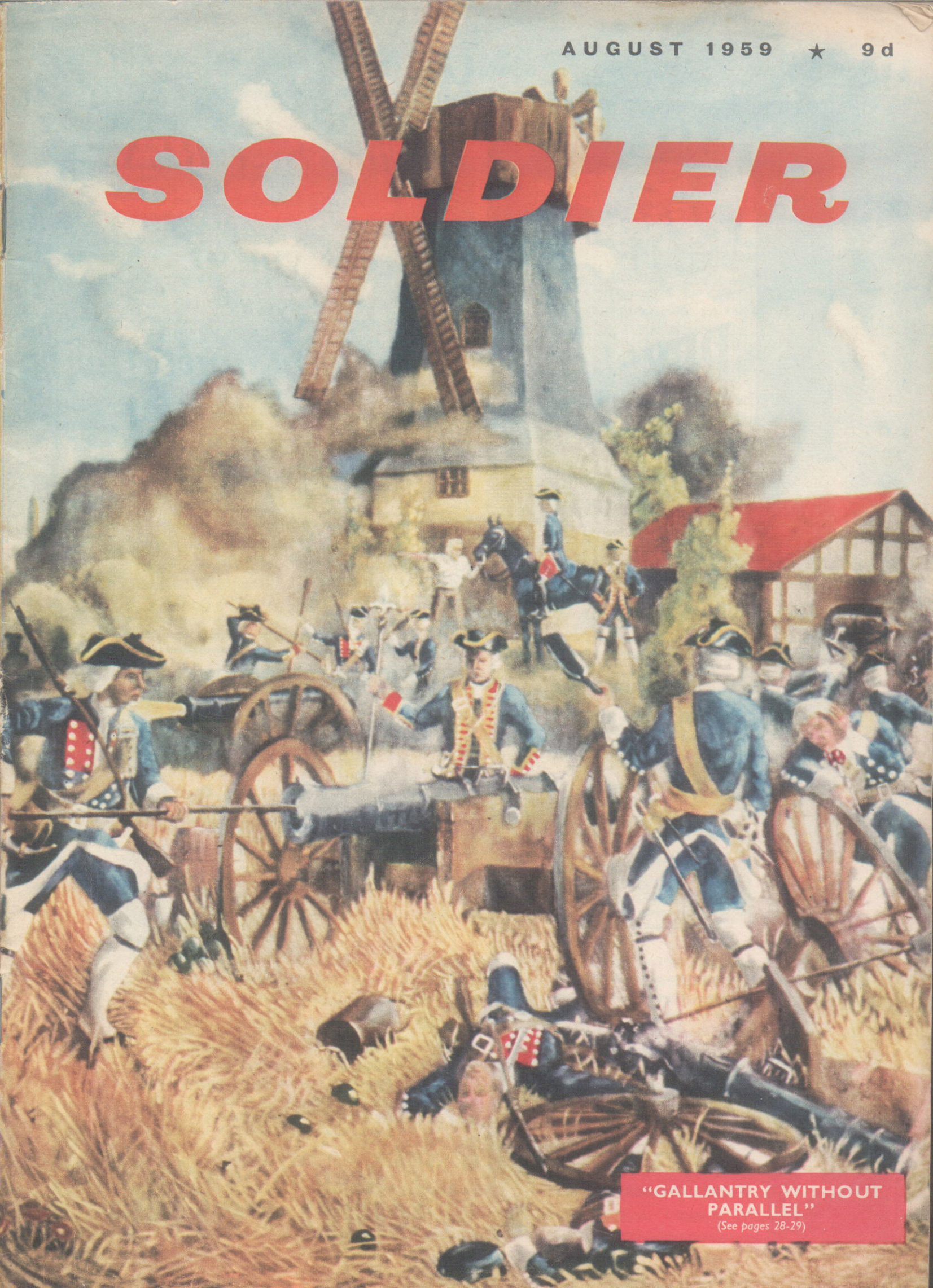


AUGUST 1959 ★ 9d

SOLDIER



**"GALLANTRY WITHOUT
PARALLEL"**

(See pages 28-29)



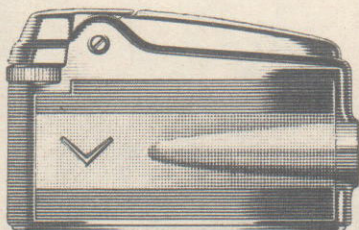
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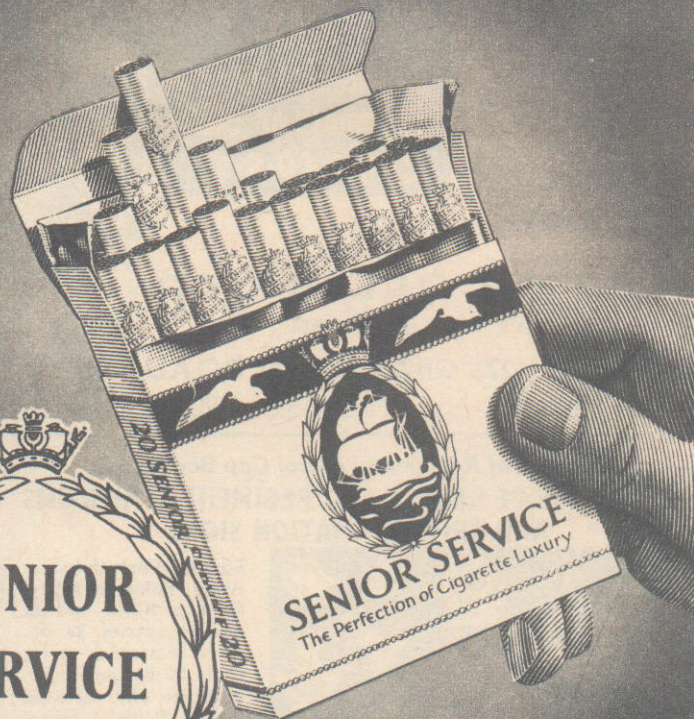
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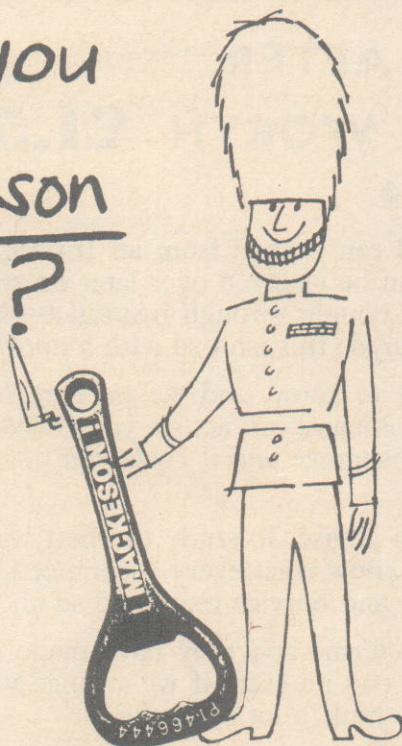
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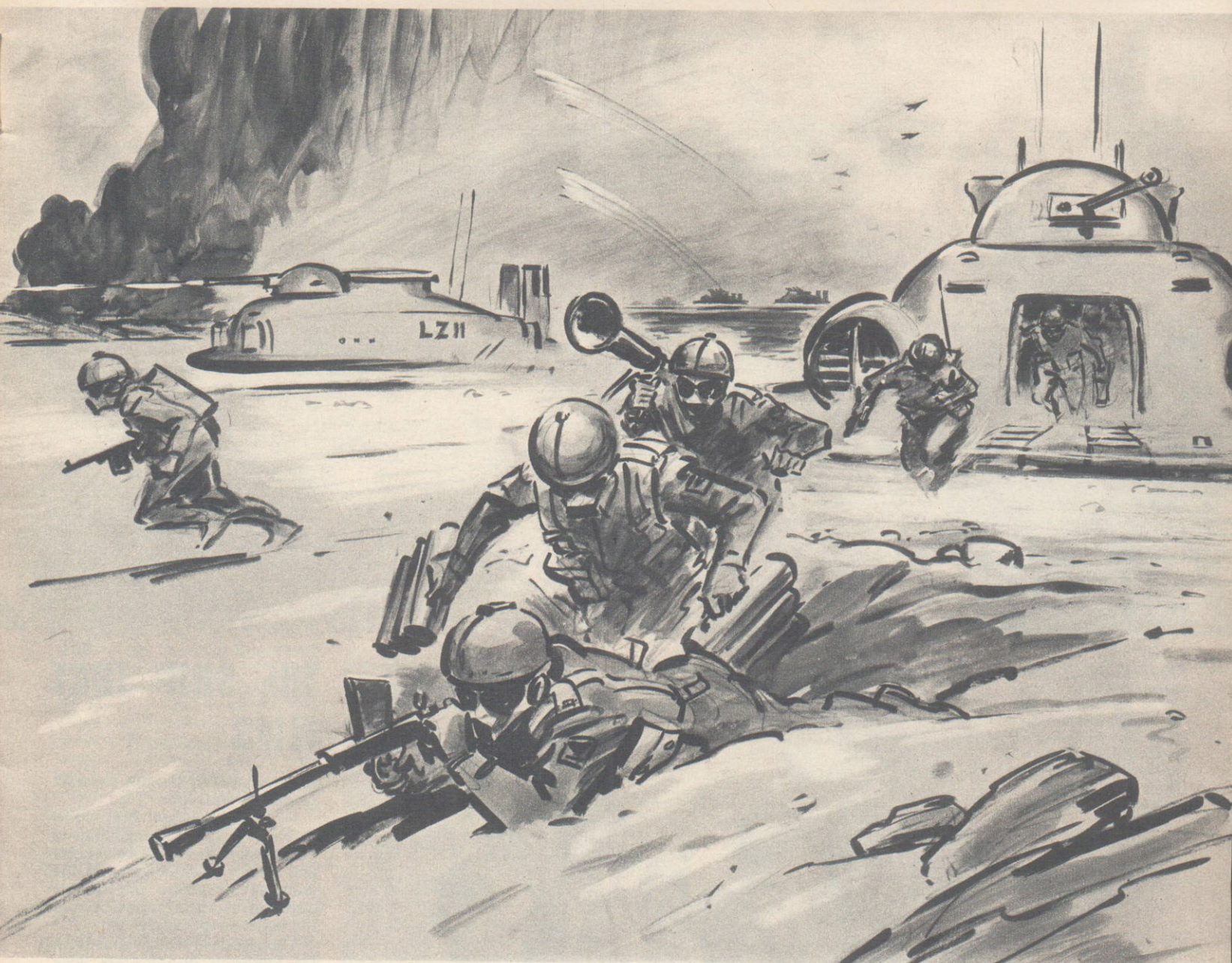


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QUEEN ANNE
RARE SCOTCH WHISKY



In this artist's graphic impression of a possible assault landing of the future, heavily armoured flying ships come to rest high up the invasion beach, their quick-firing rocket guns bombarding enemy strongpoints while far out at sea, protected by aircraft, flying missile platforms pound the enemy rear areas.

AND NOW THE SHIP THAT FLIES

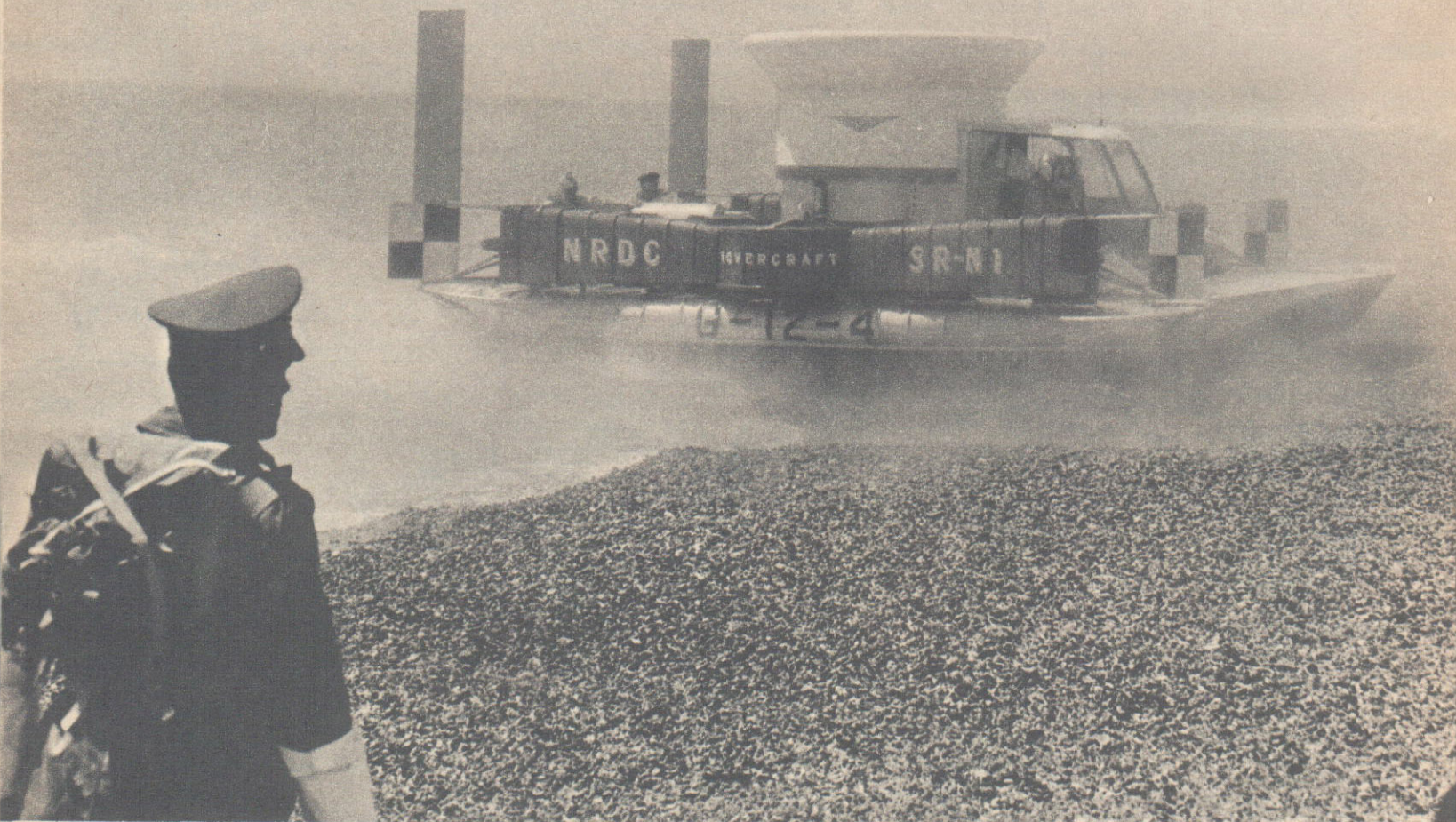
In a war of the not-too-distant future, fleets of fast-flying ships which skim land and sea on cushions of air may be used as assault landing craft, tanks, mobile missile platforms and supply vehicles, each carrying up to 4000 men. This is the picture built up by a remarkable invention which may mark a new era in warfare.

SWARMS of flat-bottomed, dome-shaped landships, each weighing 40 tons, rise from their underground hide-outs and, riding on air cushions of their own making, glide rapidly across the beach and out to sea, their powerful jets throwing up clouds of fine spray as they accelerate to a cruising speed of nearly 150 miles an hour.

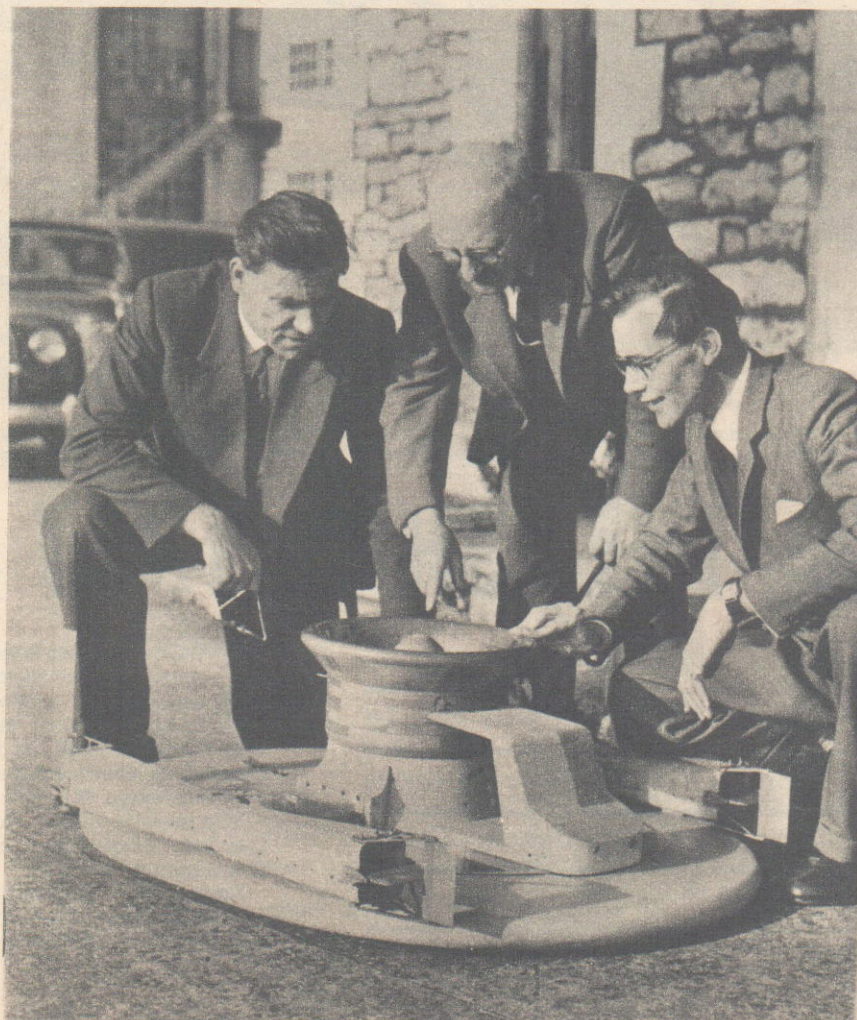
The invasion assault troops of the future are on their way, 30 of them in each of the heavily-armed and armoured craft.

Soon, tell-tale blips appear on the enemy's radar screens but there is nothing he can do for the landships speeding over the water cannot be torpedoed

OVER...



The Hovercraft skims across the water and up on to the beach during an assault landing exercise on the English coast. This machine may be the forerunner of huge flying ships that will be able to carry 4000 people.



Right: Examining a Hovercraft model are test pilot Mr. P. Lamb (left), the inventor Mr. C. Cockerell, and (right) the chief designer, Mr. R. Stanton Jones. The secret of the craft is a fan which sucks in air on which the machine glides over land and sea.

THE SHIP THAT FLIES continued

or mined and fly too low to be hit by anti-aircraft fire.

Swiftly, the assault fleet closes in, blasting enemy strongpoints on the coast with rapid-fire rockets and heavy machine-guns as the craft sweep across the water's edge and drop gently down beyond the bullet-swept beach.

Thousands of troops pour from the landships and quickly wipe out all resistance. As they move inland more and larger craft arrive with reinforcements, heavy weapons and equipment. Others, equipped as ambulances, swoop down to pick up casualties and from far out at sea rocket-platform landships pound the enemy's rear.

In a few hours the landing is secure and the swiftest, hardest-hitting invasion in history has succeeded. Casualties are negligible.

This glimpse into the future—and perhaps a not too far distant one—is no Wellsian fantasy, for Mr. Christopher Cockerell, a Lowestoft boat builder, has invented a remarkable vehicle which military experts believe may completely change the modern concept of conventional warfare and outmode many present-day weapons and vehicles.

It is the Saunders-Roe SRN 1 Hovercraft, the development of which the Defence Minister, Mr. Duncan Sandys, has said is being closely investigated.

SOLDIER saw the Hovercraft prototype in action for the first time recently and watched the four-ton, 435-horse-power machine lift itself from the sea. It hovered 15 inches above the water and then glided easily forwards, backwards and then sideways to demonstrate its manoeuvrability before taking off on a test run, reaching speeds of up to 30 miles an hour. It carried a crew of two but 20 other men could also have been carried on its decking.

Later, during an assault landing exercise at Eastney, in Hampshire, when the unloading of vehicles from tank landing craft was delayed because their doors became jammed on the shingle, the Hovercraft skimmed ashore over the waves and landed 20 feet up the beach.

Watching the demonstration were staff officers from all three Services who were told that within three years it might be possible to build a Hovercraft which would carry up to 200 men at a speed of between 80 and 100 miles an hour.

Sooner than most people think, the Hovercraft may pave the way to similar vehicles weighing between 40 and 40,000 tons, all of which may play a vital part in any future war.

Probably the most valuable military use to which the Hovercraft could be put is as an assault landing craft. As it skims over the sea it is immune to torpedo attack and mines and could operate in rough seas and in weather that would ground conventional aircraft and make an assault landing by surface craft impossible.

It could also fly over any land surface which is free of high obstacles (later versions with more powerful jet engines may be able to fly as high as ten feet) and over country which is impassable to land vehicles. It would not be able to rise over cliffs, tall buildings or trees but, because of its high speed and low altitude, it would be a very difficult target to track by radar and to engage with guns.

An assault landing with Hovercraft would also reduce casualties,

nearly a third of which occur at the water's edge where surface craft invaders are sitting ducks. The Hovercraft would move in across the beach without a pause and land behind the enemy's main defences. Ports or deep-water harbours would not be needed.

Larger Hovercraft (Saunders-Roe already have plans for building a 10,000-ton civil craft carrying 4000 passengers across the English Channel) would be able to ferry large quantities of the heaviest weapons and vehicles and thousands of reinforcements. One such craft alone would move a complete brigade from Southern England to Normandy in less than one hour.

The day may also not be far off when armoured Hovercraft carrying powerful rockets are used as tanks in flat country (the deserts of North Africa and the Arctic wastes for instance). They would need no bridges to cross rivers, marshland or ravines, or any of the other obstacles which would halt a conventional tank.

They might also play a vital role as highly-mobile missile launchers, flying ambulances, air observation posts and Infantry reconnaissance craft, particularly as they can take off and land on any piece of flat ground little bigger than themselves.

At present, an appraisal of the Hovercraft's military potential must be based largely on conjecture but history shows that once a revolutionary form of transport—from the wheel to the jet engine—has been proved it has developed beyond even the inventor's own wildest dreams.

The Wright brothers' pioneer work in the air half a century ago revolutionised warfare. Mr. Cockerell's Hovercraft may prove to be equally significant.

K. E. HENLY.

SORRY, WE'RE LATE ON PARADE

FOR the first time in its 14 years' existence, and through no fault of its own, **SOLDIER** is late on parade.

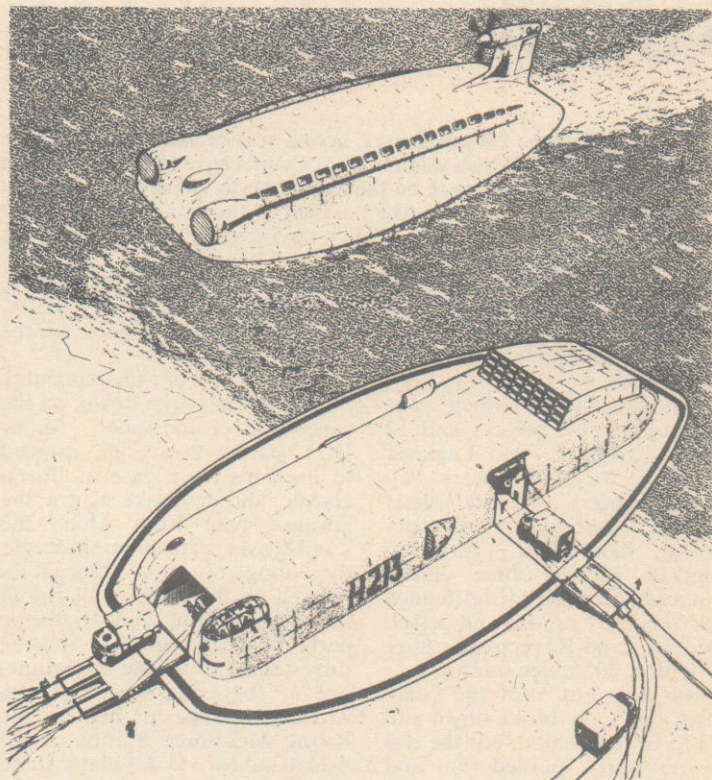
The August edition was on its way to press when the printing dispute disrupted production, and while every effort was made to see that it reached you on time this could not be achieved.

SOLDIER regrets any inconvenience to which

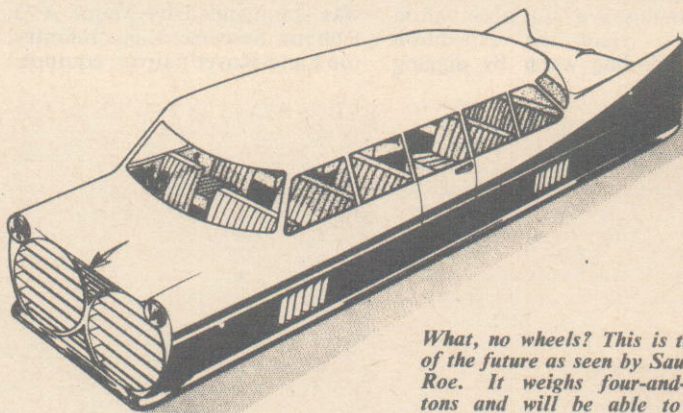
its readers may have been put and asks for their indulgence.

Because of the overload of work that accumulated during the dispute **SOLDIER** also regrets to announce that the September, and possibly the October, editions may also be delayed. We will do our best, however, to get them to you on time.

The Editor.



Above: These two artist's impressions of Hovercraft of the future show (top) a 100-ton cross-Channel ferry and (below) a 400-ton long range flying ship which could cruise at more than 100 miles an hour and carry the same weight of stores as 21 eight-ton lorries. Its range would be up to 300 nautical miles.



What, no wheels? This is the car of the future as seen by Saunders-Roe. It weighs four-and-a-half tons and will be able to drive backwards, forwards and sideways.

AND IT'S ALL DONE BY AIR

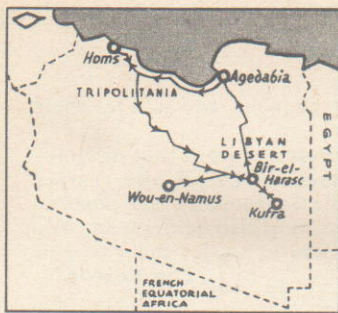
The secret of the Hovercraft lies in the air cushion on which it rides. This is generated by a jet engine which sucks in air through a fan and expels it through a number of inward pointing nozzles below the base of the craft.

The air cushion is contained in a curtain of air flowing from the craft to the ground and it is the force required to bend this curtain that determines the pressure built up inside.

The cushion of air is carried along by the craft and any losses are replenished from the air curtain.

The SRN 1 can operate efficiently at 130 horse-power-per-ton against the 200 needed to propel an aircraft. A 400-ton Hovercraft would require only about one-quarter of the engine power per ton of an aircraft.

The designers say nuclear power could be employed in Hovercraft.



Men of 6th Royal Tank Regiment travelled 2800 miles on their safari in the desert, along the route shown here.

Guided by the sun and the stars, like the men of the Long Range Desert Group of World War Two, British soldiers have been patrolling the desert wastes from Tripolitania to French Equatorial Africa, sometimes across country where no man has set foot before

SAPPERS AND TANKMEN TAME THE DESERT

IN the heart of the Libyan Desert, across seas of sand where no man has been before, British soldiers from Cyprus have been patrolling in Land-Rovers and filling in on the map hitherto unknown landmarks.

For a month they lived like the men of the Long Range Desert Group did in World War Two. They navigated by the sun and the stars, slept in holes in the ground, dug for their water (and to conserve it grew beards) and patrolled 300 miles apart over more than 3000 miles of uncharted desert waste.

The expedition, which was made up of five officers and 12 Sappers from 37 Field Engineer Regiment, Royal Engineers, two Infantry officers, a medical officer and a Cambridge University student, flew from Cyprus to Benghazi and in three desert-equipped three-ton lorries loaded with "compo" rations and petrol, and four Land-Rovers, set course for Kufra, 500 miles south.

Two days out, near the Gialo Oasis, one lorry broke down and had to be left behind, but the rest of the party pushed on and reached the Bir-el-Harasc Oasis, a wartime Long Range Desert Group patrol base still littered with hundreds of rusty petrol cans, the skeletons of two vehicles and the remains of a 40-ft observation tower. Here the expedition rested, finding water by digging

three feet down into the sand, before setting off for Kufra, another 140 miles away to the south.

On the way both the remaining three-tonners broke down, so the expedition commander, Major D. A. Barber-Wyatt, RE, decided to keep his main base at Bir-el-Harasc and to make Kufra the advance base from which the Land-Rover patrols could begin their long journeys. Mechanics worked on the vehicles all day in the blazing sun, and by using parts of each patched up one three-tonner. In the meantime, one of the Land-Rovers sent a wireless message for help to the Royal Air Force Station at El Adem and several days later three Royal Army Service Corps trucks from Benghazi arrived with the spares to put both vehicles in working order.

From Kufra, where the base was commanded by Major A. J. Collins, Somerset Light Infantry, the Land-Rover patrols, equipped

with sand channels and chains, made their way south in two groups. One navigated the desolate sand seas as far as Uweinat, on the Egypt-Sudan-Libya borders, and on the return journey joined the Lake Chad-Kufra camel caravan route. The other patrol went south-west to the border of French Equatorial Africa, keeping in touch with the first patrol and the main base by wireless throughout the entire operation. Messages were often exchanged 300 miles apart. During both patrols, which traversed more than 3000 miles of desert, Sapper surveyors marked routes and landmarks on their maps.

The expedition was not all work. In their spare time at Kufra, the party went duck shooting and for rides on camels, and were guests at a dancing display given by women of the Teru tribe, who formed a circle round the Sappers, swaying and chanting until three o'clock in the morning.

In spite of the heat and the fact that this was their first experience of the desert for most of the expedition, no one fell ill, but the Medical Officer, Lieutenant H. Davidson, Royal Army Medical Corps, was kept busy treating

local Arabs in Kufra for minor ailments.

On the return journey to Benghazi from where the expedition flew back to Cyprus, two Land-Rover teams, commanded by Lieutenant D. Hall, RE, joined in a three-day desert rescue exercise arranged by the Royal Air Force.

Another expedition, mounted by 39 officers and men of "A" Squadron, 6th Royal Tank Regiment, has also recently made a 2800-mile journey in the North African deserts.

In five three-tonners, four Champs and a Land-Rover, the party covered 320 miles on the first day, but then ran into deep sand drifts and rocky outcrops which slowed progress on the way to Bir-el-Harasc. Major D. E. Entwistle, who commanded the expedition, then led the convoy over the sand sea to Kufra, where the tankmen bathed in the lakes which are so full of salt that it is impossible to sink.

After navigating the journey back to Bir-el-Harasc through a ghibli (the high wind that whips the desert into dense clouds of sand), the tankmen set off to find the famous Wou-en-Namus

On the featureless desert between Zella and Tazerbo, the tankmen encountered miles of gravel-surfaced sand. But the going was not always so good. Often, in the sand seas, vehicles sank to their hub caps.



Men of the Sappers' Expedition receive last-minute instruction in the use of the sun compass from Lieut. D. Hall.



Right: The desert is not all flat sand. Here, 30 miles from Zella, on the "road" to Wou-en-Namus, tankmen halt on the edge of a crater, surrounded by cliffs.

Crater, some 300 miles westwards towards the Fezzan, over increasingly steep ranges of sand dunes and vast stretches of soft sand in which the vehicles sank to the hub caps and had to be dug out many times.

Because of the tough going, the heavy vehicles were halted and the Champs and the Land-Rover, stripped to the bare essentials, covered the last 80 miles alone. But the sight when the Crater was reached was worth waiting for. In it, hundreds of feet below the towering rim, were several beautiful fresh-water lakes, dotted about with reeds, rushes and palm trees—an extraordinary oasis in the middle of nowhere.

On the return journey to Homs, where they are stationed, the tankmen ran into trouble in the shape of a sandstorm and overcast skies which hid the sun by day and the stars by night, and navigation had to be done by compass. One three-tonner also broke down and had to be driven in third gear for nearly 600 miles, a tribute to both the driver and the engine.

From reports by Army Public Relations, Middle East Land Forces and Libya.



Above: In the shade of a palm tree near the French Equatorial border, the Sappers prepare to pitch camp for the night. Equipped with sand channels and carrying all their food and water, the patrols reconnoitred hundreds of miles of desert and exchanged wireless signals at ranges of up to 300 miles.



Left: It's all shoulders to the wheel when one of the three-tonners sinks up to its axle on the return journey from Bir-el-Harasc. Sandstorms and ghiblis were some of the other hazards.

The Army's most hazardous supply route lies over the wild and barren mountains of Aden's Western Protectorate. To guard against marauding tribesmen, armoured cars escort the column of lorries and Infantrymen picket the mountain-tops

IT'S TOUGH ON THE ROAD TO DHALA'

Spread out along the rough, winding track, three-ton lorries of the Dhala' convoy rumble along the valley towards Thumeir. From commanding hilltop sangars Infantry pickets guard against ambushes.

Below: Hugging the sheer rock face of the Khureiba Pass, a Saladin of the Life Guards safely rounds the perilous Overhang Corner. A foot nearer the edge risks subsidence and a plunge to the bottom.

Pictures: SOLDIER Cameraman FRANK TOMPSETT

A LONG line of Army three-ton lorries, escorted by armoured cars of the Life Guards, threaded along the *wadi*, fording and re-fording a stream which might suddenly have become a torrent. Straining every bolt and rivet they climbed the steep bank and disappeared in clouds of yellow choking dust as they rumbled on across the valley.

High above the track, on the crests of the forbidding mountains, sharp-eyed Infantrymen of the Prince of Wales's Own Regiment of Yorkshire looked down, ready to go into action if the convoy was attacked.

This was the Dhala' convoy, the lorried supply column which at least three times a month for nearly two years has made the arduous 80-mile journey from Aden with precious stores, ammunition and food for the troops guarding the frontier against invaders from the Yemen.

It is the Army's toughest supply route, rising from sea level to more than 5000 feet at Dhala' and passing through some of the wildest country in the world. In the early days, the life of a three-ton lorry was reduced from its normal ten years to a mere 14 months and even today, with a metalled road for part of the way and many of the hazards reduced, a convoy lorry is not expected to last for more than two-and-a-half years.

The convoy, commanded by a senior Infantry officer, normally consists of 40 to 50 vehicles, including a troop of armoured cars and command and liaison Land-Rovers. It leaves Aden in the late afternoon and turns inland along a tarmac road as far as

Lahej, 15 miles away. Beyond, rising steadily and meandering in and out of the *wadis* and sand-drifts, stretches the track, its surface beaten into corrugations by local vehicles and Yemeni trucks bringing their country's exports into Aden.

The convoy barely checks its speed so that wheels ride the bumps, and sand and dust swirl behind each vehicle, penetrating lorry cabs and stinging the goggled faces of the Land-Rover drivers and passengers who for protection against snipers' bullets shattering the glass, travel uncomfortably with lowered windscreens.

As darkness falls the convoy reaches the end of the first—and easiest—leg of its journey, to stage for the night near the British Infantry company camp at Nobat Dakim, the vehicles lagged and guarded like a wagon train of the old Mid-West.

At dawn next day the convoy moves off the track into the mountains, over much rougher ground and through remote country where British Infantry, the Aden Protectorate Levies and the Federal National Guards picket the route in turn against attacks by dissident tribesmen. Following the old camel track along a *wadi* the vehicles climb to a





Action! As the picketing convoy halts, men of the Prince of Wales's Own Regiment of Yorkshire leap from their lorry and within 15 seconds take up their defence positions.

barren valley hedged in by precipitous mountains which look like an artist's impression of the moon.

In the heat of midday the convoy halts outside the whitewashed fort at Thumeir, "half-way house" between Nobat Dakim and Dhala', then pushes on under the blazing sun which sends the temperature to 120 degrees, to the final hazard—the long climb up the Khureiba Pass.

At the end of a hard day at the wheel the Pass tests even the most experienced drivers. Hewn and blasted from the mountain side, the narrow road winds steeply upwards round blind right-angle and hairpin bends, with fissured rocks jutting overhead on one side and an increasingly deep chasm

grimly beckoning on the other.

From the cab, as wheels swing perilously close to the edge, the road disappears from view and hundreds of feet below can be seen a grisly warning of misjudgment—the wreckage of a three-ton lorry. But so high has been the standard of driving in the Pass that it has claimed only two victims—a *Saladin* which was recovered and this lorry, deliberately pushed over the side after it had broken down and blocked the road to an operational move of guns.

The Khureiba Pass has always been a danger spot for ambushes and from Dhala' an additional troop of *Ferret* scout cars goes out to meet and strengthen the convoy's defence. Venoms of the Royal **OVER...**

The age-old caravan train overtakes the modern supply line at Thumeir where up and down convoys halt near the Federal National Guards' "Beau Geste" fort (seen at right).



Major R. V. Allen, who commands 90 Company, RASC, examines a tyre cut to ribbons on the Dhala' run. In the early days, retreads were used; after only one return trip they were unserviceable.

Below: A picket group waits until covering weapons have been set up before doubling up the hillside to its post. The leading man, on the left, wears a bright fluorescent panel which machine-gunners use as a marker while he climbs. On top the panel is spread out on the ground as a marker for helicopters.



THE ROAD TO DHALA' *continued*

Air Force can also be whistled up in minutes by the liaison officer, a pilot from the supporting squadron who travels with the convoy.

Until it recently handed over to a newly-formed unit, Aden's only transport company, 90 Company Royal Army Service Corps, supplied load-carrying lorries and drivers for all up-country convoys. Formed at the beginning of 1958, mainly from a platoon withdrawn from Akaba and reinforcements from Tripolitania, 90 Company took over and organised the convoys which till then had been on a make-shift basis.

Major R. V. Allen, the Company Commander, describes the Dhala' convoy route as "one of the harshest roads I have ever travelled." In the early days it was little more than a track and before the metalled road was extended to Lahej, vehicles had to use four-wheel drive, in bottom gear, for four miles over soft sand. Whipped up by wind and wheels, sand clouds reduced visibility to a few yards and drivers were terrified of being left behind, although every lorry carries water and emergency rations. But there was never a shortage of volunteers for a task in complete contrast to the Company's routine commitment of supplying staff cars, Land-Rovers and lorries for station duties in Aden.

Such was the Company's spirit that at the height of the emergency drivers volunteered for two return trips a week while maintenance men worked round the clock to keep the vehicles on the road. In less than six months the Company clocked 257,000 miles on convoy work. One three-

tonner returned with a line of bullet holes running centrally from cab to tailboard. The only casualty was an Infantryman whose boot heel was removed by a bullet.

Every convoy includes a recovery Scammell with a Royal Electrical and Mechanical Engineers crew of a corporal and two mechanics who have a busy time replacing broken springs and sheered centre bolts and repairing minor breakdowns caused by broken battery leads, sand in fuel pipes or loose mountings.

On the up convoy the Scammell turns back at Thumeir because its 13½ tons might damage the edges of the road through the Khureiba Pass, and on the following day returns from Nobat Dakim to Thumeir to meet the down convoy.

The largest convoy to Dhala' was of 58 three-ton lorries in a column of 75 vehicles and the record time is four-and-a-half hours by a fast, unescorted convoy with no pickets.

The Dhala' Convoy is only one of several regularly undertaken by the Royal Army Service Corps in the Aden Protectorate and has cost 90 Company 35 three-ton lorries, written off as beyond local repair, in the past six months.

PETER N. WOOD

FOOTNOTE: Another convoy route, to Lodar, runs along the beach from Aden to Shuqar and tide tables must be consulted before timings are arranged. Once, an unexpectedly high spring tide swamped the convoy and four lorries had to be dragged from the sea by recovery vehicles.

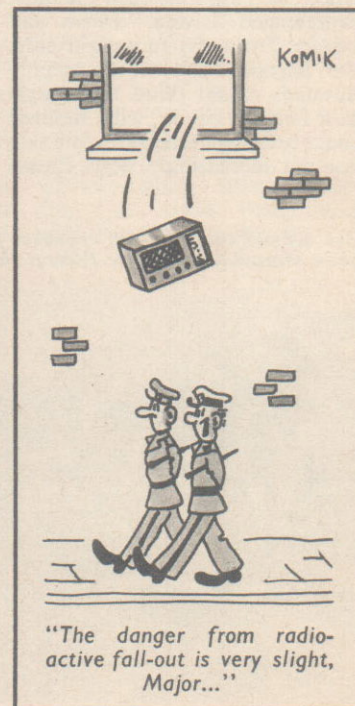


Above: An officer takes a range reading as a picket party climbs towards its post. Machine-guns, mortars and an anti-tank gun cover the pickets.

Watched by an old Arab, men of the Prince of Wales's Own Regiment brew up on the track. Smoking his long pipe, the Arab waits for "pickings."



Left: As the convoy halts at Thumeir, Arab children, begging money and chocolate, spot newcomers in men of the Northamptonshire Regiment who are to relieve The Buffs in Dhala'.



THIS HUT MAY BE A HIT

Twynham huts may provide the answer to the Army's accommodation shortage. They can be used as stores sheds, married quarters, messes or even barrack blocks—and one takes six men only 10 hours to erect

A NEW building unit which may play an important part in solving the Army's accommodation problems, particularly overseas, is undergoing troops trials.

It is the Twynham Hut, a pre-fabricated structure of steel and plastic wood which can be erected by half a dozen unskilled soldiers in less than 12 hours.

Singly, it could be used as a small, but comfortable, married quarter, an office, a hospital ward, a laboratory or a store shed. Several joined together in suitable shapes would serve as a mess, a garrison church, a club, a hospital or even a single-storey barrack block.

Ten of the huts have been in use on Christmas Island, Britain's nuclear bomb-testing base, for nearly a year and recently 24 were sent to other overseas stations.

The Twynham (there are two types, one 20 ft. wide and 32 ft. long, the other 30 ft. wide and 96 ft. long) is simply constructed and no nails or screws are needed to assemble it. The steel frame is merely bolted together and the exterior walls and roof are neatly clipped on. The inner wall boards made of wood chips and plastic and the ceiling boards of cane fibre are fitted into their appropriate sections.

All parts of both types of hut are interchangeable. Those that are likely to be moved have pre-fabricated timber floors while permanent or semi-permanent huts have concrete foundations.

In the smaller hut there are only 38 component parts, the heaviest of which—the rafter—weighs less than a hundredweight. Without its floor and foundations, the hut weighs about nine tons and can easily be carried in three heavy lorries. The weight is

reduced by more than half if aluminium instead of steel sheeting is used for the external walls.

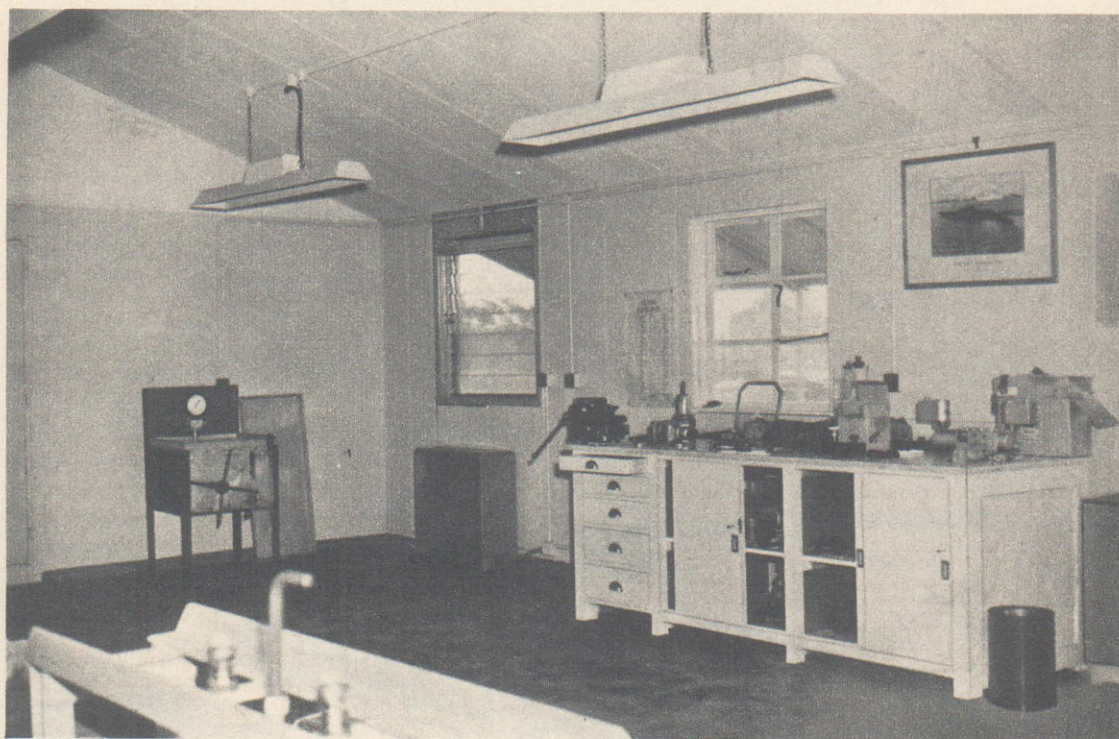
The Twynham is designed for all climates. The tropical version has louvered windows to ensure maximum ventilation and can

also be fitted with verandahs. Temporary roofs could be made with tarpaulins or even palm leaves.

The Twynham Hut, which is the result of several years' search for a better building to replace the

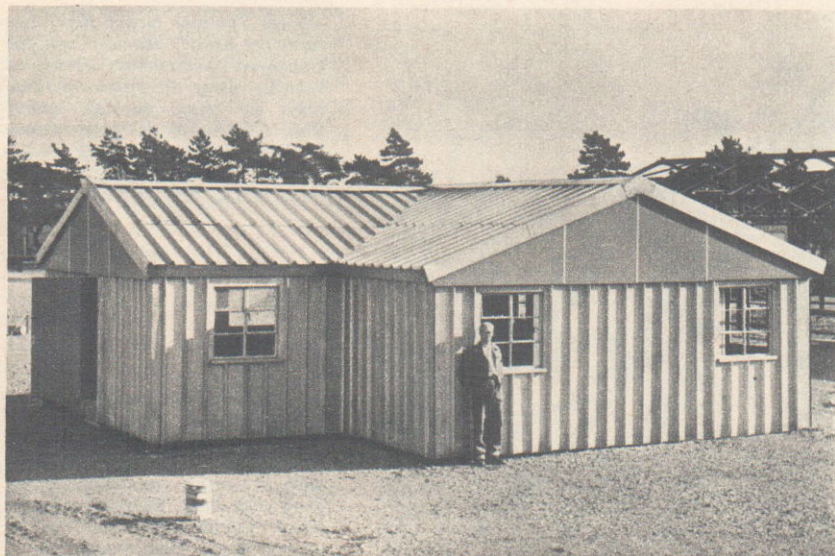
Nissen hut, derives its title from the old Saxon name of Christchurch, Hampshire, where the Military Engineering Experimental Establishment has been carrying out trials with the building units for the past five years.

As SOLDIER went to press experiments were going on to produce a Twynham Hut large enough to house a tank workshop, and eventually to replace the present Romney and Marston workshop huts.



The Twynham hut can be used for many purposes. Here is the smallest fitted out as a laboratory, with overhead fluorescent lighting and (seen through the windows) a verandah for tropical climates. Joined together they would make a garrison church, a hospital or a barrack block.

Below: A Twynham married quarter constructed at Christchurch. It takes only a few hours for six men to erect and has only 38 component parts.



DO YOU KNOW HIM?

☆ 2 ☆

Can you identify this famous soldier whose story is told below?

AT 2 a.m. on 2 January, 1900, on a ridge called Waggon Hill, to the south of besieged Ladysmith, a working party was mounting a 4.7-inch naval gun. The officer in charge of the defence at that point was a scholarly Scot whose christian name was Ian.

Suddenly, from the black night burst the most desperate and prolonged attack launched by the Boers in the whole of the South African War. The sound of their advance had been drowned by the noise made by the working party.

The British outposts were immediately shot down or driven back but Ian — rose to the occasion, rallied his men and inspired them to defend the position throughout the rest of the day.

Of this brilliant and bitter action Conan Doyle wrote: "Fierce eyes glared and rifle barrels flashed from behind every rock and the long fight swayed a little back or a little forward with each upward heave of the stormers or rally of the soldiers."

The battle lasted for 15 hours and was the most memorable in which Ian — took part. He later rose to high command in the Army.

F. DUBREZ FAWCETT

(Answer on page 37)

Sappers Show Their Paces . . .

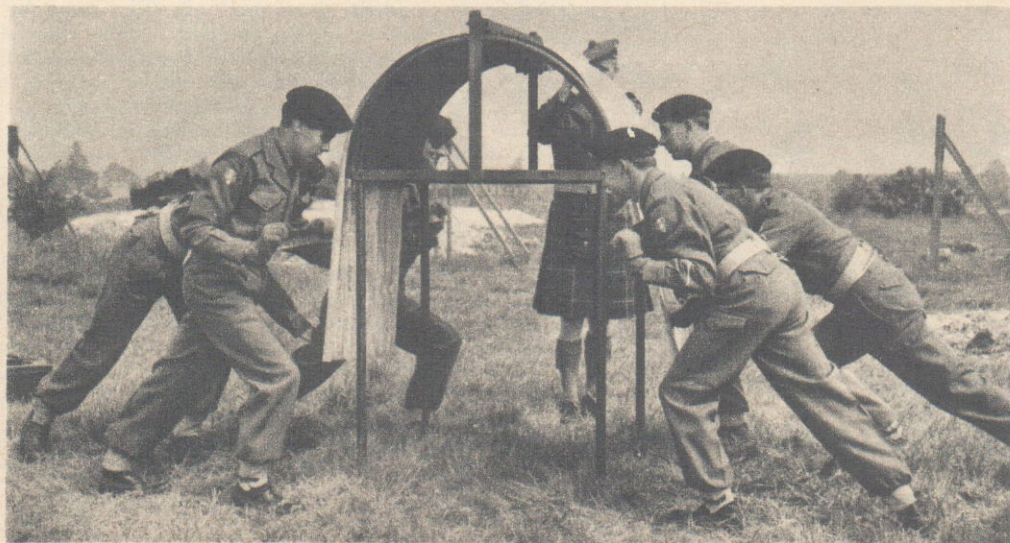
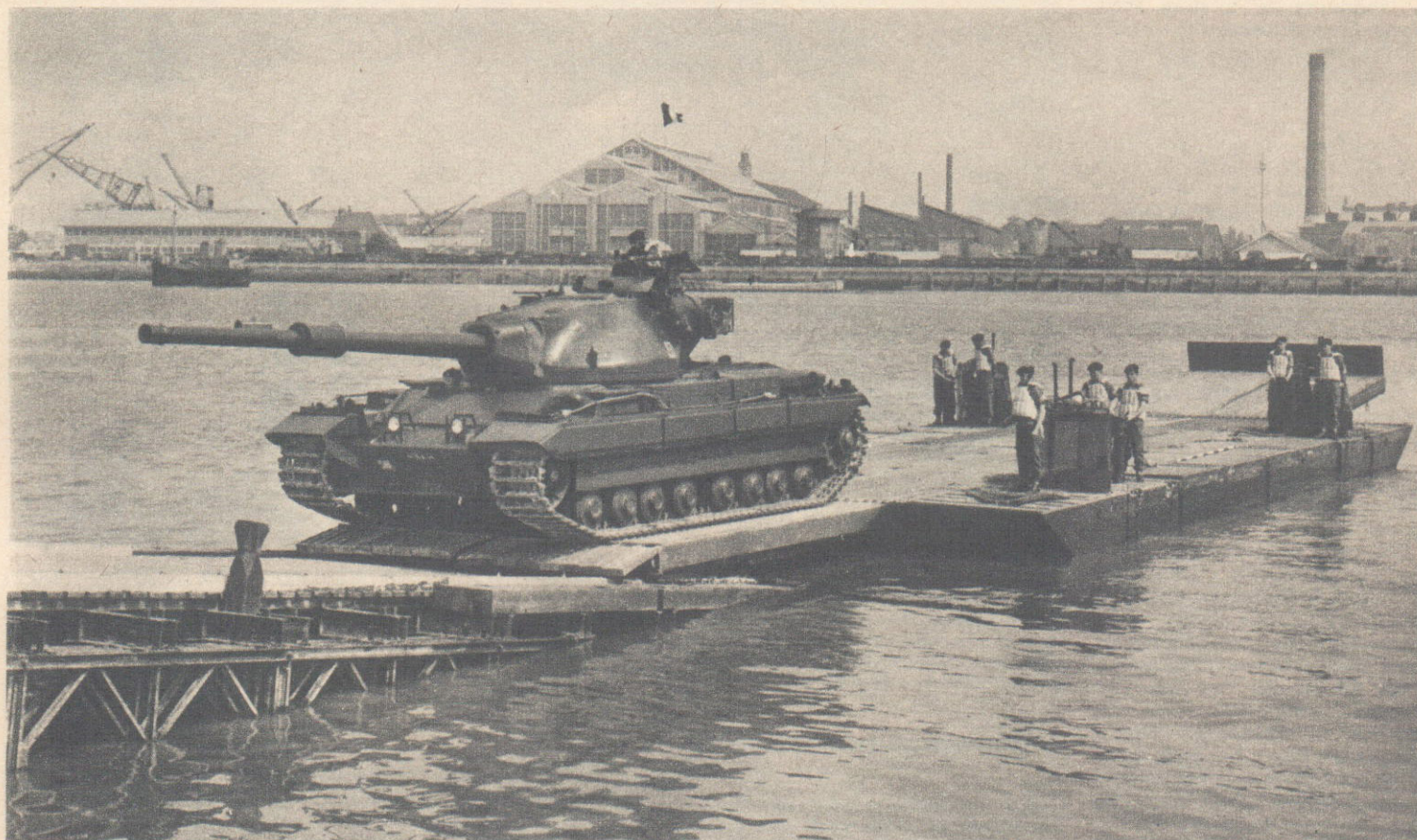
The ubiquitous helicopter can speed the Sappers' work in many ways. Here a Whirlwind cruises low over a new minefield while a Sapper slides the mines, ready for burying, down a long chute.



THE Royal Engineers are never short of ideas on how to cope with the ever-increasing demands which the rest of the Army makes on them.

To prove it they recently gave at the School of Military Engineering, at Chatham, a demonstration of their latest equipment and techniques, ranging from laying and clearing mines and digging command posts and trenches by machine to crossing rivers and building roads.

Highlight of the display was the new Heavy Ferry, soon to come into general service, which carried over the Medway the Army's heaviest tank, the 65-ton Conqueror.



Above: The new Heavy Ferry can carry the Army's heaviest tank, the Conqueror, or a number of wheeled vehicles, using the power-operated rams as deck parking space. The Conqueror is here shown landing from the Ferry while Sappers in life-jackets operate three of the Ferry's four engines.

Men of the Somerset Light Infantry demonstrate the Camel curving machine. The corrugated sheet is clamped at the top, then the men push it against the curved frame from each side. They are wearing black shields over one eye to prevent dazzle from atomic bursts.

It then returned with an equally heavy load comprising an ambulance, a three-ton lorry, a one-ton tipper, a Ferret Scout car, a 10-ton lorry and a van loaded with "refugees" and their belongings.

Driven by four engines, the Heavy Ferry has power-operated loading ramps which can be used as deck parking space during a crossing.

The Sappers also showed how the latest light assault raft can carry a bulldozer and a Saracen (total weight 30 tons) across the river and men of the Somerset Light Infantry demonstrated how quickly Infantrymen with a minimum of training can assemble the new assault boat raft.

One of the metal boats, which now replace the collapsible canvas ones, was dropped by a *Whirlwind* helicopter of the Joint Experimental Helicopter Unit into the middle of the river and neatly wafted into the bank by the aircraft's rotor blades, a technique which could be used where trees overhang a river.

The *Whirlwind* was also called in to demonstrate how helicopters can speed the Sappers' work in a wide variety of other ways. It delivered bridge parts to the building site and, flying over a make-believe marsh and soft sand, impenetrable to vehicles, dropped mines, ready for burying, down a long metal chute.

To show how quickly a bridge can be blown with the help of a helicopter, the *Whirlwind* flew in a team of five Sappers, collected them after they had prepared the charges, hovered nearby to see that the bridge was blown and then flew off—all in a few minutes.

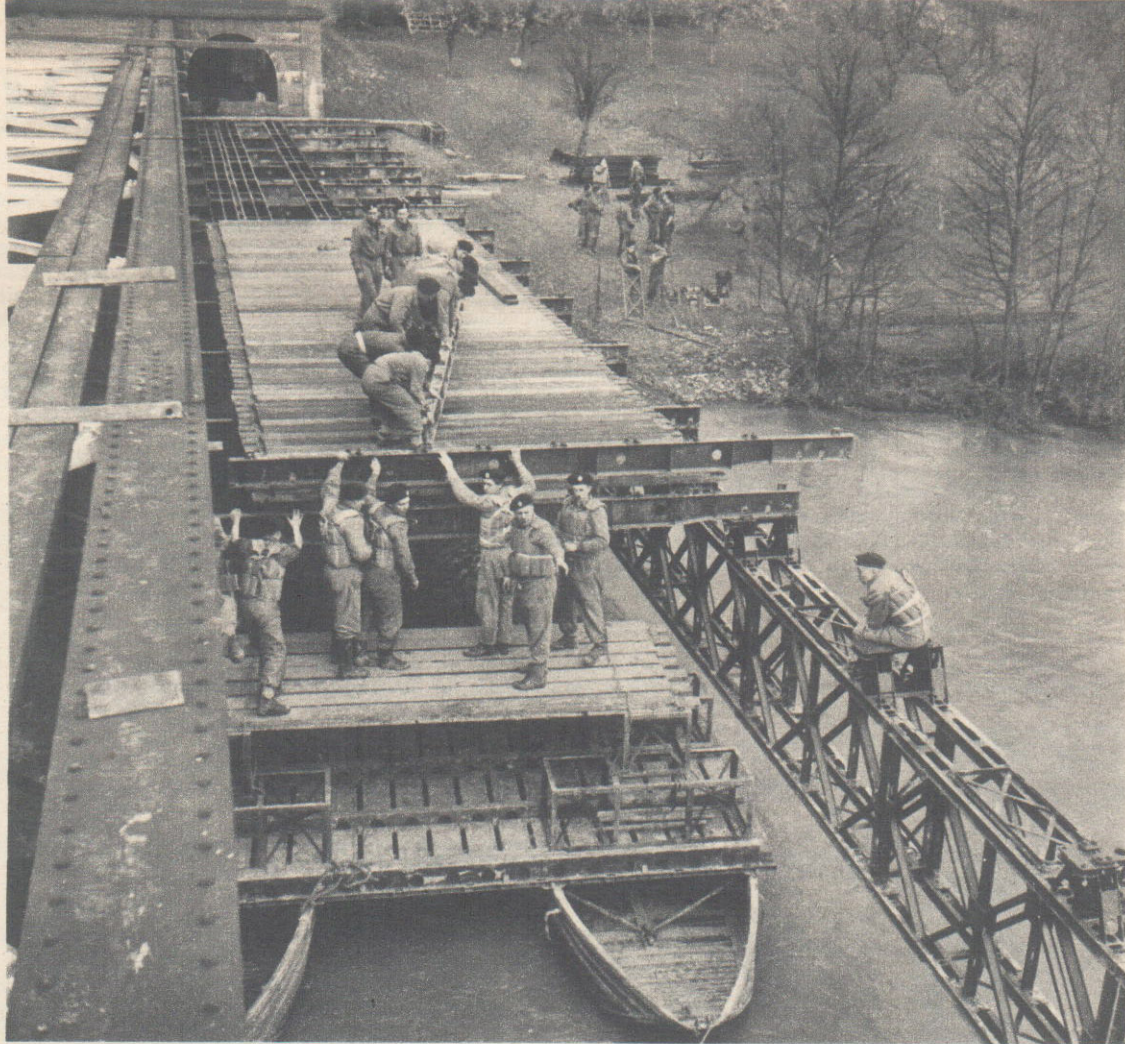
The Army's latest heavy girder bridge, which replaces the Bailey, was also on show and 19 officer cadets demonstrated how quickly it can be built with the help of a mobile crane—one-third the number of men can erect it in less than half the time it would take to build a similar Bailey.

The heavy girder bridge can even be built by the crane operator and only one other man. It can carry much heavier loads than the Bailey and has a two-way traffic system.

Then there were the mechanical diggers, scooping great bucketsful of earth as they rapidly dug deep trenches. Among them was the Bray 430, a light-wheeled tractor whose driver controls the bucket mounted on the jib, like a mahout on an elephant.

Last, but by no means least, was the Camel curving machine—a simple, man-operated gadget devised by the School of Military Engineering to bend corrugated iron sheets. The sheets are clamped to the top of a curved frame and four men, two on each side, simply push it against the frame.

Somehow, it looked incongruous among all the complex machinery used by the modern Sappers to keep the Army on the move.



As the Bailey takes shape, Sappers on the bridge bring up more cross girders, while below, on the folding raft which is firmly anchored to avoid bumping the bridge, an NCO instructs his men on the shore to move the raft.

... And Save a City £3000

BIRMINGHAM, Britain's second largest city, has two more good reasons to be grateful to its own Sappers—127 Construction Regiment, Royal Engineers (Territorial Army).

First, because the Sappers recently played a big part in helping to provide the city with a much-needed increase in its water supply which is piped from the Elan Valley in South Wales; second, because in the process they saved the city's Water Department more than £3000.

The story goes back to several months ago when Mr. Roy Ashton, a civil engineer in the Water Department, was faced with the problem of constructing a new pipe-line which would act as its own bridge over the River Teme at Leintwardine in Shropshire. To build the pipe, however, it was first necessary to run it along a 165-ft. temporary bridge which would have to be erected at a spot where the river bed was soft and silty.

The job was too big and difficult for the Water Department to tackle so Mr. Ashton, a former Sapper officer, asked the Army if they could help.

That's where the men of 127 Construction Regiment came in. They found that a normal standard bridge would not be suitable

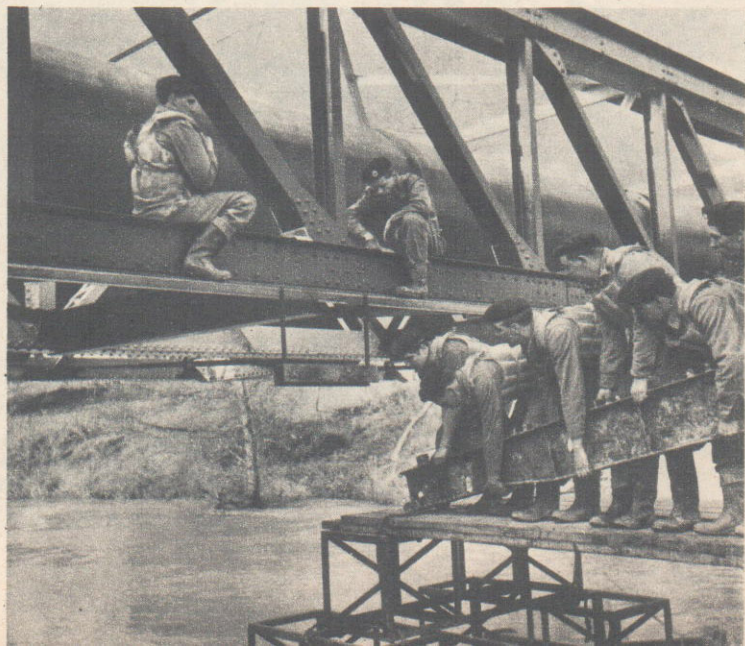
and designed special parts which were made by the Water Department. Then, in two week-ends, they built the bridge—a single Bailey which passed over 82 ft. 6 ins. of water and extended some 40 ft. on either side of the river—and the new pipe-line was ready for completion.

The most difficult part of the operation was laying out and launching from a folding boat raft

the main bridge girder which had to fit in with an existing bridge to within half an inch. Fortunately, the fitting of the cross girders was made easier by rain which flooded the river, but the men on the raft were often in danger of being swept into the swirling waters.

Somewhat sadly, two months later when the pipe-line had been completed, the Sappers returned to dismantle the bridge.

The Sappers heave a heavy transom into position to be fitted in the clamp that tied the Bailey to the existing bridge. The drop to the river is 50 ft.



A FAREWELL TROOPING

OF all London's magnificent pageantry none is more stirring or colourful than the ceremony of Trooping the Colour on the monarch's official birthday.

This year it was more impressive than ever for brilliant sunshine lit the traditional scene on Horse Guards Parade and more people than ever before watched the ceremony which was being held for the first time on a Saturday.

But, for the officers and men of the 3rd Battalion, Coldstream Guards, whose Queen's Colour was being trooped, it was an occasion tinged with sadness. The Battalion is soon to go into "suspended animation" and this was probably the last time its Colour would be trooped.

Dense crowds packed Whitehall, Trafalgar Square and the Horse Guards as the Queen, wearing the blue ribbon of the Order of the Garter on her scarlet uniform and the red plume of the Coldstream Guards in her black tricorn hat, rode on the parade ground on a

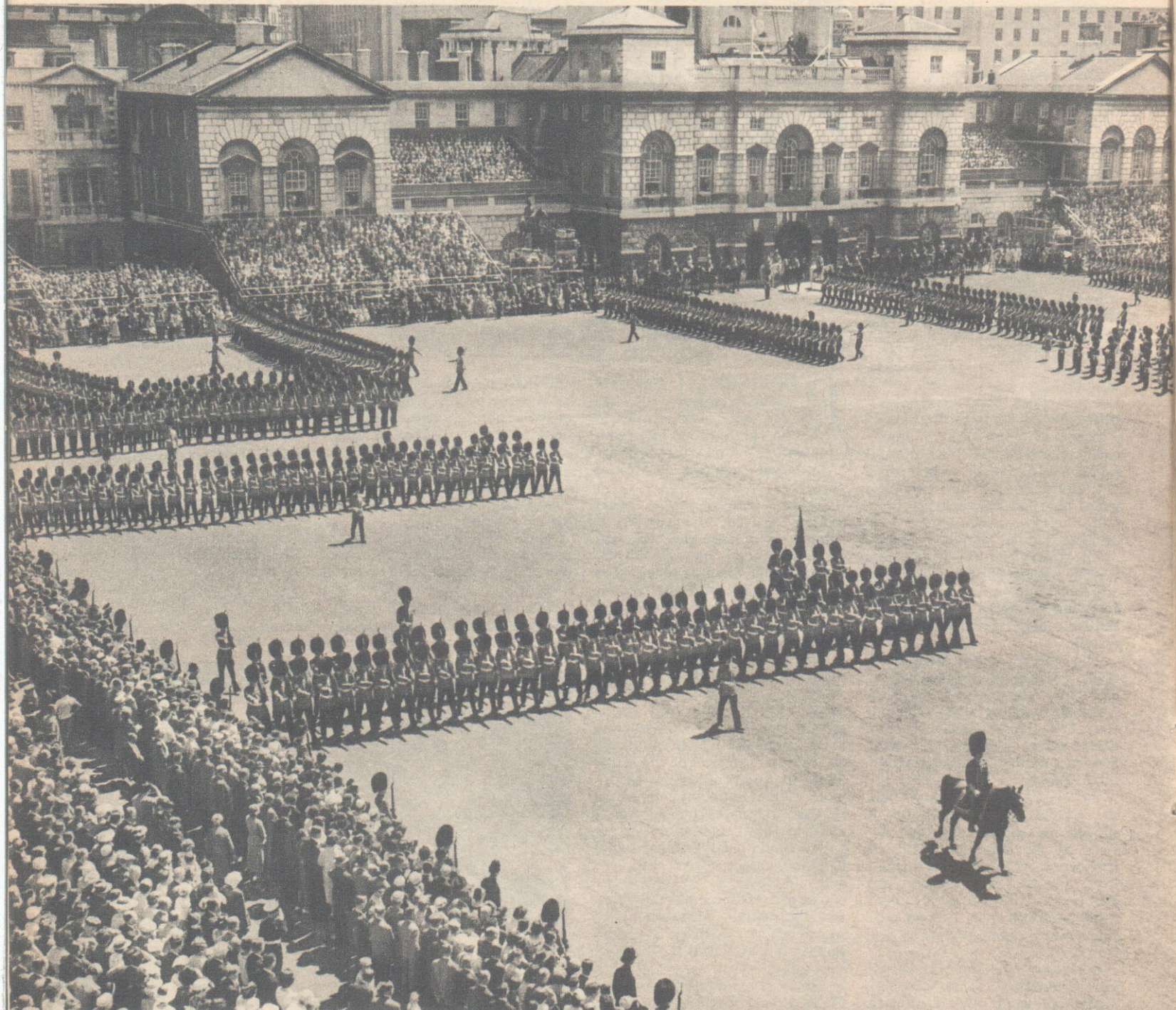
chestnut horse. Behind her rode the Duke of Edinburgh, in the full dress of the Welsh Guards and the Duke of Gloucester, in the full dress of the Scots Guards. In front went the be-plumed Sovereign's Escort of the Household Cavalry, the sun glinting on their breastplates.

After the Queen had inspected the parade the massed bands of the Brigade of Guards, accompanied by the Irish Guards pipers, their green cloaks swinging in the breeze, slow-marched across the front of the line. Then the Escort took over the Queen's Colour and carried it in slow time past each rank of men on parade standing motionless at the present.

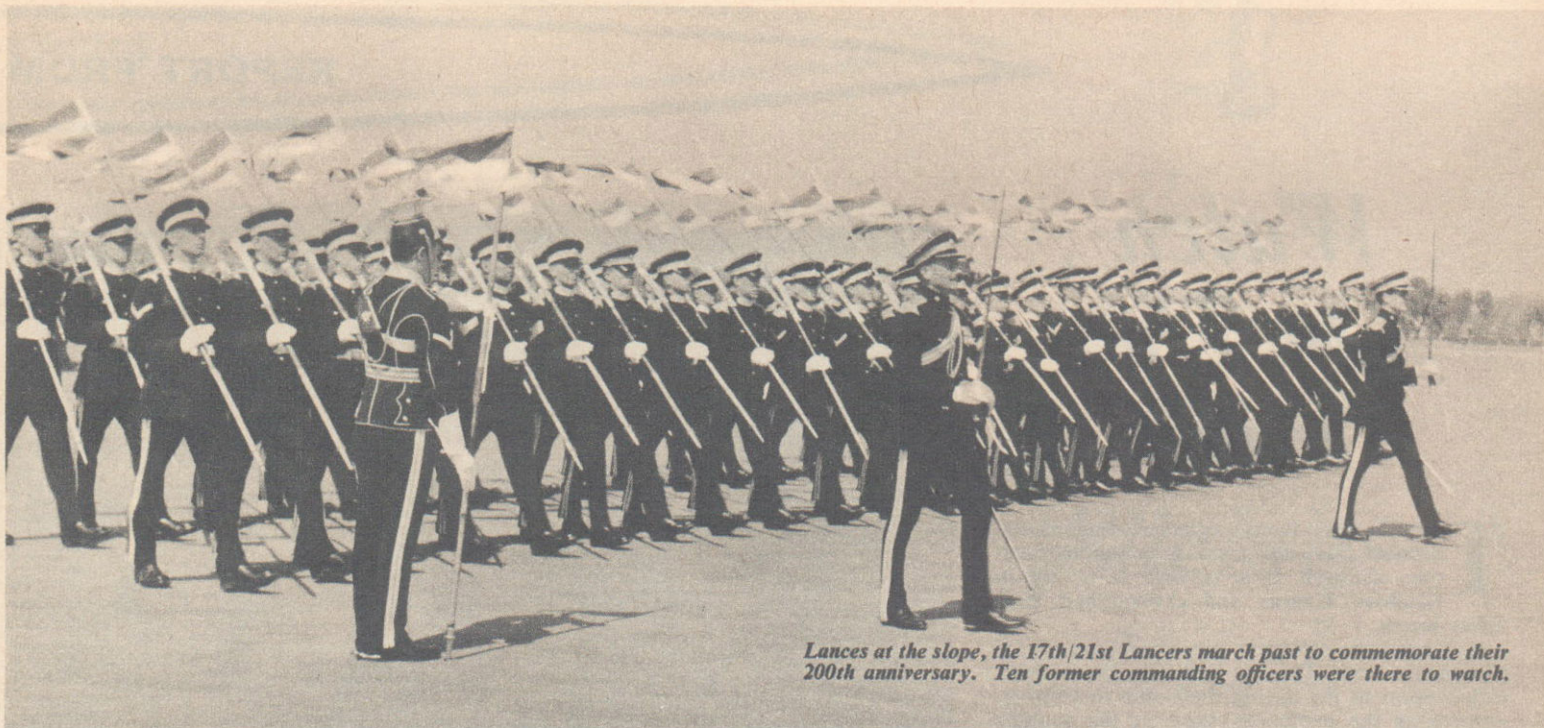
First in slow and then in quick time, the Guards marched past their Queen, who then rode to the head of the parade and led them back to Buckingham Palace.

FOOTNOTE: For the first time for many years at the Trooping the Colour parade not one guardsman fainted. But many spectators passed out and had to receive attention.

With their bayonets gleaming in the sun and in perfect line, Her Majesty's Foot Guards march proudly past their Queen on Horse Guards Parade. More people than ever before saw the traditional ceremony which was probably the last time the 3rd Battalion, Coldstream Guards, will troop their Queen's Colour.



Photograph: SOLDIER Cameraman PETER O'BRIEN



Lances at the slope, the 17th/21st Lancers march past to commemorate their 200th anniversary. Ten former commanding officers were there to watch.

PRIDE ON PARADE

THERE was pageantry and pride on a barrack square in Germany, too, when a famous British cavalry regiment—the 17th/21st Lancers—celebrated its bi-centenary and, to mark the occasion, was presented with a new guidon by Field-Marshal Sir Gerald Templer.

Appropriately, the parade to commemorate 200 years of gallant service was a mixture of past and present.

Modern Centurion and Conqueror tanks flanked the saluting base where troopers, dressed in the uniforms their forebears wore at Balaclava, stood on guard, red and white pennants fluttering proudly from their lances.

On parade, too, were Lieutenant Charles Hale, a direct descendant of Colonel John Hale who raised the 17th Lancers (then the 17th Light Dragoons) in 1759, and Trooper Patrick Byrne whose grandfather, Trooper T. Byrne, won the Victoria Cross while serving with the 21st Lancers at Omdurman. And among the spectators were ten former commanding officers of the Regiment.

It was a proud day for the Regiment which rejoices in the nickname "Death or Glory Boys" and whose skull-and-crossbones cap badge has struck fear in all its enemies.



Field-Marshal Sir Gerald Templer presents the Regiment's new guidon to Regimental Sergeant-Major A. Wilkinson who, to save soiling his trousers, kneels on a white cushion.

Photographs: Rhine Army Public Relations.

Watch On The Mine

THREE grimy-faced soldiers wearing miners' helmets and each carrying a sub-machine-gun, emerged from a hole in a hill in Southern Cyprus and extinguished their safety lamps.

So ended the strangest duty that men of the Devonshire and Dorset Regiment have been called upon to do during their stay in Cyprus: controlling the explosives used in the island's biggest iron pyrites mine and making sure that none was smuggled out for use by terrorists.

For many months a duty platoon of the Battalion was stationed at the mine and three times a day its commander issued sticks of dynamite and lengths of fuse to the Cypriot miners who were escorted into the mine by three armed soldiers to make sure that they were all used.

The honour of being the last to perform this unusual duty fell to No. 7 Platoon of "C" Company who were on their second tour at the mine.

On the last day the routine was unchanged. While Corporal E. Weldon carefully cut the required lengths of fuse, the Platoon Commander, Second-Lieutenant M. Lewis, counted the sticks of dynamite into leather satchels and handed them to the waiting Cypriot miners.

When all was ready the miners set off for the mine entrance a few hundred yards away, accompanied by Privates D. Merrett, K. Lock, and D. Batting, similarly clad in old clothes and helmets but each carrying, in addition to their safety lamps, a sub-machine-gun.

At the entrance the miners and their escort lit their lamps and then disappeared into the mine down a flight of steps leading through ink-black and eerie galleries 400 feet below ground.

At the face the party halted while the Cypriot miners placed their charges into position, each stick being counted by the watchful soldiers as it was pushed into place.

A miner pressed the detonating plunger and the earth trembled with the force of the explosion.

When all the dynamite and fuse had been used the soldiers made their way to the surface again, leaving the miners to dig out the loosened ore and load it on to rail trucks.

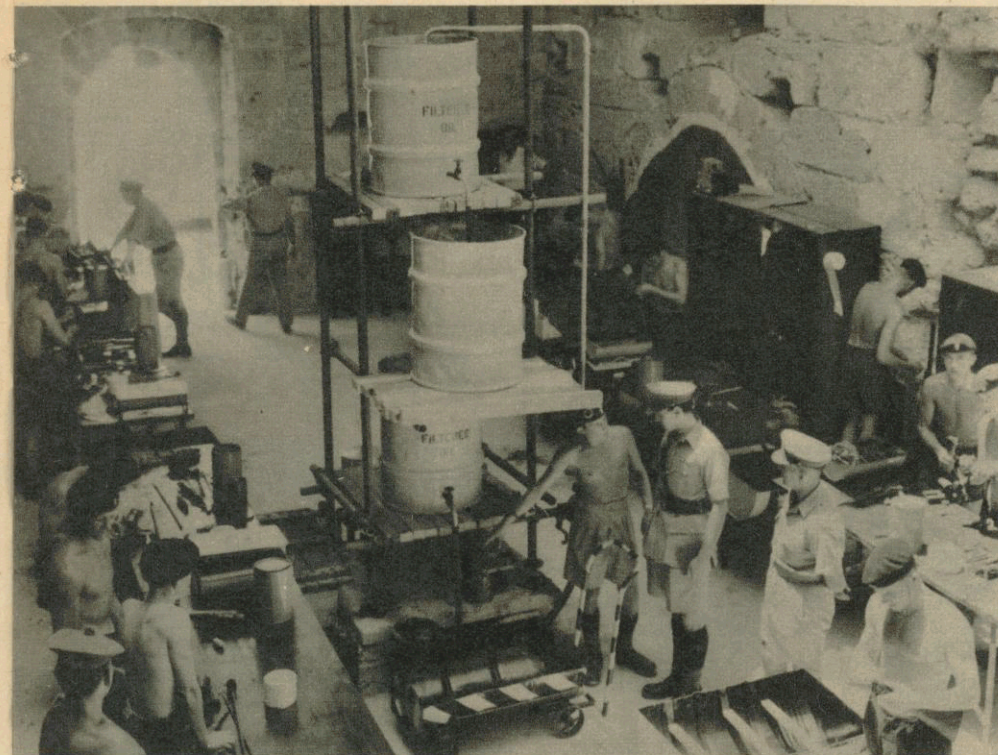
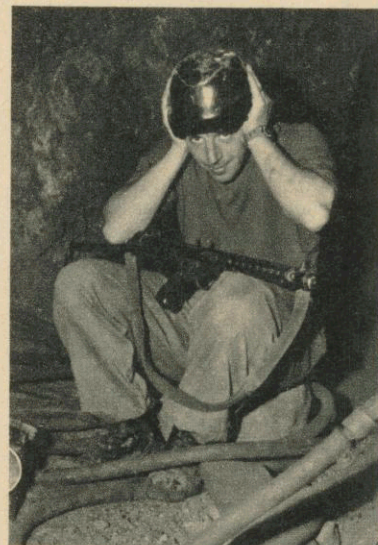
Nearly three hours after vanishing into the ground the soldiers emerged into the sunlight and for the last time the echo of the burr of West country voices died in the galleries.—From a report by Second-Lieutenant D. A. Harris, Army Public Relations, Middle East Land Forces.



Men of the Devon and Dorsets keep a watchful eye on a Cypriot miner as he rams home charges of dynamite in the face of a gallery.

Left: Private Merrett and Private Lock set off for the mine, with a sub-machine-gun, miners' helmets and lamps.

Right: With a sub-machine-gun on his knees, Private R. Goodman covers his ears against the explosion's blast.



In a modern workshop in an ancient castle, inspection teams work on some of the 11,000-odd weapons. The oil filtration plant was invented by a REME officer.

Right: Staff-Sergeant W. Barrett, a REME armorer, checks one of the firearms before handing it over to a Greek-Cypriot policeman.



British troops lived in Kyrenia Castle during the emergency and dined in this vaulted hall decorated with heraldic military formation signs to preserve the mediaeval atmosphere. But note the fluorescent lights.



Clean, Bright And Slightly Oiled

IN a gigantic armoury inside the walls of Kyrenia Castle, teams of British soldiers are carrying out an unusual task: they are cleaning and, where necessary, repairing 11,000 shot-guns and other similar weapons.

These were the weapons called in by the Cyprus Government on the outbreak of the emergency five years ago for fear that they might fall into the hands of the terrorists. They were then treated with preserving material and stored under guard in the vaults of Kyrenia Castle.

Now, with the emergency over, the weapons are being restored to their owners and to ensure that they are all returned in good condition ten teams, each made up of an armorer of the Royal Electrical and Mechanical Engineers and a trained Infantryman, are "de-preserving" them. The task will take more than three months.

Each week, the teams clean, inspect and hand over to the Cyprus Police for distribution some 700 weapons which are sent off in police trailers specially modified by the Royal Electrical and Mechanical Engineers to make them dust-proof.

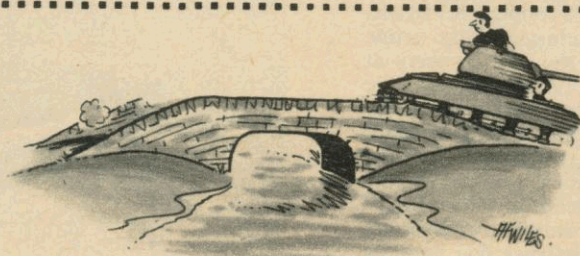
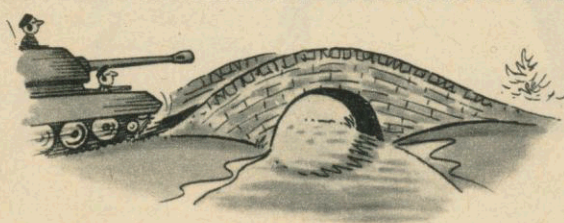
To avoid waste the armoury is equipped with a filtration plant, designed by Major P. Edgeley, REME, which reclaims the cleaning fluid after use.

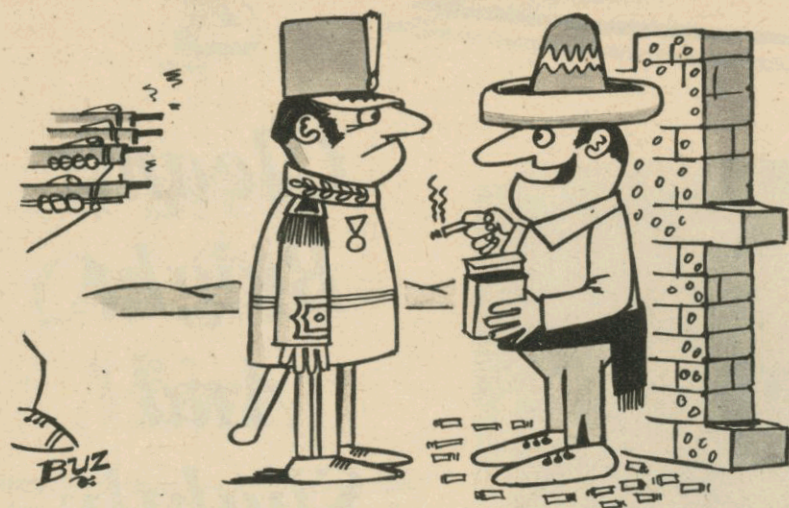
Not only shot-guns were hidden in the 750-year-old Kyrenia Castle during the emergency. In the vaults, many EOKA terrorists and suspects were also kept under constant guard by British Infantrymen who looked down on the town from the battlements and patrolled the nearby wooded hills.

Kyrenia, once the capital of one of the nine ancient kingdoms of Cyprus, surrendered to Richard Coeur de Lion in 1191 in the Third Crusade. Since then, the Castle has many times been attacked but it has never been taken by assault.

In the shadows of the Castle walls, in Kyrenia military cemetery, stands a tombstone erected in memory of one of Britain's Victoria Cross winners. The now faint inscription records that "Lance-Sergeant Samuel McGaw VC, 42nd Royal Highlanders, died on line of march to Camp Chiftlik Pasha of heat apoplexy on 22 July, 1879." Sergeant McGaw won the Victoria Cross four years earlier in the Ashanti War.

—From a report by Major W. A. C. Digby, Public Relations, Cyprus.



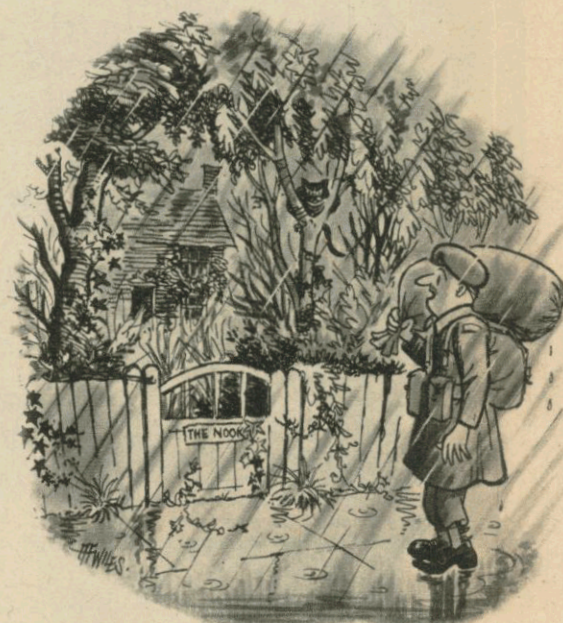


"If you can't find some better marksmen, may I have another packet of fags?"

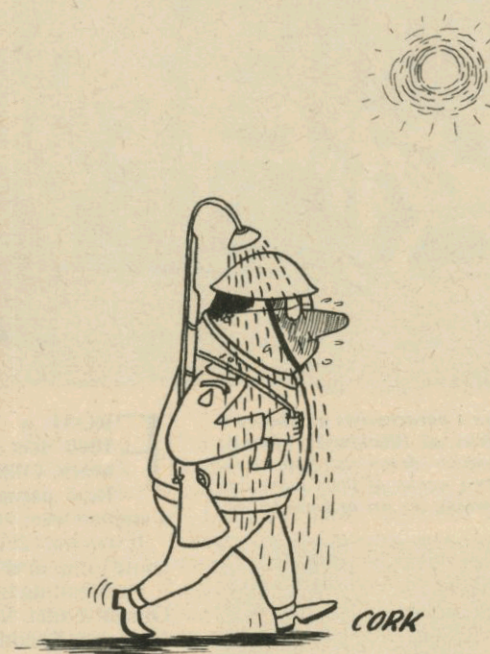


"Ah, you must be the quarter bloke."

HUMOUR



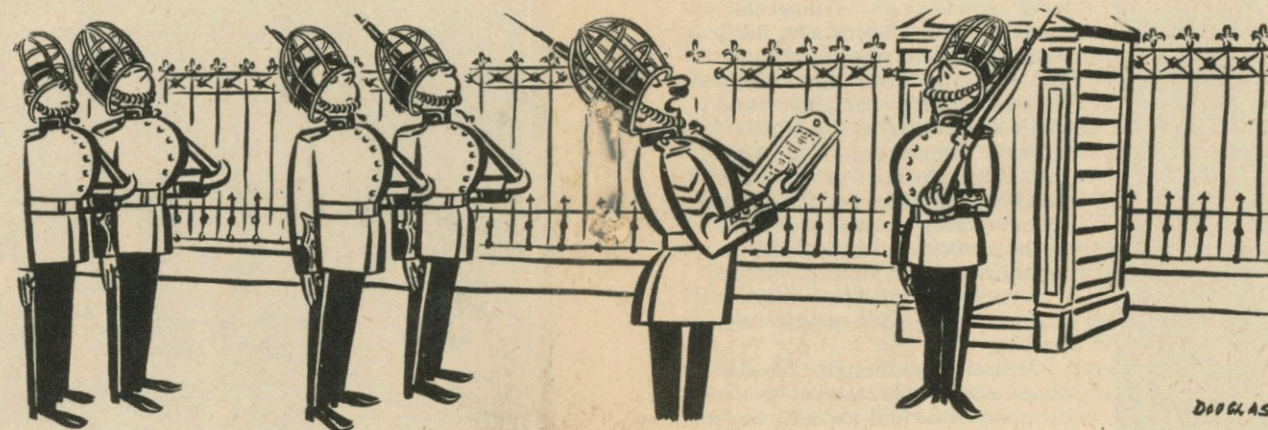
"Cor! Eighteen months in the perishing jungle and I come home to this little lot."



"But you really did say shirt-sleeve order, sarge."



"No, Smith, you don't get a nice woolly Teddy Bear for three bulls in a row."



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A Bear Drops In - By Air



In the safe hands of Captain J. E. D'O. Hinde, Edward Bear goes for a trial spin to test his harness. He wears the Sandhurst beret and parachute wings.



Last-minute harness check before emplaning. On the right is S/Under Officer J. Wilsey and (left) Cadet/Sergeant D. D. Skinner.



Above: The Sandhurst parachutists go aboard a Beverley troop carrier at Blackbushe. Below: Into the Surrey heather drops the first stick. The cadets spend two weeks of their leave and several evenings learning the art of parachuting.

The mascot of a club which trains Sandhurst cadets in parachuting is a toy teddy bear which has made 120 successful descents. He doesn't jump—he's pushed overboard and is always the first "man" out

FROM a Beverley aircraft 1000 feet above a Surrey heath, Officer Cadet Edward Bear parachuted gently into a stunted tree.

It was his 120th successful parachute jump in the past eight years. Parachuting holds no terrors for Officer Cadet Bear for he is the 18-inch tall teddy bear mascot of the Edward Bear Club of the Royal Military Academy, Sandhurst, which was formed in 1950, with War Office blessing, for cadets who want to train as parachutists.

Whenever the Club members jump, during two weeks of their leave and on several evenings during term time, Officer Cadet Bear, wearing his beret at a jaunty angle and his uniform handsomely decorated with parachute and military academy badges of Britain, France and Iraq, goes with them. In fact, he is always the first man out of the plane, unceremoniously tossed overboard by the platoon commander. Sometimes he has even jumped without a parachute—but apart from a slight shaking has never been seriously hurt.

Occasionally though, he has gone temporarily astray in the dropping zone and has also been kidnapped by Guy's Hospital rugby team, the Royal Air Force College at Cranwell and the RAF Technical College at Henlow. But he has always been recovered.



Liberal decorated with parachutists wings, Cadet Bear drifts gently down to earth for yet another safe and happy landing.

Cranwell put him on its elementary flying course and sent him back to Sandhurst as a failure on the grounds that "his boots were too big to be manageable in a cockpit."

The parachute course of the Edward Bear Club is voluntary and is not allowed to interfere with the Academy curriculum. It can accommodate only some 70 members so that not all the 65 to 70 per cent of each intake who volunteer secure a place.

During the leave training, at the Royal Air Force's Number One Parachute School at Abingdon, the cadets make eight jumps to qualify as parachutists. This entitles them to wear a white parachute badge on their left forearms.

Membership of the Edward Bear Club is not confined to the cadets. Anyone who jumps with them automatically acquires the right to wear the Club's green tie decorated with silver filigree toy teddy bears suspended from parachutes.

Captain J. E. D'O. Hinde, the Parachute Regiment representative at the Academy, who is in charge of the course, told SOLDIER that a happy association had been built up with the Royal Air Force. "The RAF provides the aircraft, parachutes and despatchers, mans the dropping zones and willingly offers every help," he said.

In recent years a close link has also been forged with Sandhurst's

French equivalent, the Saint Cyr Military Academy. It sprang from a meeting between Captain A. I. H. Hobkirk, 15th/19th The King's Royal Hussars, and Capitaine Tuttu, of the French Foreign Legion and one-time instructor at Saint Cyr. It was suggested that the parachute courses at the two academies might compete in exercises. Captain Hobkirk and Captain Tuttu, a keen supporter of the idea, secured official sanction and Capitaine Tuttu persuaded his superiors to approve the idea.

The first scheme was held in 1957 when members of the Edward Bear Club dropped on Brittany to attack objectives defended by a Saint Cyr group. Similar exercises were held in 1958 and early this year. The results were recorded on a points basis and Sandhurst won all three contests.

The Saint Cyr cadets have also parachuted on Salisbury Plain to attack targets defended by Sandhurst cadets and that time victory went to the French.

When SOLDIER watched the recent exercise in Surrey, Edward Bear dropped as the advance guard of 35 cadet parachutists who fought a battle until midnight when they went back to Sandhurst to get some rest before their studies next morning at eight o'clock.

K. E. HENLY

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THE GUARDS GO BACK TO MARETH

FOR most of the party, Mareth was just another name in the long list of World War Two battles and many were being pushed about in prams when the Battle of Mareth was fought in 1943.

But to two officers and a sergeant of the 3rd Battalion, Grenadier Guards, who, with 37 other men of the Battalion recently visited the battle area during an exercise in Libya, it brought back many poignant memories. They had fought there with the 6th Battalion, Grenadier Guards, when Rommel's Afrika Korps was thrown back in one of the bloodiest encounters of the war.

The three were the Commanding Officer, Lieutenant-Colonel E. C. Britton, who was a lieutenant at Mareth, Lieutenant W. Nash, then a pay sergeant and Pioneer Sergeant J. Durant, then a pioneer. There was much to remind them of their agony and triumph 16 years ago for many of the trenches were still intact and the desert was littered with pieces of British and German equipment, including a Bren gun magazine.

The 3rd Battalion, Grenadier Guards had come from Cyprus to Libya for desert training with 6th Royal Tank Regiment. They spent the first week digging trenches, camouflaging their positions and on section field firing. Then came a week of exercises with the tanks and finally, in the third week, a Battalion fire demonstration and a large-scale exercise during which they threw back enemy attacks mounted by the 1st Battalion, The Royal Irish Fusiliers. —From a report by Army Public Relations, Libya.



Above: In the desert where the Grenadier Guards fought sixteen years ago, men of the 3rd Battalion practise their field firing in the Tarhuna district of Libya.



Right: Behind a barricade of rocks, a machine-gun goes into action. L/Cpl. J. Ashwell is the No. 1 and his assistant is Gdsm. J. Petherick.



"Now, Private Yang, don't snatch the trigger." The General gets lessons from a platoon officer.

The "Diehards" Hold An Auction

ONE of the thornier problems facing all regiments which have to move their regimental depots to new brigade depots, is what to do with surplus trophies and mess silver.

The Middlesex Regiment has solved it by holding a silent auction of more than 300 pieces of silver and plate before moving its depot at Inglis Barracks, Mill Hill, London, to the new Home Counties Brigade depot at Canterbury.

It was an auction in which the highest bidder did not always win and in which for four months, serving and retired officers of the Regiment bid against each other by post and sometimes a personal call at the depot. A Regimental Council decided who should have the articles, taking into account the bidders' service in the Regiment and the Battalion to which they belonged. Reserve prices ranged from one shilling for a pair of nutcrackers to £15 for a lamp standard.

One bid for a polo challenge cup was received by post from Major G. O. T. Bagley, now living in Los Angeles, who served with the Regiment in Hong Kong in 1907 and played for the 3rd Battalion polo team.

Some of the surplus silver, like candlesticks, has been presented to the 1st Battalion's Sergeants Mess and some has been loaned to the Regiment's Territorial battalions, Army Cadet Force units, the Old Comrades' Association and the Army Air Corps whose Commandant, Brigadier G. P. Weston DSO, was commissioned in the Middlesex Regiment in 1931.

The "Diehards" will not completely sever their links with Mill Hill (the depot for 50 years) when they move to Canterbury. A Regimental headquarters and a museum will remain in Inglis Barracks.



Major I. Battye with some of the surplus silver which was sold by auction

A Long Time Gone

RECENTLY retired from the Army after 36 years is an officer who probably holds the record for continuous service overseas with one battalion.

He is Major C. W. Smart (left) of the Somerset Light Infantry who went abroad with the 1st Battalion at the age of 19 as a private in 1926. He did not return until 1947—20 years and nine months later—and still with the same battalion.

Major Smart, who was mentioned in despatches for outstanding services on the North-West Frontier in the 1930s and in the Arakan in World War Two, was for the past four years quartermaster at the Somerset Light Infantry Depot.



MILITARY

MISCELLANY

This Private is a General

IN other armies they do things differently—especially in the Chinese Communist People's Army which claims to be the most democratic in the world.

Now, the Commander-in-Chief has gone the limit by making all senior officers step down to the rank of private and serve in the ranks for one month. The idea is to help build up solidarity between officers and men and to enable the senior officers "to keep close contact with the masses."

One of the first to undergo the metamorphosis from general to private and back again was General Yang Teh-chich, Commanding Officer of the Tsinan area, in Shantung Province, who recently spent four weeks in the ranks of an Infantry regiment, being bossed around by corporals and sergeants in such elementary matters as fatigues, rifle drill and section battle training.

As far as SOLDIER knows the General enjoyed himself; after all, he was still being paid a general's salary!



Kilted Territorials of the pipe band of 931 Company, RASC, on a recruiting march in Belfast.

Ulster's Piping Drivers

RIVALRY between Scotsmen and Irishmen in a Territorial Army transport column led to the formation of the Royal Army Service Corps' only authorised pipe band—that of 931 (Ulster) Company (GT), TA, which for a third time will be playing at the Corps Rally in London next year.

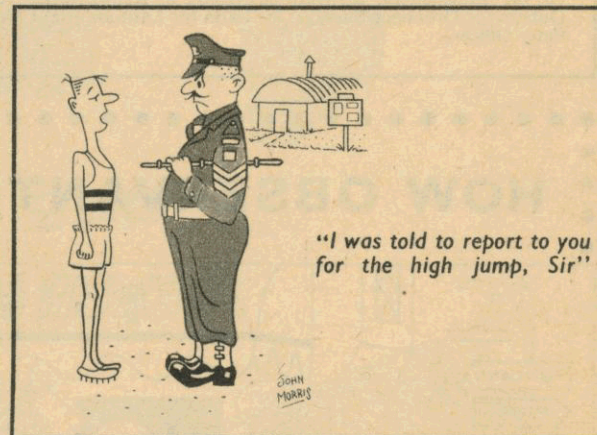
The pipes and drums were raised four years ago by the Company Commander, Major Rea Bamford, and the band, then 14 strong, made its first public appearance in Belfast when it played the unit to the Liverpool boat on its way to camp in Wales. Next day the band, playing Scottish pipes, led the Irishmen into Aberporth to join the three Scottish companies of 3 Anti-Aircraft Group Column, RASC (TA).

No. 931 (Ulster) Company was formed in Belfast in 1947 by Major

Bamford (then a captain) and Lieutenant Madge Dunvaband, Women's Royal Army Corps (TA), as a mixed transport company. It became an all-male company when Anti-Aircraft Command was disbanded in 1954.

Composed entirely of volunteers, the Company is practically up to establishment and with 320 men claims to be the strongest Royal Army Service Corps unit in the Territorial Army.

After three years of determined effort the band was officially recognised last November and has since figured prominently in the Company's recruiting drives. Its members, all Londonderry men and drivers in "A" Platoon, are commanded by Lieutenant William Rosborough and led by Pipe-Major Sergeant William Hetherington.



"I was told to report to you for the high jump, Sir"

PICTURE PUZZLE

SOLDIER will give six recently published books, together worth more than £5 5s, to the winner of this picture puzzle contest.

All you have to do is to select the correct solution from the list of possible answers printed against each picture. Then send your entry in a sealed envelope to reach SOLDIER's London offices by Friday, 11 September.

The winner will be the sender of the first correct solution opened by the editor. He or she may then choose any six of the following books: "No Friends for Travellers" (the story of Indian Thugs) by A. J. Wightman; "The Battle of Gettysburg" (an eye-witness account) by Frank Haskell; the novels "Prisoner at Jalna" by Gerard Bell; "In Fear of Silence" by John Slimming; "Trial by Battle" by Peter Towry; "See No Evil" (a mystery) by Finlay McDermond; "Fire on Fear Street" (another mystery) by Stewart Sterling; "The Mission" (a story from Burma in World War Two); "The Breaking of Bumbo" (life in the Guards) by Andrew Sinclair; "He Lit the Lamp" (biography of Professor A. M. Low) by Ursula Bloom; "Miss May" (the incredible adventures of a crippled Englishwoman) by Gerard Bell; and a bound volume of SOLDIER, 1957-58.

RULES

1. Entries must be sent in a sealed envelope to:
The Editor (Competition), SOLDIER, 433, Holloway Road, London, N.7.
2. Each entry must be accompanied by the "WIN SIX BOOKS—15" panel printed at the top of this page.
3. Competitors may submit more than one entry but each must be accompanied by the "WIN SIX BOOKS—15" panel.
4. Any reader, Serviceman or woman and civilian, may compete.
5. The Editor's decision is final.

★ The winner of SOLDIER's June "What Do You Know?" competition was:

Sergeant A. Robb, RAEC, 4/7th Dragoon Guards, BFPO 30

The correct solution was: 1. Oxford by six lengths. 2. (a) waters, deep; (b) noise; (c) gold, glitters; (d) cloud, silver. 3. Olivier, actor; Amory, politician; Michelmores, television star; Greaves, footballer; Rees, golfer. 4. The Suez Canal is the world's longest big ship canal. 5. For exploding mines. 6. Aluminium. 7. Mis-spelled words were demenour (correct spelling demeanour) and extraneous (correctly extraneous). 8. Augustus John, the painter. The rest are authors. 9. Copenhagen, 1801. 10. (a) for example; (b) National Union of Railwaymen; (c) Outsize (or Ordnance Survey); (d) Latin (or Latitude); (e) Chief Petty Officer.



1

This is part of a British Army cap badge worn by (a) Territorials of the Royal Berkshire Regiment; (b) The 43rd (Wessex) Division; (c) The Buffs; or (d) The Royal Army Dental Corps? The clue is in the dragon's head.



3

This "thing" took the Germans by surprise in the invasion of Normandy. It is (a) a DD swimming tank; (b) a midget submarine; or (c) a master pumping station for PLUTO (the pipeline under the ocean)?



5

The instruments these cavalymen are playing are (a) cornets; (b) trumpets; (c) bugles; or (d) specially shortened trombones?



2

This is a photograph of (a) the illuminations at Blackpool; (b) a display of Indian club swinging by the Women's Services at the Royal Tournament; (c) curls on the back of a woman's head; or (d) coils of luminous wire?



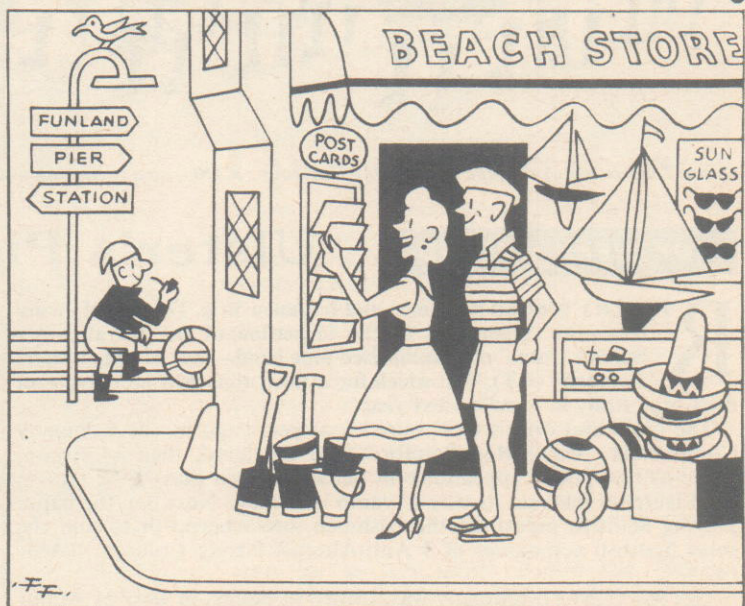
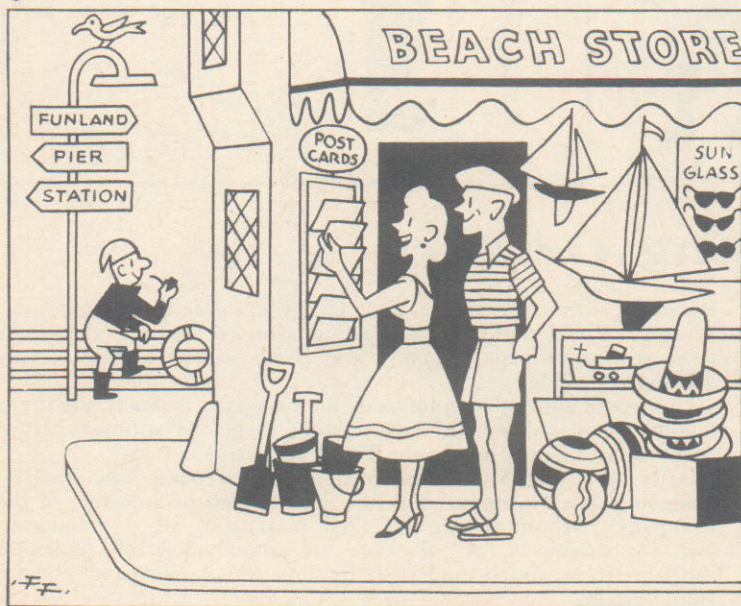
4

This attractive girl is a member of (a) the wartime Women's Land Army; (b) the Russian Army; (c) the American Women's Motorcycle Corps; or (d) the German Women's Army Corps?

The solution and the name of the winner will be announced in SOLDIER, October

HOW OBSERVANT ARE YOU?

These two pictures look alike but they vary in ten minor details. Look at them very carefully. If you cannot detect the differences see page 38.



The News You Might Have Missed

FOR the defence of Western Europe six countries—Norway, Denmark, Western Germany, Italy, Greece and Turkey—are to have the North Atlantic Treaty Organisation's new underground early warning radar system.

It will operate with those already in force in Britain and France to form a comprehensive advance warning system against attack by high-flying bombers and guided missiles on a front of more than 2000 miles.

★

THE first Territorial to win the Victoria Cross has died. He was Mr. William Angus who, as a lance-corporal in the 8th (Lanark) Battalion, Highland Light Infantry, rescued an officer under heavy fire at Givenchy in 1915. He received 40 wounds in the action.

★

LAST year NAAFI's turnover was £56,719,206, a reduction of nearly £3 million compared with the previous year. Rebate and discount amounting to £2,260,015 was paid to the Services.

The chairman, Sir William Beale, said that more than 200 shops at home and overseas had been converted to self-service and another 210 were due for conversion.

★

FROM Canada comes a delightful story of a small vessel named The Lord Montgomery which was refused permission to enter at night the Eisenhower Dock on the St. Lawrence River.

When the skipper asked impatiently what he could do until next morning he was told, "With a name like that you could sit up writing your memoirs!"

★

LIEUTENANT JOHN FLOYD, aged 22, of the 15th/19th Hussars, is a living link with his Regiment's origin 299 years ago. His great-great-great-grandfather, General Sir John Floyd, was appointed a Cornet at the age of 12 in Eliot's Horse (now the 15th/19th Hussars) when it was raised in 1760.

★

THE United States Army is to buy £12 million worth of amphibious aluminium armoured troop carriers which can be dropped by parachute and also used as mobile missile launchers.

The new carrier weighs only nine tons against the present 20 tons of its steel counterpart and it is claimed that its alloy armour plating gives the same protection.



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A contemporary print of the Battle of Minden shows the British Infantry standing fast under a French cavalry charge while enemy Infantry make a flank attack. The weapon that won the day at Minden was the Brown Bess musket.

HOURS OF GLORY 20

Two hundred years ago this month British Infantrymen wearing roses in their hats confounded the laws of war at Minden. They won a famous victory by attacking the French cavalry—a feat never before attempted—and drove them from the field



COVER PICTURE

SOLDIER's cover photograph by Picture Editor W. J. STIRLING is of a painting by Sergeant J. Hedgethorpe, Royal Army Educational Corps.

It shows the Gunners of Captain Foy's Battery in action at the Battle of Minden near the Hahlen Windmill which still stands.

“GALLANTRY WITHOUT PARALLEL”

NEVER in Britain's long and proud military history did Infantrymen win a more remarkable victory than at the Battle of Minden, exactly 200 years ago.

On that memorable day—1 August, 1759—the men of six British regiments of the line, with three Hanoverian battalions, performed a feat of arms never before equalled and never since surpassed: they attacked and broke in succession three lines of French cavalry, shattered heavy counter-attacks by columns of French Infantry and, after a bloody struggle, put the enemy to flight.

Some 170 years later Sir John Fortescue, the famous military historian, wrote: “All preconcerted arrangements were upset by the extraordinary attack of the British Infantry, a feat of gallantry and endurance that stands, so far as I know, absolutely without parallel.”

The British Foot regiments which won immortal fame at Minden and each year celebrate the famous victory were the 12th (later The Suffolk Regiment and now embodied in the 1st East Anglia Regiment); the 20th (now The Lancashire Fusiliers); 23rd Royal Welch Fusiliers (now the Royal Welch Fusiliers); 25th (now The King's Own Scottish Borderers); 37th (now The Royal Hampshire Regiment) and 51st (now The King's Own Yorkshire Light Infantry).

Two batteries of the Royal

Artillery, then known as Foy's and Macbean's, also played a big part in the victory, but the weapon which did the greatest execution was the "Brown Bess" musket in the hands of the imperishable British Infantryman.

There were British cavalry squadrons at Minden, too, but because of the inexplicable failure of the Allied cavalry commander, Lord George Sackville, to obey repeated orders to charge the disordered enemy they were little more than impatient spectators. (After Minden Sackville was sent home and pronounced by court-martial to be "unfit to serve the King in any military capacity whatsoever.")

The prelude to Minden—one of the many notable battles during the Seven Years War of 1756-63, which was fought in Germany, Canada, India, the West Indies and at sea—opened in 1758 when a British force, including the six foot regiments, was sent to Germany to reinforce the Army of Prince Ferdinand of Brunswick.

In a brilliant campaign earlier that year the Prince had driven the French from Hanover and Hesse. By the end of July, 1759, however, the French had again advanced into Germany and an army of about 60,000 under Marshal Contades was established around the town of Minden with its right flank resting on the river Weser and its left on a marsh, covering the investment of the towns of Munster, Hameln and Lippstadt.

Ferdinand, with about 45,000 troops, approached Minden in the hope of bringing the French to



Another contemporary print depicts Prince Ferdinand instructing an aide-de-camp to order Waldegrave's brigade to advance "when the time came" by beat of drum. The order was misconstrued and the Infantry set off to attack.

battle, and in due course tempted Contades to fight on the open plain of Minden.

On 1 August Contades had under command on the field about 51,000 troops and 162 guns; Ferdinand about 41,000 and 170 guns. The French columns began to move out of their camp at midnight and two hours later Ferdinand ordered his troops to march.

On their way to meet the enemy the British troops halted near a rose garden and picked roses to adorn their hats. Thus decorated they went on into action (since then all these regiments, except The Royal Welch Fusiliers, have worn roses on their headresses on Minden Day every year.)

Ferdinand planned to rest his right flank on a village called Hahlen, and placed Captain Foy's battery of guns there. While at the Hahlen windmill, watching the battery in action, he saw the division which included the British Infantry, deploying, and ordered it to advance, when the time came, with drums beating. This order, says Fortescue, was either misdelivered or misunderstood, for "the leading brigade shook itself up and began to advance forthwith. . . ."

The leading line of these troops was composed of the 12th, 37th, and 23rd regiments, under Brigadier Waldegrave; the second line comprised the 20th, 51st, and 25th regiments, under Brigadier Kingsley, with Hardenberg's Hanoverian Battalion and two battalions of Hanoverian Guards.

Suddenly, while the second line was still deploying, the drums began to roll and the first line stepped off in perfect order, advancing on the French Horse. The second line then stepped off, deploying as it moved. And so the nine battalions went steadily forward into a cross-fire which tore great gaps in their ranks, and approached the astonished mounted enemy.

Infantry attacking unbroken cavalry was new to the Frenchmen, but their astonishment quickly gave way to grim satisfaction, and a dozen squadrons detached themselves and charged the scarlet-coated line. Waldegrave's brigade halted and stood firm until the horsemen were within ten yards; then poured in a volley of musketry which threw the squadrons back in confusion. Then they resumed their steady advance.

The first order to Lord George Sackville to bring his cavalry into action was sent when the first French charge was broken. Instead, he advanced his squadrons a little way and halted again. A second message, asking why he had not come up, was ignored.

The French Cavalry rallied, and a second line charged the advancing battalions. At the same time

a mass of Infantry and 32 guns from the French left began to enfilade the scarlet-coated lines. For a moment the British and Hanoverians wavered, but quickly they steadied. They met the galloping Cavalry with a volley which blasted them off the field, then turned on the enemy Infantry and beat them back with heavy losses.

Again a call was sent to Sackville, and again he failed to respond. A third line of French horsemen then attacked the indomitable Infantry and broke through the first line, but was destroyed by the second.

That was virtually the end of the battle, for Ferdinand's left wing took the offensive and the German cavalry disposed of the whole of the French Infantry opposed to them.

The French army retreated rapidly, harried by the batteries commanded by Foy and Macbean. Contades was quite broken by his defeat and eventually retired on Cassel, his army demoralised.

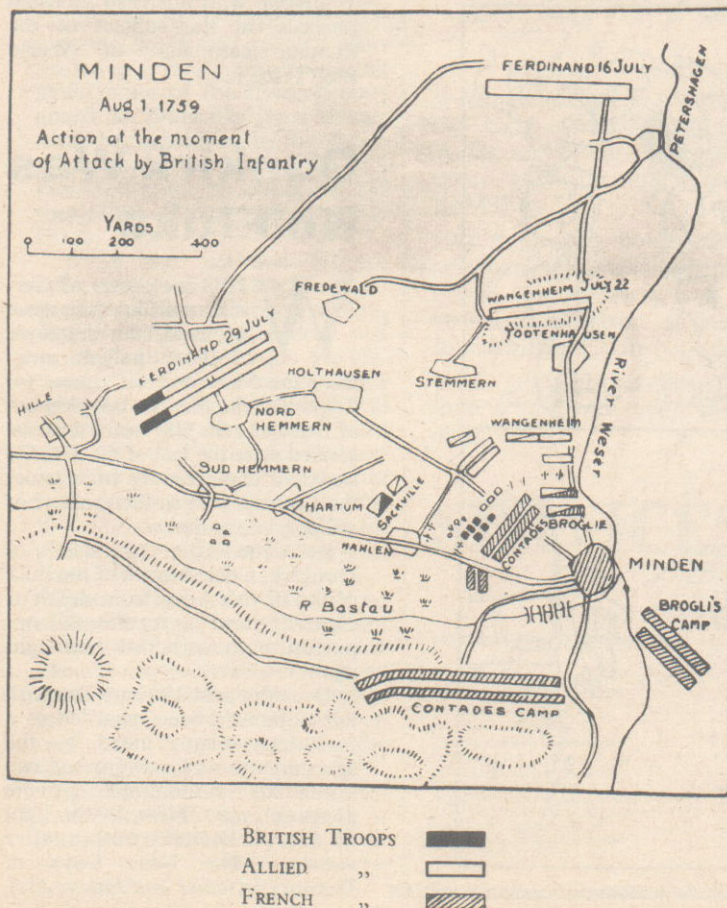
Later he paid the British Infantry this remarkable tribute: "I have seen what I had never thought to be possible—a single line of Infantry breaking through three lines of cavalry ranked in order of battle and tumbling them to ruin."

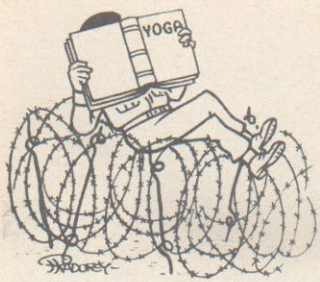
The Allied losses at Minden were 2600 killed and wounded, of whom 1400 were British. Of the six British Infantry regiments, originally 4434 strong, 34 officers and 1252 other ranks were casualties. The heaviest losses were in the 12th Regiment (302) and the 20th Regiment (322).

According to Fortescue, a remarkable feature of the action was the skill with which Ferdinand enticed the French commander into battle (by placing a corps, apparently exposed and unsupported, close to his front). He also praised the handling of the Allied artillery and the excellence of the British Gunners.

But the abiding glory of Minden belongs chiefly to six resolute battalions of Infantrymen.

This sketch map shows the dispositions of the opposing armies as the Infantry assaulted the French cavalry. The British cavalry squadrons did not attack.





BOOKSHELF



LUCK AND THE WEATHER DESTROYED AN ARMY

ON a December day in 1812, a handful of soldiers, scarcely recognisable as such in their rags, crossed the river Niemen. Tramping with them were 20 times their number of unarmed stragglers.

They were all that were left of Napoleon's Grand Army, the conquerors of Europe, who had bravely crossed the river in the opposite direction to invade Russia the previous spring.

Among them was General Count Philippe-Paul de Ségur, for 15 years an aide-de-camp to Napoleon and his quartermaster-general in Russia. Ségur's account of the Russian campaign, a military classic, has been translated into English several times. Now comes a new translation by J. David Townsend, "Napoleon's Russian Campaign" (*Michael Joseph, 21s*), a highly-readable version which leaves out only the detail of military manoeuvre that would slow up the narrative.

It is a superb account of the destruction of an army in a kind of mobile war of attrition, with the climate a potent ally of the Russians. Napoleon himself, in ill-health, was no longer the decisive, infallible leader of earlier campaigns but a general who made fatal errors. The lucky star

in which he had pinned his faith deserted him, and so did some of his judgment.

The liberation of Lithuania was the immediate object of the 1812 campaign and it was quickly accomplished. The Russians, however, did not stop to fight and Napoleon, anxious to force a peace on the Tsar, continued to pursue them. The final decision—to march on Moscow—was taken against the advice of his marshals.

At Borodino the Russians stood, but already the Russian winter started to take a hand. A cold wind gave the Emperor fever and a recurrence of a painful disease. At the height of the battle he was indecisive. The result was an incomplete victory, and a formidable enemy still faced the Grand Army.

A few days after Borodino, the French entered Moscow. All but criminals from the jails and some

police officers had fled. The Governor had prepared the city for burning—surely the greatest and costliest booby trap in history—and these were to be the incendiaries. The Grand Army's conquest turned to ashes and even the Emperor only narrowly escaped the flames.

On went the Grand Army, still seeking to defeat the Russians. At Malo-Yaroslavetz there was another bloody encounter. Napoleon did not know it, but the day ended in panic in the Russian forces. He had only to march on and all might yet have been well with the Grand Army. But his intuition deserted him and at a stormy session with his marshals he decided on retreat.

Starving, frozen, with an increasing number of unarmed stragglers accompanying the dwindling body of men still under arms, the remnants of an army plodded back to its starting point. The Russian "scorched earth" policy, which had forced them to fight expensively for their food and forage in advance denied them even shelter in retreat.

Guerrillas attacked their flanks

and so did Cossack raiding parties. The Russian Army hammered at their tail and was beaten off time and again by the rearguard, led by the untiring Marshal Ney.

In that terrible climate, where birds froze and died on the wing, men lived on a little rye, seasoned (since they had no salt) with gunpowder and horse meat. Every horse that fell was the centre of a wild scramble for pieces of flesh, and when men were roasted alive in a carelessly-heated barn, some of their comrades turned cannibal.

In the depths of disaster, the sick Emperor refused to face facts. He was ordering marshals who no longer had troops to take up positions as if they still had great armies. When one pointed this out to him, Napoleon exclaimed, "Why do you want to destroy my peace of mind?"

Russia, wrote Ségur, was not invincible. "Comrades . . . You could have triumphed over this land and its wide spaces, this harsh, gigantic climate, as you did over her soldiers. But certain mistakes were made, which were punished by abysmal suffering."

The words have a familiar ring to anyone who has read German generals on the subject of the Russian campaign of World War Two.

Dunkirk Was No Fluke

WITH the clatter of German machine-guns close at hand, the destroyer *Shikari* pulled away from the Mole and set course for England. She was the last ship out of Dunkirk; the 600 weary men she carried were the last of the 338,226 snatched triumphantly from under the German nose in the greatest of military evacuations.

So ended the "miracle" of Dunkirk, a deliverance of the bulk of the British Army from death or captivity and a traditional opportunity to withdraw and fight again.

Over the past 19 years Dunkirk has popularly been regarded as a fortuitous escape aided by the spontaneous and unorganised response of innumerable private pleasure craft. Now, in the light of David Divine's authoritative survey, "The Nine Days of Dunkirk" (*Faber and Faber, 21s*),



Courtesy LEGERKOERIER

the evacuation emerges in its true perspective as a military, naval and air operation as carefully co-ordinated and executed as tactical and political situations would permit.

The armada of 848 ships which took part in the evacuation ranged from destroyer to yacht and 15-foot punt, with every movement along three cross-Channel routes controlled from Admiral Ramsay's headquarters in a gallery under Dover Castle. Deep in the cliffside a special staff took over the "Dynamo Room" which in World War One housed an electrical plant; from this room arose the evacuation's code name, Operation "Dynamo."

Mr. Divine's statistics make fascinating and surprising reading. Before "Dynamo" began 58,583 British and 814 Allied troops were evacuated, but during the actual operation the numbers were almost even—139,732 British and 139,097 French and Belgian. In the retreat and on the beaches the British lost 68,111 killed in action, missing, wounded or taken prisoner, and left behind 2472 guns, 63,879 vehicles and half a million tons of stores and ammunition.

The work of the "little ships" is graphically told, partly in the laconic and self-effacing reports of their skippers. The variety of craft was amazing. There were barges, tugs, hoppers, lighters, life-boats, a motor yacht commanded by a Dominican monk, a pinnace crewed by Sea Scouts and a Thames fire-boat with its crew of 12 London firemen.

Mr. Divine, who commanded a Thames motor cruiser in the operations, praises the efforts of the French Navy but is strongly critical of the French soldiers' morale—boats were rushed, overloaded and swamped—and of the abandoning of the fighting rear-guard in Dunkirk, their escape route being blocked by thousands of unarmed French refugees. Forty thousand men, he estimates, hid themselves during the nine-day battle.

While the account of the evacuation is almost wholly objective, Mr. Divine displays a bias, with which many readers will strongly disagree, in his description of the withdrawal and his analyses of military and political direction. His heroes are Lord Gort VC and Admiral Ramsay and he brooks no criticisms of their decisions; but he might well have declined to subscribed to the current fashion of belittling war-time commanders.

Even after Mr. Divine has exploded many myths about Dunkirk there remain mysteries like the German failures to press home the *blitzkrieg* to the beaches, to concentrate the Luftwaffe on our shipping and to commit the German Navy.

The lifting of a third of a million men from within shelling range of forty triumphant German divisions must always be the "miracle" of Dunkirk.

Was It Sabotage?

IN June 1916, Field-Marshal Earl Kitchener of Khartoum, Secretary of State for War, died when the cruiser *Hampshire*, battling through a storm off Orkney, struck a mine and went down with the loss of all but 12 on board. He was on his way to Russia.

What hidden facts lie behind the story is a question which has been asked by many people and Donald McCormick, in "The Mystery of Lord Kitchener's Death" (*Putnam*, 18s) attempts to answer it.

What has kept the mystery alive all these years is a secret report which is believed to exist in the Admiralty—its existence has been admitted and denied in Parliament. This belief has whetted many curiosities.

There is a good deal to give colour to the mystery. The Germans, for example, were well aware of Kitchener's acceptance of an invitation from the Tsar to visit the Russian front. There was a leakage in a high place in London. In Petrograd, the Tsar's capital, the visit was common talk in the British Boat Club as well as in the Tsar's court where German agents were active.

Irish revolutionaries in Britain were aware of it, too. The servant of one of Kitchener's party was decoyed to the wrong London station when the warlord was due to leave for Scotland to board the *Hampshire*.

This servant carried vital codes, and it may be that the decoying was arranged by the Irishmen to delay the start of the trip and give their men in Scotland time to prepare a coup. It was known that

there was an Irish plot to assassinate Kitchener.

In a London Turkish bath, an agent of Naval Intelligence heard a mysterious conversation between a suspect and another man. Down at Broome Hall, his home in Kent, Kitchener was perturbed by two strange men who spied on him in his own garden. There was also a mysterious Irishman whose movements were traced in Orkney by a police officer. There was a small fishing vessel flying a Dutch flag which was reported at sea when the weather was such that any sensible skipper would have made for the nearest port.

A German wireless station heard a report from a destroyer that a shipping channel, not normally used by warships, had been cleared of mines. It was repeated four times. The Germans sent a mine-laying submarine to the spot and it seems likely that it was one or more of her mines that the *Hampshire* struck.

Admiral Sir John Jellicoe, Commander-in-Chief at Scapa Flow, attempted to persuade Kitchener to delay his voyage because of the weather. In the storm, the channel could not be swept again, as it should be, and

the *Hampshire's* escorting destroyers would not be able to keep up with her. Kitchener, however, would brook no delay, and the *Hampshire* sailed.

With the evidence scanty, there have inevitably been a variety of exciting, if not always credible, stories purporting to be the "truth" behind the disaster. One which has been put about in a number of forms is that the *Hampshire* sank because of an internal explosion caused by sabotage. The Admiralty, with the evidence of the survivors to work on, has strongly denied that this was so.

At least one German claimed to have smuggled time-bombs on to the *Hampshire* by two Irish members of the crew who subsequently deserted and watched the sinking of the ship with their German colleague. The author destroys this story with little trouble. It was told in a book called "One against England."

Another story which was too fantastic to need destruction was that told in another book called "The Man Who Killed Kitchener." The subject was a man who was, genuinely enough, a German spy: Fritz Joubert Dusquesne. Disguised as a Russian liaison officer, he is reported to have boarded the *Hampshire* with Kitchener's party. In due course, he signalled with an electric torch to a U-boat to

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NORTH AFRICA
BENGHAZI (Salvation Army)
HOMS (Church of Scotland)
TOBRUK (Salvation Army)
TRIPOLI (Y.M.C.A.)
MIDDLE EAST
ADEN (M.M.G.)

CYPRUS

AKROTIRI (Y.W.C.A.)
BERENGARIA (Y.W.C.A.)
DHEKELIA (C. of E. Club)
EPISKIPI (Y.M.C.A.)
FAMAGUSTA (M.M.G.)
KYRENIA (Church of Scotland)
NICOSIA (Y.W.C.A.)
NICOSIA (Hibbert Houses)
POLEMEDHIA (M.M.G.)
FAR EAST
HONG KONG (European Y.M.C.A.)
SINGAPORE (Union Jack Club)
SEK KONG (Church of Scotland)
and other main centres

fire a torpedo. Having done that, Dusquesne stood behind Kitchener ready to shoot him down if there was any chance of his escaping. Once the *Hampshire* had sunk, Dusquesne kept himself afloat on the mountainous seas and again signalled to the submarine which raced to pick him up and took him back to Germany where he was rewarded by being created a Baron.

Among the other sequels of the sinking of the *Hampshire* were two highly-imaginative silent films made in the 1920s. A journalist, after pressing for an enquiry into Kitchener's death, produced a coffin which he said contained the War Minister's body which had been washed up in Norway, buried there and exhumed. The coffin was solemnly opened in the presence of a coroner and Sir Bernard Spilsbury, the pathologist, and found to be empty.

Hitler's intelligence service in World War Two also took an interest in the *Hampshire* mystery, to try to revive contact with anti-British Irishmen who might have been involved. There is also a story that Sir Basil Zaharoff, the armaments king, sought to salvage bullion from the *Hampshire* for the Nazis, in return for an embarrassing dossier on his activities in World War One. There is no evidence that the *Hampshire* carried bullion. In any case, the sea in that part of the Pentland Firth where the *Hampshire* sank is too treacherous for diving operations. The currents and cross-currents guard any secret she may still hold.

When Englishmen Fought Englishmen

AT Truro Assizes, the prisoner in the dock was a general and the charge against him was bringing armed forces into the Duchy of Cornwall.

The jury not only acquitted him, but thanked him for coming to their aid. And so General Sir Ralph Hopton stepped from the dock and (after a local truce to bring in the harvest) raised a force of Cornish Cavaliers to fight for Charles I against his rebellious Parliament.

This was a prelude to one part of the First Civil War, 1642-6, a war of bloody fighting but also a war of chivalry. It is a war with an interest of its own to appeal to the lay-reader. Later wars, like those in India or the Peninsula, may have had more spectacular battles, but few Englishmen can visit Pondicherry or Badajoz. Many, however, can and do visit Edgehill and Marston Moor, Newbury and Naseby, Winceby and Lostwithiel.

For those who like to gaze at these battlefields and try to picture Roundheads and Cavaliers locked in strife, "The Great Civil War," by Lieutenant-Colonels Alfred H. Burne and Peter Young (*Eyre and Spottiswoode*, 36s) is a splendid handbook, complete with sketch-maps and references to buildings, hedges and woods which can still be seen.

Curiously, the authors are the first soldiers to write a book about the Civil War, and theirs is the first purely military history of it.

It is lively and full of incident and personalities.

At Edgehill, the "drawn battle," Oliver Cromwell, watching from the top of a church tower, saw Royalist Cavalry approaching and slid down the bell-rope to make a quicker getaway. The King reaped the benefit of this battle only because he kept his worn-out troops on the battlefield for the night while his equally-exhausted foes withdrew.

Hopton, the hero of Truro Assizes, fought many battles against his former friend and comrade-in-arms, Sir William Waller. Though blinded and paralysed by an exploding ammunition wagon, Hopton was still commanding his troops at the dramatic battle on Roundway Down, in Wiltshire, where Waller's Cavalry was routed before his Infantry was engaged, which left the foot soldiers to be destroyed at leisure. A later battle between Hopton and Waller reached its climax in hand-to-hand fighting in the parish church at Alton, in Hampshire.

At Marston Moor, Sir Thomas Fairfax, who formed and commanded the New Model Army, found himself cut off. He took off the white hat-band which distinguished the Parliamentarians and rode off through the Royalists to join Oliver Cromwell and hatch the plan which made the day a Roundhead victory. This was the battle at which, it was said, at one moment all six generals involved were in flight.

The dominant figure of this war was the King. He had started almost from scratch as a soldier, but as the campaign wore on he gained experience and confidence and proved a competent strategist.

Oliver Cromwell, too, started his military education in this First Civil War. Though he was high in the councils of the Roundheads, he was not yet an army commander. His regiment of Ironsides distinguished itself in battle but Cromwell's own hours of glory were yet to come.

BOOKS IN BRIEF

A NEW and welcome type of novel, fluent in style and gripping in its narrative, "Trial by Battle" by Peter Towry (*Hutchinson*, 13s 6d) tells the story of a young officer's experiences in the jungles of Malaya.

The hero, a sensitive young lieutenant fresh from Cambridge is pitchforked into battle by the side of a hard-drinking, loud-mouthed captain who tries to make a real soldier of him. A perverse kind of friendship springs up between the oddly assorted pair and the climax is set in a brilliantly described battle scene.

A SMALL and isolated Malayan town and its surrounding rubber plantations is the background for "In Fear of Silence" (*Murray*, 12s 6d), a first novel by John Slimming.

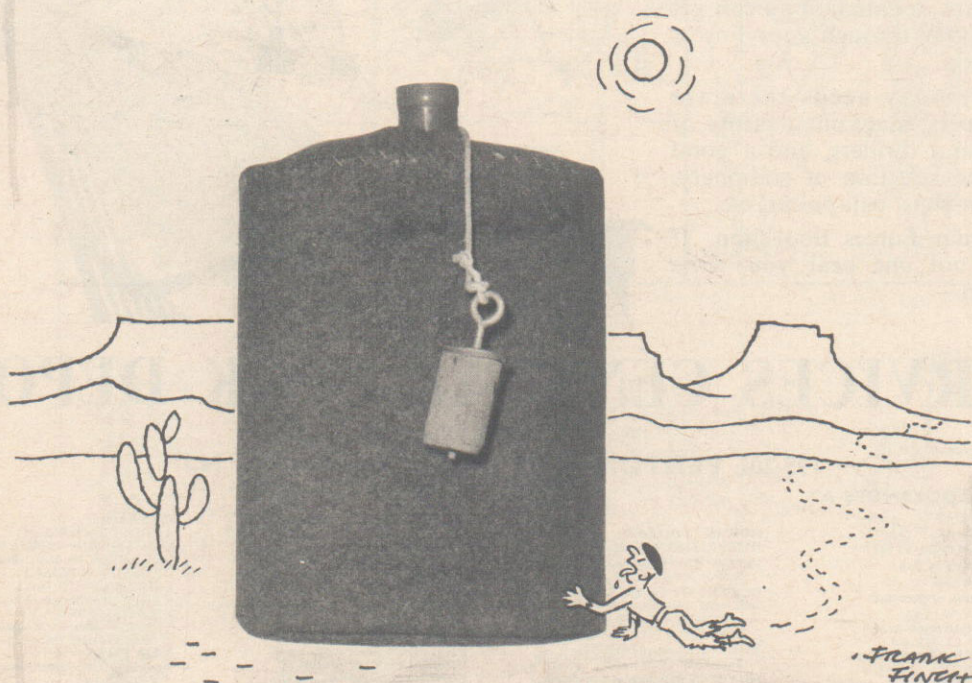
The story is of terrorist hunting by a special operation volunteer force, composed of former Communists and led by European officers, and revolves round the fortunes of a small patrol sent into the jungle without wireless communication. Back at base there is inefficiency and uncertainty and, for good measure, some drink-sodden planters and a beautiful Eurasian girl.

A NOVEL which gives a new twist to the age-old problem of what to do when conscience conflicts with duty is "The Prisoner of Jala" (*Hutchinson*, 15s) by Gerard Bell.

Somewhere between Aden and the Persian gulf a British Infantry battalion awaits orders to cross into an Arab state to support a corrupt regime. With it are two officers whose fathers together won gallantry awards in World War One: one the son of a sergeant major; the other the son of a general. The general's son refuses on moral grounds to take part in the operation and is placed under arrest by the other officer but on his way to the court martial the former is kidnapped and held as a hostage under threat of death if the British cross the frontier. From that point the book moves rapidly and excitingly to an unexpected and violent climax.

Privates' Predicaments

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BANG

GO THREE RECORDS

Two competitors get ready for a splashing as they leap the final water jump in the 3000-metres steeplechase event. Private M. Corcoran (extreme right) won, with No. 75 (L/Cpl. Henderson, RASC) second.



Lieutenant T. A. Jamieson, 12 SME, Royal Engineers, forces his way through the tape to win the 880 yards final in one min. 55.2 secs.



Fusilier G. Ogle, Royal Northumberland Fusiliers, wins the mile in 4 mins. 12.9 secs. The first three beat standard time of 4 mins. 20 secs.

COMPETITORS in the field events took the major honours in this year's Army Individual Army Championships at Aldershot Stadium. Three new records were set up and the general standard was higher than for many years.

For the sixth successive year Company Sergeant-Major Eric Cleaver, Army Physical Training Corps, broke his own Army discus record, this time adding four feet one inch to his previous best of 1958.

In the hammer event, Private J. A. Pullinger, Royal Hampshire Regiment, retained his title with a throw of 169 ft. 7 ins.—one foot eight inches better than the 1956 record set up by Lieutenant-Colonel C. J. Reidy, Royal Army Education Corps. Ironically Colonel Reidy, as the referee, confirmed Pullinger's new record which was 20 ft. 10 ins. better than that of the runner-up, L/Cpl. Melville, Irish Guards.

The third record-breaker was Corporal M. Thorne, 12 Battalion, Women's Royal Army Corps, who improved on her last year's winning javelin throw of 98 ft. by 5 ft. 7 ins. and in doing so smashed the eight-year-old record of 100 ft. 11 ins.

Lieutenant R. J. Baddeley, 4/7 Dragoon Guards, scored a double triumph. He won the 100 yards in 10.1 seconds and repeated his successes of 1956 and 1957 in the 200 yards which he won in 22.5 seconds.

The last day of the championships proved a hectic one for S/Sgt. Colin Andrews, Army Physical Training Corps. He took part in the 100, 220 and 440 yards hurdles events and came within a foot of achieving a "triple."

In the 100 yards event he finished second, one-tenth of a second behind Staff-Sergeant Instructor J. R. Bradley, Royal Electrical and Mechanical Engineers. He won the 220 and 440 events in 26 seconds and 57.2 seconds respectively, but his time for each was well outside his own Army records.



Lieut. Frost makes a final leap in the hop-step-and-jump. He was third with 45 ft. 5½ ins., but this was his first effort since 1956 when he broke his ankle. In civilian events he has done 48 ft., 1 in. better than the Army record.

Andrews began hurdling in 1956 and in his first season won the Army and Inter-Services 440 and furlong hurdles. In that year, too, he smashed two Army and one Inter-Services records, and in 1957 won the Army 220 and 440 and the Southern Counties Decathlon titles.

Last year he added the Inter-Services 440 and the AAA Decathlon to his successes and completed a brilliant season by breaking the English native Decathlon record in a match against Finland.

The hop, step and jump event attracted a strong entry which included four internationals—Guardsman Aneurin Evans, 1st Battalion, Welsh Guards, the holder; Second-Lieutenant Ralph, Duke of Wellington's Regiment, Britain's Empire Games representative last year; Lieutenant D. Frost, 27 Guided Weapons Regiment, Royal Artillery, who competed for England against Czechoslovakia in 1956; and Second-Lieutenant Stephen, Royal Army Pay Corps, who has represented Scotland.

Ralph, who had already won the long jump, robbed Evans of his title with an effort of 47 ft. and half-an-inch. Evans, the Welsh champion, has done 47 ft. 11½ ins. this year and was well below his best.

Lieutenant Frost, competing

for the first time since he broke his ankle after winning the event in 1956, was third with 45 ft. 5½ ins.

Less than a week after joining the Army as a National Serviceman, Private Woodland, 3rd Training Battalion, Royal Army Ordnance Corps, took the 440 yards title and came within four-tenths of a second of the Army record of 49.4 seconds.

Brian Hewson's records in the 880 yards and one mile events remain inviolate, although Fusilier G. E. Ogle, Depot, Royal Northumberland Fusiliers, put up a good performance in the mile. He finished first in four minutes 12.9 seconds, nearly five seconds ahead of his closest challenger.

Private M. Corcoran, Depot, The Cheshire Regiment, the Army and Cheshire cross-country champion, retained his 3000 metres steeplechase title in nine minutes 25 seconds, and Sergeant R. Guest Royal Engineers, the holder, came within two inches of the Army record of 47 ft. 1 in. in winning the weight event.

Star of the women's events was Second-Lieutenant Penelope Price, Depot, Women's Royal Army Corps, who robbed Sergeant-Instructor H. R. Hester, 9 Company, WRAC, of the 100 and 220 yards and the long jump titles.

The latter, who was runner-up in these three events, won the 80-metres hurdles.

Second-Lieutenant Price storms home to win the women's 100 yards. Second was Sergeant-Instructor Hester who lost all her three titles to the new WRAC star.



★ HE GETS BETTER ★ EVERY YEAR ★



CSMI Eric Cleaver in action.

★ **I**T'S a pretty sound bet
★ that at next year's
★ Army athletic cham-
★ pionships, Company-
★ Sergeant-Major Instructor
★ Eric Cleaver, of the Army
★ Physical Training Corps,
★ will once again break his
★ own discus record.

★ This is not such a gamble as
★ it sounds, for CSMI Cleaver
★ has performed that feat every
★ year for the past six years and
★ says he is still young enough
★ at 32 to improve on his 1959
★ record throw of 161 ft. 11 ins.

★ Son of a Regular soldier (a
★ regimental sergeant-major in
★ the Royal Armoured Corps

who also knew a thing or two about the discus and won the Army event in 1922 with a record throw of 118 ft.) CSMI Cleaver did not take a serious interest in the discus until he came home from Germany on a course in 1949.

Three years later, CSMI Cleaver entered his first competition and improved so rapidly that in 1954 he set up his first Army record with a throw of 134 ft. 10 ins. Every year since then he has broken his own record by an average of 5½ ft. each time. No other soldier has broken his own records so often.

CSMI Cleaver's supremacy in the Army discus event is such that his record throw this year was 26 ft. 2½ ins. better than his closest rival. Competing for London Athletic Club earlier this year he reached 167 ft. 1 in.

CSMI Cleaver ranks third in Britain to Gerry Carr and Michael Lindsay and competed in last year's British Empire Games. He has also appeared for England against Finland, Norway, and East Germany.

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LONG LIVE "BULL"

Mr. R. J. Holmes says (Letters, June) that "bull" plays a big part in training men and that along with good rifle drill, which in his opinion is now almost forgotten except in the Royal Marines, it is the best morale builder. We heartily agree with him. Recently we were attached to 3 Commando Brigade, Royal Marines, and saw for ourselves what a fine body of men they are, both in the field and on parade.

● **SOLDIER** welcomes letters. There is not space, however, to print every letter of interest received; all correspondents must, therefore, give their full names and addresses to ensure a reply. Answers cannot be sent to collective addresses. Anonymous or insufficiently addressed letters are not published.

● Please do not ask for information which you can get in your orderly room or from your own officer.

● **SOLDIER** cannot admit correspondence on matters involving discipline or promotion in a unit.

If this is what "bull" produces, then we are all in favour of it.—**Three Royal Fusiliers.**

Mr. Holmes should visit the Guards depot or any Guards battalion to see discipline, excellent foot and arms drill, and the pride of regiment which he seems to think has died out.—**B. S. Weavers (ex-Grenadier Guards), Houghton Regis, Dunstable.**

YEMEN

Your article "Watch on the Yemen Border" (May) is of great interest to every soldier.

Active service operations in the southern Arabian Peninsula receive such meagre publicity that few civilians are aware of that small but ever-present war. It may surprise many to know that the trouble and disputes between "dissident tribesmen" and Government forces has continued on and off for the last 50 years or more, fairly similar to but on a slightly smaller scale than on the old North-West frontier of India, but lacking, of course, the romantic publicity.

In the opinion of many who have "sweated it out" in the southern Arabian deserts, an award of a General Service Medal for such tough service would not be inappropriate, as the troops and airmen there are in all respects on active service. That service there is no picnic is obvious from the award during the last year or so of several Military Crosses and Military Medals for gallantry in that theatre of operations.

As the British forces in Aden operate under East Africa Command,

could not the current Africa General Service Medal be extended to those concerned with an appropriate clasp, in the same way as the Indian General Service Medal was extended to Burma in 1930-31?—"Sand-Groper."

APES ON STRENGTH

Is it true that the apes at Gibraltar are on the strength of the British Garrison there and that they are regimentally numbered? And who looks after the apes?—**L. J. Green, 5 Banks Terrace, Croft-upon-Tees, Darlington.**

★ The apes are officially on the strength of the Fortress and births and deaths solemnly recorded in Fortress Orders. Their establishment is 24 and the Officer-in-charge of Apes is a Royal Artillery officer who has a Gunner assistant. All the apes have names and are provided by the Army with two regular meals a day and an extra ration of sweet potatoes, fruit, nuts and vegetables.

LOTTERIES

We want to organise a Christmas prize draw, but are not sure about its legality. Can we sell tickets to the general public or only to our mess members and attached civilian staff?—"Sweepstake."

★ A proposal to hold a lottery or sweepstake must be submitted to the Commanding Officer of the unit (see Queen's Regulations, 1955, paragraph 686 (c)), who has power to decide if it can take place. But he must ensure that it complies with the provisions of the Betting and Lotteries Act.

STRIPE

How and when did NCOs' stripes originate and why do they resemble a "V"?—**T. Jones, Rishworth School, Halifax.**

★ Chevrons (or stripes) originated in the French Army in 1771 to show length of service and were later copied by some British regiments to indicate NCO rank. In 1802 British Army Orders laid down that the chevrons would be worn "with the (centre) points downwards, on the right arm, at an equal distance between the elbow and the shoulder."

When chevrons were first used to show NCO rank in the British Army, a sergeant-major and a quartermaster sergeant wore four stripes. These were replaced by a crown in 1881.

CHARI MAIGUMERI

The Royal Lincolnshire Regiment provided the British Guard of Honour for the unveiling of the war memorial at

Taukkyam cemetery, near Rangoon, in February, 1958. In addition to the representative detachments from various countries there were individuals who laid wreaths. The representative for Nigeria was Captain Chari Maigumeri (Letters, May).

We later saw a good deal of Captain Chari Maigumeri during our stay in Rangoon and found him to be a most likeable man. He had retired from the Regular Army with the rank of Regimental Sergeant-Major just before the Coronation of the present Queen and was granted an honorary captaincy so that he might represent his country on the parade in London.

He was in great demand at receptions held in Rangoon and would on request proudly but modestly produce his Iron Cross, which he kept in his breast pocket, not liking, he said, to wear the ribbon alongside his impressive display of British decorations and campaign medals.—**Captain R. E. J. Gerrard-Wright, Royal Military Academy, Sandhurst.**

Captain Chari Maigumeri is now in retirement at Kawo village, the "Cheltenham" of Nigeria. He left the 3rd Battalion Queen's Own Nigeria Regiment, about 1954. When I last saw him in November, 1958, he was as vigorous as ever. He is now 64 years old and has a son aged two. Any letters addressed to his old battalion at Abeokuta, Nigeria, will I am sure be forwarded.—**Lieutenant-Colonel J. J. Spragg, 4th Battalion, East Lancashire Regiment (TA), Blackburn.**

SIX VCS

A friend of mine told me that one English regiment claims to have won six Victoria Crosses before breakfast, a feat which I find difficult to believe. Is it true?—**J. Hunt, Kilbirnie, Wellington, New Zealand.**

★ Yes, this astonishing feat was performed by The Lancashire Fusiliers at Gallipoli on 25 April, 1915. The six were Captain R. Willis, Captain C. Bromley, Sergeant A. Richards, Sergeant F. Stubbs, Corporal J. Grimshaw and Private W. Keneally.

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HOW THE ARMY HELPED

Your article about a Scammell and trailer of the Royal Electrical and Mechanical Engineers taking a tractor up into the Troodos Mountains (SOLDIER, July) prompts me to wonder whether the Cypriots realise how often the Army has helped them out of a difficulty.

In the emergency our own Scammell was regularly called out from Platres, in the mountains, to recover civilian vehicles which had run off the road, particularly on the Seven Sisters hairpin bends between Platres and Troodos. In three consecutive days it pulled out a police Land-Rover, a bus, a dust-bin lorry and two other vehicles.

From remote villages the Army took many sick civilians to hospital, sometimes by helicopter, and medical officers delivered babies. Other examples of help to the civilian population were the building of a bridge by Sappers to shorten the route between two villages and the training of young Greek and Turkish Cypriots in a REME apprentice school.—**REME Paratrooper.**

After the action the Commander-in-Chief, General Sir Ian Hamilton, said, "No finer feat of arms has ever been achieved by the British soldier—or any other soldier—than the storming of these beaches from open boats."

In honour of the Regiment the beach on which they landed and lost nearly half their officers and men is still called "Lancashire Landing."

SABLE MUSICIAN

I was interested to read (SOLDIER, June) that Private Beresford Laing, of the Royal Pioneer Corps, is probably the first "sable musician" for more than half a century.

I was stationed in Cork during 1907-8 when the Durham Light Infantry had a coloured musician, known in the regiment as "Jimmy Durham." He was a very popular and smart soldier.—**R. E. Fairweather, 2 Parkhurst Road, Newport, Isle of Wight.**

When I was stationed in Cork in the early 1900s, I was told that "Jimmy Durham" had grown up with the Durham Light Infantry. It was said that he was little more than a baby when found abandoned after a battle in the Sudan and he was picked up by a colour-sergeant and adopted by the Regiment.—**C. Greig, 18 Low Barholm, Kilbarchan, Renfrewshire.**

"Jimmy Durham" was brought up by the Bandmaster's wife and eventually became a full bandsman. He died of consumption at a comparatively early age. I knew him personally.—**Captain P. R. Making, 76 Thorpedene Gardens, Shoeburyness.**

NO SWOPPING

I joined the Territorial Army in 1939 and was mobilised on the outbreak of war. Since then I have served continuously with the Regular Army and have been awarded the Efficiency Medal (Territorial).

As I shall be leaving the Army in 1961 on completion of 22 years' service I cannot qualify for the Long Service and Good Conduct Medal because service which has already counted for one award will not be allowed for another. Is it not possible for me to "hand in" the Efficiency Medal (Territorial) in order to obtain the Long Service and Good Conduct Medal?—"WOI."

★ No.

OVERSEAS ALLOWANCE

A much-discussed subject among Service families in the Federation of Malaya, especially among those living in

LETTERS CONTINUED OVER



DO YOU KNOW HIM?

(see page 13)

The hero at Waggon Hill was Lieutenant (later General Sir) Ian Hamilton. He was an accomplished writer and left many memoirs. In World War One he commanded an Army Corps in the Dardanelles.

Have you ever had Clamber-skull in your Black Jack?



If so, you are one of the favoured few – or very, very old. 'Clamber-skull' was a highly descriptive Norfolk name for a potent ale; the 'Black Jack', a popular 16th century leather beer-mug, is still to be found in some bars, though no longer in use.

The history of beer contains many such names, none more eloquent than those in circulation now. For example, mixtures such as 'black-and-tan' (stout-and-mild), 'nuts and bolts' (mild-and-bitter) and 'mother-in-law' (stout-and-bitter) are popular favourites. What's yours?

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more letters

Johore Bahru, is the local overseas allowance.

The cost of living in the Federation is roughly 20 to 25 per cent higher than in Singapore, yet the local overseas allowance for both stations is the same. For a choice of clothing and many other goods we in Johore Bahru must visit Singapore and be subjected to 20 to 25 per cent custom duty on re-entry. In many cases NAAFI prices are also higher in the Federation.

Service families in Singapore have every facility—first-class shopping centres, ten or more swimming pools, lovely beaches and first-class cinemas, Army Kinema Corporation cinemas, NAAFI and Union Jack clubs. For families in Johore Bahru there are no such luxuries.

As recreational transport is not always available, we must rely on the local bus service. Petrol is 20 per cent dearer in the Federation.

Is it likely that this situation will ever be reviewed in favour of those in the Federation and local overseas allowance adjusted to the higher cost of living there?—Warrant Officer S. Alston, Royal Pioneer Corps, Johore Bahru.

★ Local overseas allowance is related to average expenditure in an overseas theatre as compared with average expenditure in Britain. Although certain items of expenditure vary between stations in Malaya and Singapore, the overall cost of living in the two regions is not considered by the War Office to be so different as to justify separate rates of local overseas allowance.

NAAFI say that their prices in Malaya and Singapore are computed separately and are based on local prices, less customs and import duties, where exemption is granted.

COATS CAMOUFLAGE

I have formed a junior Commando section in the 1st City of London Company, Royal Fusiliers, Army Cadet Force, and am anxious to carry out more advanced training, with the emphasis on adventure. Coats camouflage are not a Cadet issue and as the price asked in the shops is too much for us I am wondering whether any ex-soldiers have some they would like to pass on, in what I think is a good cause.—Sergeant-Major Instructor A. W. Rowlinson, The Drill Hall, 23-25 Pond Street, London, N.W.3.

REDCAPS

Thank you for the interesting article "Redcaps in Red Square" (June). In

HOW OBSERVANT ARE YOU?

(See page 26)

The drawings differ in the following respects: 1. Pier arrow. 2. Height of spade behind buckets. 3. White edge at bottom of left spade. 4. Keel of small yacht. 5. Position of toy steamer's mast. 6. Stripes on large ball. 7. Top left corner of lower side window. 8. Height of shop step. 9. Back of soldier's collar. 10. Width of road behind shop.

1958, Royal Military Police units in the Far East also provided security guards for the SEATO Foreign Ministers' conference in Manila. In 1957 and again this year similar duties were carried out at the Foreign Ministers' conference in Geneva.—Major R. W. Payne, Deputy Assistant Provost Marshal, London District.

HOT WATER

In your article "Adventure on Mount Olympus" (June) you say that "as water would not boil because of the altitude, the boys had to drink tepid tea."

According to my calculations, at 6000 ft water will boil at 205 degrees Fahrenheit instead of the normal 212 degrees.

Although water at 205 degrees might not produce a very good cup of tea, nevertheless, it did boil and 205 degrees can hardly be called tepid.—Lieut G. Richardson, RAEC, 3 Higher Education Centre, BFPO 30.

★ Lieutenant Richardson is technically correct, but SOLDIER also stated that the boys had to make tea with fires of wet wood which would not boil the water, even at 205 degrees Fahrenheit.

THE RAG

Is the Army and Navy Club in Piccadilly the senior of all Services clubs? And why is it known as "The Rag"?—Reverend Father C. Janvrin, Pontifical Beda College, Rome.

★ The United Services Club was founded before the Army and Navy Club and is therefore the senior.

The Army and Navy got its nickname when one member, William Higginson Duff, who was commissioned into the Regular Army in 1830, entered the Club late one evening for supper. Reading the meagre bill of fare he loudly pronounced it "a rag and famish affair," an expression which was quickly adopted as the Club's nickname.

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