance-Bombardier Hugh Wardell-Yerburgh, who won a silver medal in the coxless fours at the Tokyo Olympics, lost to the American, D M Spero, in the Diamond Sculls at Henley Royal Regatta. In 7min 42sec Spero beat his own previous record by four seconds. Wardell-Yerburgh, losing by only three-quarters of a length, was two seconds inside the old record.

CYCLING

Heavy rain throughout the event caused several spills in this year's Army Cycling Union Junior 25-Mile Road Time Trial Championship. Even the winner, Apprentice Tradesman Lance-Corporal McNeilly, Army Apprentice School, Harrogate, had a spill. Runners-up were Junior Gunners Cuthbert and Andryszewski, Junior Leaders Regiment, Royal Artillery, which also provided the winning team. Winners in the senior event were Apprentice Tradesmen Sergeant Cook, Army Apprentice School, Chesham, and Lance-Corporal P J Roberts, 1st Training Regiment, Royal Engineers.

FENCING

By a single hit in an exciting last duel, Sergeant F B Finnis, Royal Military Academy, won the Inter-Services Epee Championship for the Army at the Royal Tournament. Later the Army lost the foil championship to the Royal Air Force after a four-year monopoly in the event. Represented by three officer cadets from Sandhurst, the Army went on to win the inter-Services three-weapon fencing team championship by convincing margins. Officer Cadet M M Warren won the sabre, Officer Cadet M M Sheppard won the epee and Cadet Sergeant J W Miller won the foil.

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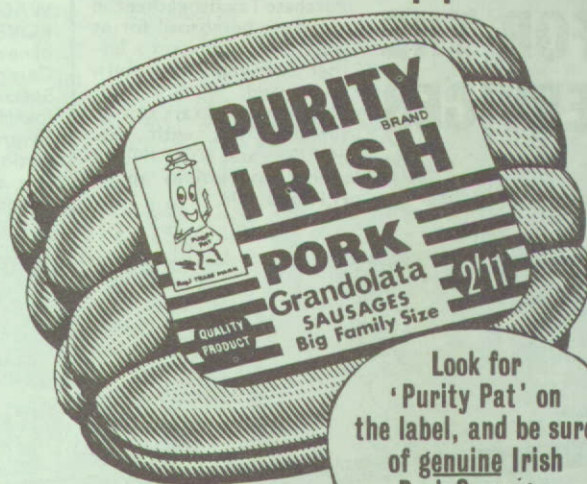
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Central News



The dust had scarcely settled before British assault troops followed up the mining of a German trench. Moving close on their heels a photographer got this picture before the prisoners and wounded had been moved out. The survivors are still dazed and demoralised by the explosion which has literally blown the ground from beneath their feet. The tunnelling was a lengthy and dangerous operation but the detonation neutralised the dreadful killing power of the machine-gunners while the attackers crossed no-man's land.

SEPTEMBER 1915

Faces set, eyes narrowed against the glare of the autumn sun, Infantrymen march out of the line after the Battle of Loos. The first united French and British offensive for over a year began brilliantly with the capture of Loos after bitter hand-to-hand fighting. The High Command had learned that the heavily fortified German line could not be beaten in without massive artillery support. For four days and nights before H-hour on 25 September the heaviest bombardment to date smashed down on the enemy trenches. The shocked Germans fared badly against British troops coming in behind a wave of poison gas.

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LETTERS

PRACTICAL PADRE

The following true story, published in the Australian soldiers' newspaper *Army*, may be of interest to readers of *SOLDIER*.

A bus was returning to Saigon from Bien Hoa, loaded with Pressmen and a few Australian soldiers. As it entered the heavy traffic in the city area there was a terrible grinding noise from the engine and the bus stopped.

A 30-passenger bus stalled in Saigon traffic presents an easy target for a plastic bomb, and the Vietnamese driver could not engage the gears. As the Pressmen became more uneasy a uniformed Australian on board moved quietly up and took the steering wheel. He made a number of checks on the engine then drove the bus—without a clutch—the final two miles of the journey.

The Pressmen did not know that Captain Kevin Hoffman, a Church of England chaplain, is a Bachelor of Automotive Engineering, in addition to being a university graduate in theology, social anthropology and social psychology. He is at present serving with the Australian Army Force in Vietnam.—
"Digger," Perth, W Australia.

110-mile march

We were interested to read in a recent *SOLDIER* that two men of The Royal Northumberland Fusiliers had marched 110 miles in something like 40 hours.

While not wishing to claim any records, we think your readers may be interested to know that 1st Battalion, The Rhodesian African Rifles, recently won, for the second successive year, the team trophy for the Rhodesian Sunday Mail's 110-mile marching competition, covering the gruelling course in 22 hours 50 minutes 24 seconds. The race, in which running is not permitted, attracts strong competition from Rhodesia, South Africa and Zambia.

Eighty-two competitors started and 18 finished, nine of these being members of the three teams entered by the Battalion. The teams took first, second and fourth places in the team event.

In 1957, while serving in Malaya, the Battalion won the 26 Brigade and 17th Gurkha Division cross-country championships.—CO, 1st Battalion, The Rhodesian African Rifles, PO Llewellyn Barracks, Rhodesia.

Drop of a hat?

It is high time the British Army banned the side cap in any shape or form. The Glengarry is at least attractive and has character, the side cap none. I quote from a newspaper article which appeared during World War Two:

"That ridiculous forage cap. It is a useless relic of the past and an insult to any regiment or corps. If I had my way I would have anybody shot dead on sight found wearing one of these clownish and ugly monstrosities."

The beret is ugly but is very useful, the peaked cap has style and dignity, is very comfortable when worn properly and also goes well with almost any type of uniform. The Royal Marines and the Royal Air Force have done away with the side cap, the time has now come for the Army to do the same.—P T Stevenson, 6 Cherry Tree Way, Bradshaw, Bolton, Lancs.

Zamzamah gun

I was interested in the letter about the Zamzamah gun in Lahore (*SOLDIER*, May). In May 1953 my husband, Lieutenant-Colonel C Browne, REME, then CREME, 10th Division, Lahore, inspected the deteriorated Zamzamah gun. Against much opposition he decided upon a plan to lift and transport



the gun to Station Workshops, a few miles away in Lahore Cantonment, where he personally conducted the operation of repair.

The photograph shows my husband (left) supervising the hoist during the lift. Later the gun, restored as good as new, was returned to its original resting place opposite the Museum and my husband was presented with a miniature model of Zamzamah in appreciation of the task.—Mrs N Browne, Sunnyside, Green Hill, Ystrad Rhondda, S Wales.

Whose time?

After serving for almost 30 years in HM Forces, my wife surprised me by saying that the time between 23.59 and 00.01 belongs entirely to the soldier himself. Can *SOLDIER* please enlighten me on this subject as we should like to settle the argument. It is a surprise to me because I have never heard of it before.—W G Bates, 16 Clifford Road, Hounslow, Middlesex.

★ Nor has *SOLDIER*; this sounds like an old wives' tale.

Boots, ammunition

In view of the recent controversy in *SOLDIER* on the origin of the term "ammunition boot," it may interest readers to know the opinion of our Regimental Sergeant-Major. He maintains that they were originally given this name because (a) the heels could be



used for kicking off the catches on the tops of ammunition boxes, and (b) the toe-caps protected the toes from damage caused by falling ammunition boxes.—R M Wilkinson, Harland House, Welbeck College, Worksop.

Alpini and Bersaglieri

The Italian soldiers shown in the World War One photograph on page 24 of the June SOLDIER are described as being Alpini. In fact an equal number of soldiers in the photograph is wearing the famous feathered hat (cappella piumata) of the Corps of Bersaglieri.

This Regiment was raised by Captain Alessandro La Marmora in 1836, and last served with the British Army during the Crimean War. In August last year this comradeship was renewed when B company of 1st Battalion, The Royal Sussex Regiment, travelled from Malta GC for a three-week attachment to the 8th Bersaglieri. Even though there was a language barrier this was overcome by the great spirit of genuine friendship, liking and respect between all ranks of both armies. It is to be hoped these attachments will continue to take place in the future.

The Chief of Staff of the Italian Army, General Giuseppe Aloia, came especially to visit B company near Venice and said during his talk to its men: "I feel happy and proud seeing the Infantrymen of The Royal Sussex Regiment among our Bersaglieri."

Maj M J D Brady, The Royal Sussex Regiment, HQ Malta & Libya, BFPO 51.

Zulu war memorial

It was very interesting to read F Addison's letter from Natal (SOLDIER, March) describing the ceremony at Stanger, north of Durban, on 5 December 1964, when the rebuilt memorial to British troops who died there in the Zulu War of 1879 was unveiled.

In all fairness it should be stated that Colonel A C W Noel is the British Military Attaché at Pretoria, and that from the British Defence Liaison Staff in Salisbury, Rhodesia, I represented the British Army, partly because he was unavoidably absent on other duties and partly because the 2nd Battalion of my Regiment, The Cameronians (Scottish Rifles), then the 90th Perthshire Light Infantry, played a distinguished part in the campaign, though none of its members appears to have died at Stanger. The Battalion was commanded by Lieutenant-Colonel Evelyn Wood VC, who was later appointed as brevet colonel commanding the left column of Lord Chelmsford's force and who later rose to the rank of field-marshal.

Mr Addison, with the typical modesty of those generous-hearted citizens of Natal, omits to mention any of the other fine work that his province is doing at a number of battlefields of both the Zulu and the Anglo-Boer wars. He tells of

SECOND "LARGE REGIMENT"

At the beginning of next year, The Royal Green Jackets will become Britain's second "large regiment." The re-formation was announced by the Duke of Gloucester at the opening of the Regiment's new barracks at Winchester.

From 1 January 1966 The Green Jackets Brigade will cease to exist and the new large regiment will comprise:

- 1st Battalion, The Royal Green Jackets (43rd and 52nd);
- 2nd Battalion, The Royal Green Jackets (The King's Royal Rifle Corps);
- 3rd Battalion, The Royal Green Jackets (The Rifle Brigade).

All Infantry brigades are being encouraged to reorganise themselves into large regiments to create extra flexibility in deployment and reinforcement and to centralise control of affairs. The East Anglian Brigade was the first to re-form and now exists as four battalions of The Royal Anglian Regiment.

The Royal Green Jackets will have a new cap badge which is currently being designed. It will be issued to the new Regiment when the design has finally been approved.

The present regimental bands will become battalion bands and the allied regiments in the Commonwealth have been invited to retain their associations with the respective battalions.

The Royal Green Jackets, which will recruit in Portsmouth, Bournemouth, London, Oxfordshire, Buckinghamshire, Reading, Birmingham, Nottingham, South Shields and Liverpool, will have a new regimental march based on the "Huntsman's Chorus" and an old Italian melody. It has been composed by the Brigade Bandmaster, Warrant Officer Arthur Pinkney.

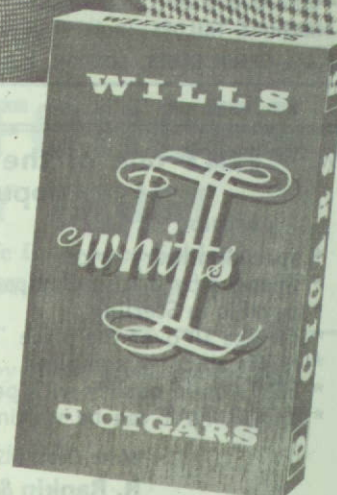
Peninsula Barracks, Winchester—the new Green Jackets Depot—has been the home of riflemen since 1858 and was originally a palace built for King Charles II.

The Queen will be the first Colonel-in-Chief of The Royal Green Jackets and the Duke of Gloucester will be the Deputy Colonel-in-Chief. Each battalion will have a colonel commandant.

The soon-to-die regiments of The Green Jackets Brigade—1st Green Jackets, The Oxfordshire and Buckinghamshire Light Infantry; 2nd Green Jackets, The King's Royal Rifle Corps; and 3rd Green Jackets, The Rifle Brigade—are currently serving in Berlin, Borneo and Malaya.



Bring out the Wills Whiffs...



AND MAKE IT A REAL OFF-DUTY OCCASION!

W.W. 47

the Sons of England and the MOTHs. It would be invidious to name individuals, but a retired medical officer of health of Natal, with an enthusiastic Member of the Executive Committee (Provincial Government), which helps financially, and a schoolmaster who writes booklets about the battles, are behind other activities of a similar nature.

Battlefields and graves are being cleared, plotted, written up and at

Isandhlwana a pavilion with diorama has been erected. Everywhere my wife and I saw evidence of the greatest efforts being made to preserve the graves and memorials to British as well as other dead, and it is only right that tribute should be paid to this fine spirit of comradeship.

A senior Transvaal officer, when asked about Isandhlwana, where thousands of Zulus destroyed the greater part of two battalions of the 24th Foot, replied with his tongue in his cheek: "Oh, I suppose that was one of the battles between Imperial troops and Zulus—nothing to do with South Africa!" His fellow-countrymen in Natal take history more seriously.—Brig C V Halden, Defence Adviser to the British High Commissioner, PO Box 1482, Salisbury, Rhodesia.

The money raised will be used to provide a tangible memorial in the form of a rose garden at the WRAC Depot, Guildford. The balance will be invested and administered as the "Princess Royal's Memorial Fund" by the Trustees of the ATS/WRAC Benevolent Funds, the income being used to help cases beyond the normal scope of these funds, such as the provision of annuities or long-term maintenance grants.

Donations should be sent to "The Princess Royal's Memorial Fund," Block E, Duke of York's HQ, King's Road, London SW3, or direct to Messrs Coutts & Co, 440 Strand, London WC2, who have opened a special account for the Fund.—Brigadier Dame Mary Raiton, WRAC Association, Block E, Duke of York's HQ, King's Road, London SW3.

The Army Benevolent Fund

It is perhaps not generally realised that one of the reasons why the Army Benevolent Fund needs a large amount of money annually is because it has a huge commitment to ex-soldiers.

There are today more than a million survivors of World War One, many of them now reaching old age when the cost of living has risen considerably and the value of their pensions has become reduced. Most are over 70; the few survivors of the South African War needing help are approaching their 90s.

The survivors of World War Two total more than four million men and women and the addition of those who have since served in Palestine, Korea, Kenya, Malaya, Borneo, Cyprus and the Middle East brings the total to five million—one-tenth of the population of the United Kingdom.

There are today nearly half-a-million ex-soldiers partially disabled from war service. World War One accounts for more than half this number of which some 20,000 received a one hundred per cent disability pension.

As ex-soldiers and their dependants grow older their need for help increases. Even by the end of this century there will still be alive hundreds of thousands of the four million ex-soldiers who recall the battlefields of World War Two.

Collar Dogs

Enclosed please find an addition (below) to the above item in the July



WRAC

SOLDIER.—2/Lieut E H Seivewright WRAC, HQ Eastern Command, Hounslow, Middlesex.

The Princess Royal

May I draw the attention of three generations of women who served in Queen Mary's Army Auxiliary Corps, the Auxiliary Territorial Service and the Women's Royal Army Corps, to a fund that is being sponsored by the WRAC Association (incorporating QMAAC and ATS Comrades Association) in memory of the Princess Royal, who was so closely connected with all three corps for nearly fifty years.

CIVIL SERVICE EXAMINATIONS

The following examinations are held annually: **Executive Class for ex-Forces candidates**, June. (Basic grade rises to over £1,300; good promotion opportunities.) **Clerical Class for ex-Forces candidates**, October. **Assistant Preventive Officer**, 19-21 February, and **Customs Officer**, 18-22 March; allowance for Forces service.

Write stating age, Forces service, etc., to:

CIVIL SERVICE CORRESPONDENCE SCHOOL
10 STATION PARADE, BALHAM HIGH RD., LONDON, S.W.12.

HOW OBSERVANT ARE YOU?

(see page 37)

The two pictures vary in the following respects: 1. Ice in salesman's hand. 2. Initial on dustbin. 3. Beak of bird on bumper of van. 4. Thumb of soldier's tie. 5. Front of branch. 6. Hand-cup of rear wheel. 7. Piece of coal on soldier's right. 8. Right hand of dustbin. 9. Leaves at right end of branch. 10. Mouth of small boy.

MATCH THESE WHISKERS!

About a third of the entries produced the correct selection of beards and faces in Competition 84 (May). The correct solution was: 1A 2G 3E 4C 5F 6B and 7D.

Prizewinners were:

- 1 R V Graves, 36 Banks Street, Blackpool, Lancs.
- 2 WO II Brown, 48 Comd Wksp REME, BFPO 53.
- 3 T J Platt, 17 Meadfoot Road, Moreton, Wirral, Cheshire.
- 4 D Crowhurst, 10 Newark Avenue, Rusholme, Manchester 14.
- 5 WO II R Best, The Life Guards, 14 North View Road, Tadley, Basingstoke, Hants.
- 6 L/Cpl K B Enchill, MOD Block G 16, Burma Camp, Accra, Ghana.

REUNIONS

The Royal Tank Regiment. Maidstone and District Branch OCA "Cambrail" reunion dinner at Medway Hotel, Maidstone, 7.30pm Saturday, 23 October 1965. Details from Hon Sec, Mr H Johnson, 4 Shaftesbury Drive, Maidstone, Kent.

1st/4th Battalion, The Buffs (1914-1919). Reunion dinner, Saturday, 30 October, 6.00pm for 6.30pm at County Hotel, Canterbury. Tickets 10s from Local Sec or Lieut-Col H L Cremer, Hampton Gay, New Dover Road, Canterbury, Kent.

Royal Horse Artillery. Annual reunion and dinner, London, 9 October 1965. Details and tickets 17s6d from Capt M J Williams, 2 Gainsborough Crescent, Chelmsford, Essex.

The East Yorkshire Regimental Association. Reunion 25/26 September 1965. Details from Secretary, 11 Butcher Row, Beverley, E Yorks.

Coldstream Sergeants (Past & Present) Association. 29th annual dinner, Saturday, 25 September 1965. Details from Hon Sec, RHQ, Birdcage Walk, London SW1.

Army Catering Corps Regimental Association. Reunion dinner at Victory Club, London W2, Friday, 22 October 1965. Details from Secretary, ACC Regt Assn, Tournai Barracks, Aldershot, Hants.

9th Battalion, The York and Lancaster Regiment (1939-45). Bi-annual dinner at Endcliffe Hall, Sheffield, Saturday, 25 Sep 1965. To attend please inform RHQ by 15 Sep.

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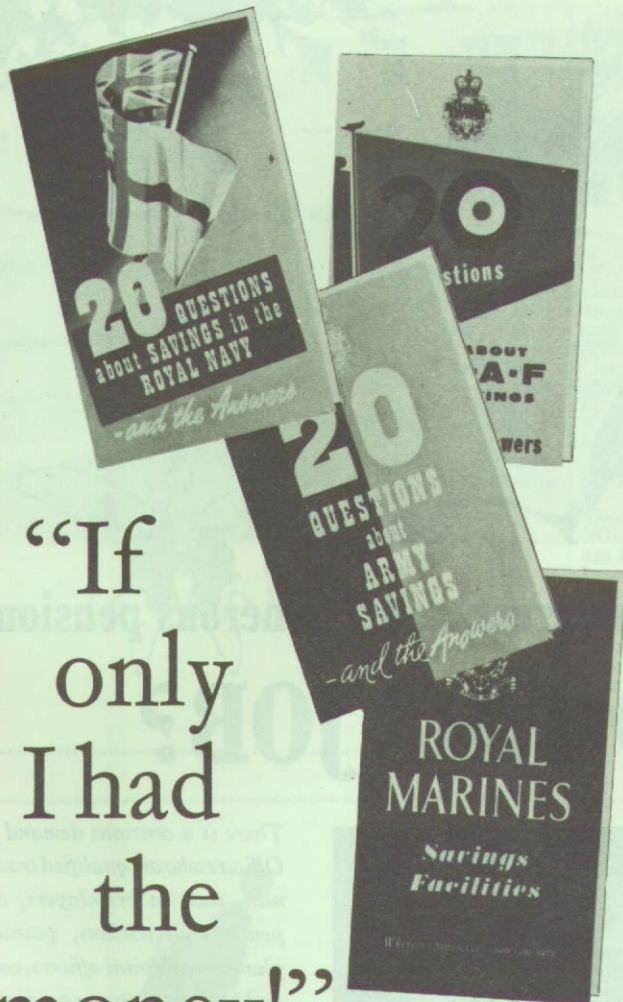
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only
I had
the
money!”

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All the details of the scheme are in the leaflets illustrated here. Write to me personally, and I will send you a copy of the one that applies to your Service:

Air Chief Marshal Sir Hugh W. L. Saunders,
G.C.B., K.B.E., M.C., D.F.C., M.M.,
Chairman, H.M. Forces Savings Committee,
Block B, Government Buildings,
London Road, Stanmore, Middlesex

**OF COURSE THEY'LL
BE ALL RIGHT**



... just as long as you are there

But what would become of them if anything happened to you?

To help you protect *your* family, the Armed Forces Security Trust has been established by one of Britain's largest insurance companies, the Norwich Union Life Insurance Society.

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A booklet describing this new Trust has just been published. *Post the coupon NOW for your copy, which will be supplied without obligation.*

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c/o Norwich Union Life Insurance Society,
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I should like to receive a copy of the booklet describing the Armed Forces Security Trust.

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Address

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..... S.3



This man's job offers good pay, constant interest, and a generous pension **COULD YOU DO THIS JOB?**

"If you want a job that's well paid *and* full of interest, I'd say find out about the Prison Service," says Leslie Dean, 34, who used to work in the Potteries. "Before I looked into it I'd never thought of being a Prison Officer. It sounded dull. Instead it's turned out to be the most interesting job I've ever had. People just don't realise how absorbing a Prison Officer's life is."



Is this the kind of work *you're* looking for? Have *you* the qualities to succeed in one of the most interesting, unusual and responsible jobs a man can do today? If so — and you are between 21 and 42, 5 ft. 6 in. or over — a rewarding career awaits you as an Officer in the modern Prison Service. A career that's interesting, progressive and secure. There are now over 100 different prison establishments of various kinds, in all parts of the country. And the job of being a Prison Officer has changed a great deal in recent years. It now demands some rather special qualities, and offers far more benefits than most.

VARIED, INTERESTING WORK

Today's Prison Officer is concerned with the training and rehabilitation of prisoners as well as with their supervision. The qualities of leadership and control are, of course, still essential. But apart from these you need to be well-balanced, patient and scrupulously fair. A sense of humour also helps in the daily round — which is far more interesting and varied than people ever suppose.

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Your salary would start at £13.10.6 and rise to £18.15.0 with generous overtime rates — but no regular night work. There is also extra pay if you are a tradesman carrying on your trade. You get 3 weeks paid holiday right from the start. And wherever possible, rent-free homes are provided for Prison Officers and their families. Where not, there is a rent allowance of up to £3.7.6 a week. If you wish, you may retire at 55 with a good gratuity and a generous pension to which you never contribute a penny.

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If you are between 21 and 42, and 5 ft. 6 in. or over, send for the illustrated booklet. Fill in the coupon, and post it off today. *It could be the start of a lifetime's career!*



There is a constant demand for Officers who are qualified tradesmen, such as bricklayers, carpenters, electricians, painters, plumbers, hospital officers, cooks and bakers. You are paid extra for instructing and supervising this kind of work.

A BRIGHTER FUTURE FOR WOMEN, TOO

With eleven establishments now dealing with women and girls, the modern Prison Service offers more jobs, more opportunities to career-minded women than ever before. You enjoy equal pay, training and status with men Officers, and the same opportunities to help those in trouble. If you possess the right qualities, are in good health and between 21 and 49½, here's a career that's more than just another job. A career that will engage your talents *and* your sympathies to the full.



"There's a special new leaflet about Women Prison Officers—post this coupon today!"

FILL IN THIS COUPON NOW! Please send me a copy of the illustrated booklet, and without obligation, full details about joining the modern Prison Service.

NAME.....(MR./MRS./MISS)

ADDRESS.....

TOWN.....COUNTY.....

Send this coupon to:

Establishment Officer,
Prison Department, BB9/1 Home Office,
Romney House, Marsham Street,
London, SW1.

HER MAJESTY'S
PRISON SERVICE

blot and splash

DRAWING this month's "How Observant Are You?" feature, Art Editor Frank Finch inadvertently let his pen slip. Result, a large messy blot—and this competition based on "The last and greatest art, the art to blot."

Fold a sheet of paper, open it out, splash ink at the fold, press the halves together, then open them out again. You will now have a symmetrical blot or blots.

Now turn this into a doodle or drawing by adding a few lines to it (as in Frank Finch's examples here). Try a few different types of paper first. Then send your entry, with your name and address and the "Competition 88" label, to:

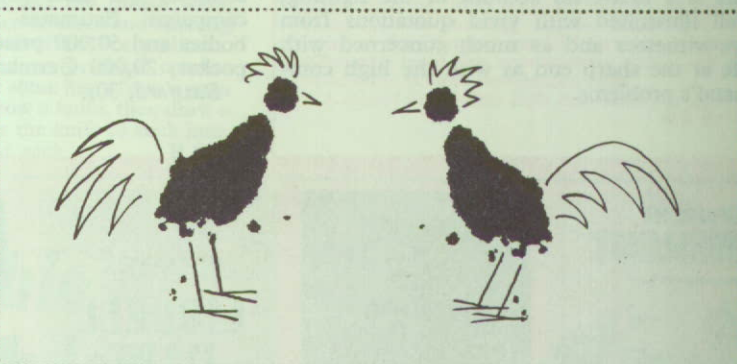
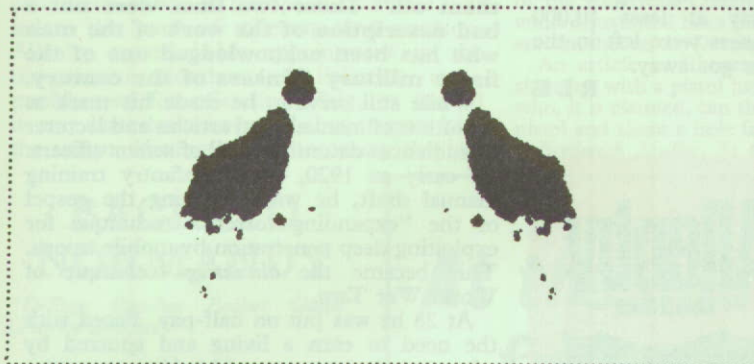
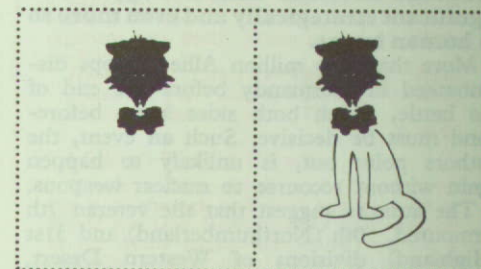
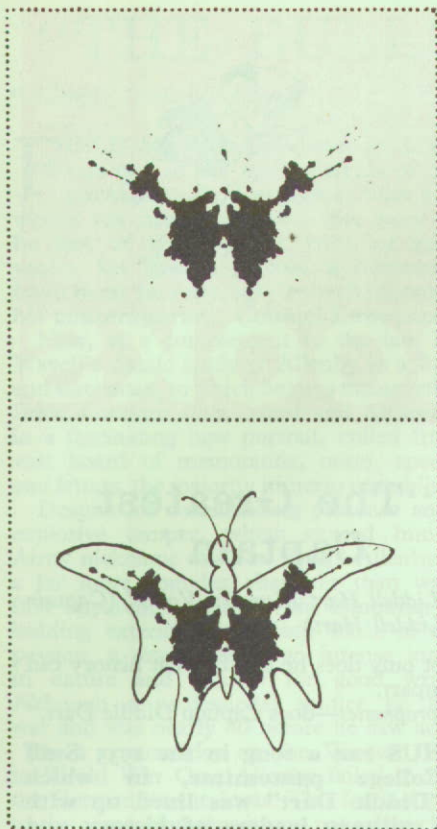
The Editor (Comp 88)
SOLDIER
433 Holloway Road
London N7.

Entries will be judged on originality of idea and simplicity rather than on the amount or intricacy of drawing added to the original blot.

Closing date for this competition is Monday, 15 November; prizewinning entries will appear in the January 1966 SOLDIER. More than one entry can be submitted but each must be accompanied by a "Competition 88" label.

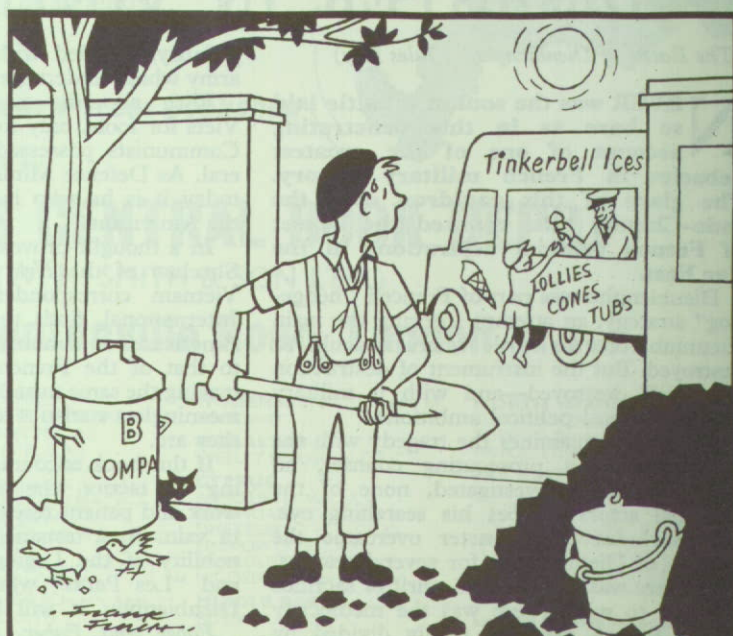
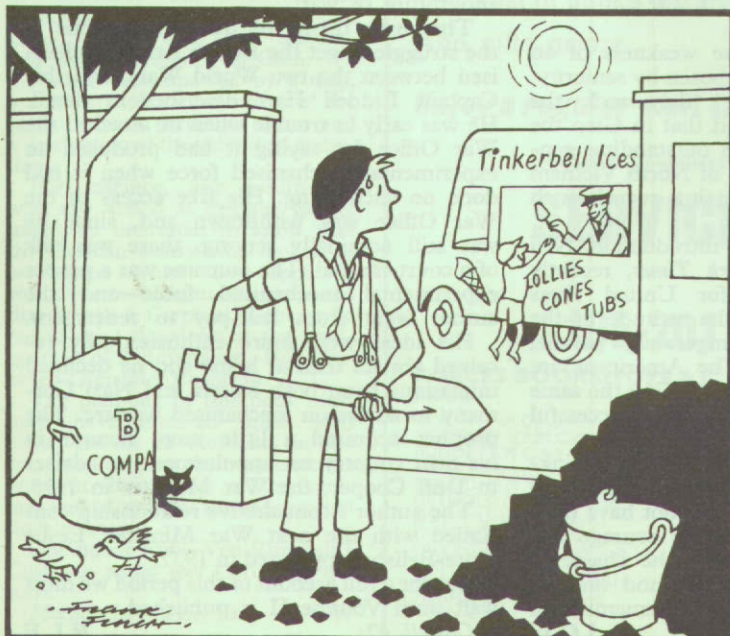
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- 2 £5 in cash
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- 5 Three books and SOLDIER free for a year
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How observant are you?

These two pictures look alike; but they vary in ten minor details. If you cannot detect all the differences, turn to page 34.



D-DAY TO FALAISE

"The Battle for Normandy" (Eversley Belfield and H Essame)

THE tremendous event of 6 June 1944 has, in later years, tended to overshadow the days which followed. Yet the battle from D-plus-One to Falaise, though furnished with fewer dramatic novelties than D-Day, was as significant strategically and even more so in human terms.

More than two million Allied troops disembarked in Normandy before the end of the battle, which both sides knew beforehand must be decisive. Such an event, the authors point out, is unlikely to happen again without recourse to nuclear weapons.

The authors suggest that the veteran 7th Armoured, 50th (Northumberland) and 51st (Highland) divisions of Western Desert, Sicily and Italy fame, were disappointing in Normandy. Many of their troops had passed the peak of their fighting efficiency; they adopted a patronising attitude to those lacking battle experience only to have their know-all spirit rudely shattered by unfamiliar conditions. Since General Essame commanded a brigade in one of the green divisions thus patronised, this sweeping observation may not be untinged by an old prejudice.

With this not very important reservation, this is a first-class account of the fighting, well illustrated with vivid quotations from eye-witnesses and as much concerned with life at the sharp end as with the high command's problems.

The grim business of advancing through the close-hedged *bocage* country, so favourable to the defence, is well described. So is the heart-breaking British war of attrition in front of Caen. Eisenhower, say the authors, "never seemed to have properly grasped how effectively the British pressure was steadily eroding the German strength, nor did he appear at the time to have appreciated how continuously the British had been attacking the enemy."

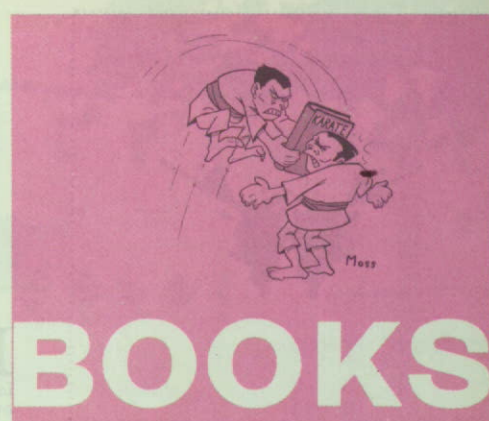
It was from this time that Montgomery's influence with Eisenhower declined, and later came another incident to bedevil Allied relations. General George Patton's army, driving north to close the Falaise pocket in which thousands of Germans were being trapped, was halted by his army group commander, General Omar Bradley, with Eisenhower's consent. A furious Patton, with characteristic bluster, blamed Montgomery.

Bradley, say the authors, has produced several explanations for his part in the affair, which makes it difficult to get at the truth. Montgomery has been reticent about his part; this is hardly unreasonable since the authors say that he appears not to have been consulted.

Finally, the gap was closed, with a Polish armoured division unenviably cut off for three days. In this sector there took place some of the most ruthless fighting of the campaign. Estimates say at least 10,000 bodies and 50,000 prisoners were left in the pocket; 20,000 Germans got away.

Batsford, 30s.

R L E



"The Greatest Captain"

"The Liddell Hart Memoirs, Vol I" (Captain B H Liddell Hart)

"Not only does he clarify what history can impart, He prophesies—does Captain Diddle Dart."

THUS ran a song in the 1933 Staff College pantomime, in which "Diddle Dart" was lined up with great military leaders of history and described as "the greatest Captain of them all." Those two lines were not a bad description of the work of the man who has been acknowledged one of the finest military thinkers of the century.

While still serving, he made his mark as an author of manuals and articles and lecturer to audiences dauntingly full of senior officers. As early as 1920, in an Infantry training manual draft, he was preaching the gospel of the "expanding torrent" technique for exploiting deep penetration by mobile troops. This became the *blitzkrieg* technique of World War Two.

At 28 he was put on half-pay. Faced with the need to earn a living and spurred by a burning desire to spread his ideas on tactics and mechanised mobility, he turned to journalism, for a while supplementing his income from military writing by reporting tennis and Rugby. In 1925 he became military correspondent of the *Daily Telegraph* and ten years later moved to *The Times* in a similar capacity with the added responsibility of advising the editor on defence as a whole. Meanwhile, he was also producing an impressive list of books on the history, theory and future of war.

The main theme of this first volume is the struggle to get the British Army mechanised between the two World Wars, and this Captain Liddell Hart describes in detail. He was early in trouble when he attacked the War Office for saying it had produced an experimental mechanised force when it had done no such thing. His free access to the War Office was withdrawn and, since he was still nominally serving, there was talk of a court-martial. The outcome was a proper experimental mechanised force—and the author went from half-pay to retirement.

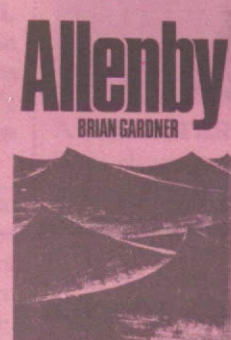
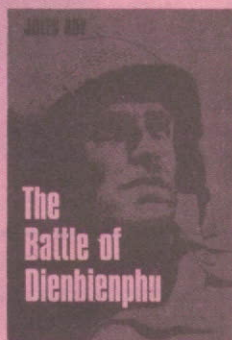
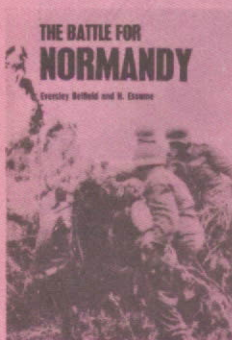
His ideas were more enthusiastically received abroad than at home and he declined invitations from both Russia and Nazi Germany to advise on mechanised warfare. The prophet acquired a little more honour in his own country on appointment as adviser to Duff Cooper, the War Minister in 1935.

The author's consultative relationship continued with the next War Minister, Leslie Hore-Belisha, appointed in 1937.

But for a full account of this period we must wait until Volume II is published.

Cassell, 42s.

R L E



DISASTER IN VIETNAM

"The Battle of Dienbienphu" (Jules Roy)

NEVER was the soul of a battle laid so bare as in this penetrating account of one of the greatest debacles in French military history. The glare of this cauldron over the Indo-Chinese hills marked the sunset of French colonial aspirations in the Far East.

Dienbienphu was part of France's "hedgehog" strategy, an attempt to bring the main Vietminh force to battle where it could be destroyed. But the instrument of destruction was itself destroyed—and with it military reputations and political ambitions.

The author examines the tragedy with the persistence of a prosecuting counsel, no action is left uninvestigated, none of the principal actors escapes his searching eye. He concludes that disaster overcame the soldiers of Dienbienphu for several reasons. First there was the enemy's spirit of sacrifice and will to win. There was the mediocrity of the French generals, fatally divided by

jealousy, coupled with the weakness of an army whose leaders were chosen by seniority.

With alarming naivete, they took the Viets for fools, only to find that in Giap the Communists possessed an outstanding general. As Defence Minister of North Vietnam today it is he who is crossing swords with the Americans.

In a thought-provoking introduction, Neil Sheehan of the *New York Times*, recently Vietnam correspondent for United Press International, finds that the attitude of the Americans is running dangerously parallel to that of the French. The Americans are making the same mistakes and using the same meaningless statistics to prove how successful they are.

If this book encourages at least a re-thinking on tactics, the author's obvious hard work and patient research will not have been in vain. As a testament to the courage and nobility of the Legionnaires, the chasseurs and "Les Paras" who fought and died at Dienbienphu it will be long remembered.

Faber and Faber, 42s.

J C W

"THE BULL"

"Allenby" (Brian Gardner)

FIELD-MARSHAL Viscount Allenby was one of the few generals of comparatively modern times who never wrote his memoirs, and this may well be one of the reasons why, of recent years, his greatness and achievements have been increasingly overshadowed by his contemporary, Colonel Lawrence.

Now, as a complement to the late Lord Wavell's classic study of Allenby as a soldier and statesman, to which he pays fitting tribute, Brian Gardner adds colour and background in a fascinating new portrait, culled from a vast hoard of memoranda, notes, speeches and letters, the majority hitherto unpublished.

Despite his commanding presence and an explosive temper, which earned him his Army nickname of "The Bull," Allenby was a far more complex character than was at first apparent. Beneath his somewhat forbidding exterior lay a deep sense of compassion, a dry humour, an intense interest in nature and a taste for good writing. Although a professional soldier he hated war and was nearly 40 before he saw action.

As a commander on the Western Front in World War One, Allenby failed to break the German line at Arras. This lends support to the contention that it was not so much the stupidity of the generals as the inescapable conditions of war in Europe at that time that led to the years of stalemate and attrition. Allenby regarded his appointment to the comparative sideshow of Palestine as a punishment for offending Haig, as indeed it may have been intended, but it gave him the unique distinction of becoming the last

general in history to win a major battle by the exploitation of Cavalry.

Allenby's military and strategic masterpiece was undoubtedly the Battle of Megiddo when, using with imagination the able assistance of the far-ranging Lawrence, he encompassed the downfall and destruction of the whole Turkish Army.

Yet a greater task lay before him as High Commissioner of Egypt in the crucial post-war years. Within a fortnight of taking up this appointment he had effected a complete reversal of the political situation in the Protectorate, and his dealings with the British Government and intriguing Egyptian politicians provide a fascinating insight into the machinations of British overseas administration at that time.

Cassell, 30s.

DHC

FOR THE ENTHUSIAST

"True's Gun Annual No. 3"

"Gun Illustrated No. 2"

TWO magazine-format American publications with many articles for the enthusiast, whether he be a target-shooter, a hunter with rifle or shotgun, or a collector.

The Annual reviews the guns of 1964 and field-tests the .284 Winchester, and the Illustrated reports on the performance of the Winchester .264 magnum cartridge in Africa.

For the collector, the Annual has a look at Colonial Williamsburg's "fabulous" collection of arms of the American Colonies and the Indian wars, while Illustrated has a piece on duels and duelling and another on the Derringers of the 'Forty-Niners.

An article in Illustrated on practical combat shooting with a pistol has some hints from a man who, it is claimed, can throw a knife, then draw a pistol and shoot a hole for the knife to stick into.

Frederick Muller, 3s 6d each.

RLE

IN BRIEF

"A Short History of the 15th/19th The King's Royal Hussars" (Major J S F Murray)

This volume of fewer than 100 pages covers 200 years. As separate regiments and after 1922 as the 15th/19th we have a Regiment whose battle honours include such stirring names as Seringapatam, Vittoria, Waterloo, Afghanistan, Mons, Ypres, Albert, Seine, 1944, and Hochwald.

However, it is a stimulating book because it shows clearly that no generation of men has a monopoly of courage, but that courage is often generated by the standards which a regiment sets itself. Those of the 15th/19th are high.

Home HQ, 15th/19th The King's Royal Hussars, TA Centre, Debdon Gardens, Heaton, Newcastle upon Tyne 6, 10s 6d. AWH

"A Soldier's War" (A H Cook)

This is the front-line diary of a Regular who saw it all through in France and Flanders in World War One. He started as a lance-corporal in the Mons retreat and ended the war a company sergeant-major. He won both the Distinguished Conduct Medal and the Military Medal.

His diary, edited by Lieutenant-General G N Molesworth, is simple in style and typical of the experiences of a good Infantry soldier of the time. The author became a regimental sergeant-major in The Somerset Light Infantry and later Chief Yeoman Warder at the Tower of London.

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For instance, any paratrooper who saw action at Pegasus Bridge might be interested to know that the German sentry who looked so woebegone when they appeared was Private Helmut Romer; and that it was a Corporal Weber who ran to raise the alarm at the headquarters of 2nd Battalion, 192 Armoured Grenadier Regiment.

The planning of this book must itself have involved much staff work. Details of museums in the area are given and the book contains excellent illustrations of the landings and of some of the monuments since erected.

One minor flaw—Von Runstedt's Christian name was Gerd and not Karl.

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