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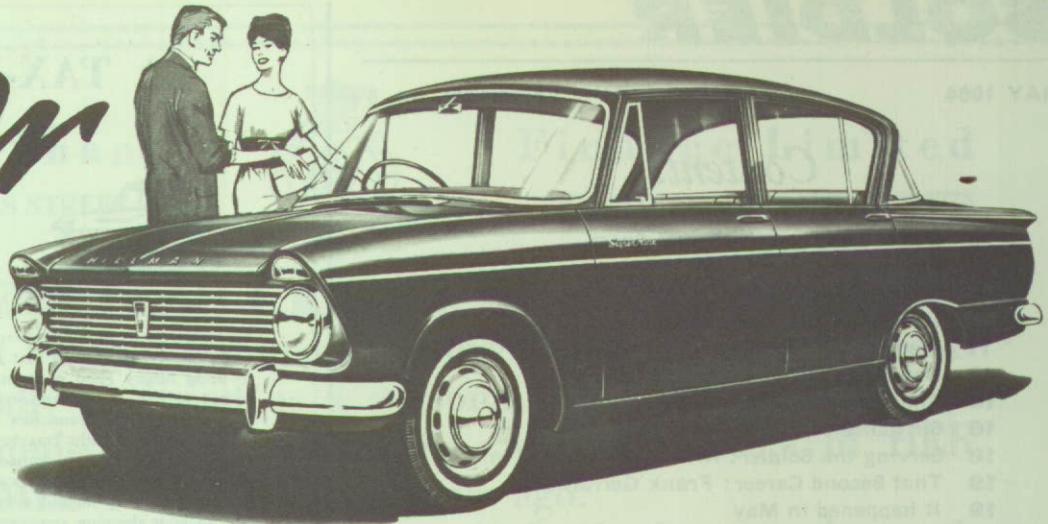
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PATROL ON THE PIRATE COAST



Sitting on the gunwales of *Al Qaid*, the Scouts watch intently for any suspicious movements on a passing dhow. This is the crucial moment—is some dreadful cargo being hastily concealed?

A SMALL dhow, less than fifty feet long, nosed slowly up the Persian Gulf. She sat low in the water, heavily loaded with a cargo that was to shock the Arab world. On board were 501 men, women and children. They were the cargo.

In fact 504 hopeful human beings embarked in Pakistan. Heartlessly cramped, they endured conditions worse than in an 18th century trooship. And unable to suffer the privations of the terrible journey,

three people died during the voyage and another collapsed and died immediately after disembarking.

Without visas, they had paid four times the normal passenger fare in the hope of finding a job and a future in the Trucial States. They were just a few of the illegal immigrants who slip into the area every year and find... disillusionment.

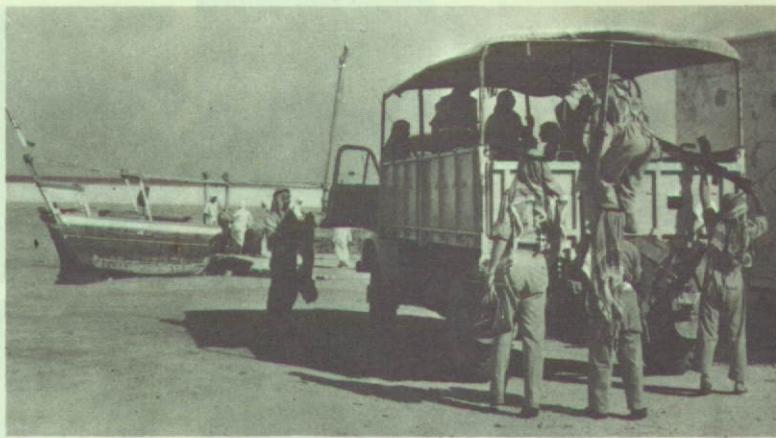
It is one of the problems that *Al Qaid*, the fast motorised dhow belonging to the Trucial Oman Scouts, has to tackle cease-

lessly. On permanent charter to the Scouts, she is crewed by an Arab family and spends much time patrolling the coast with a section of soldiers, led by a British officer, on board.

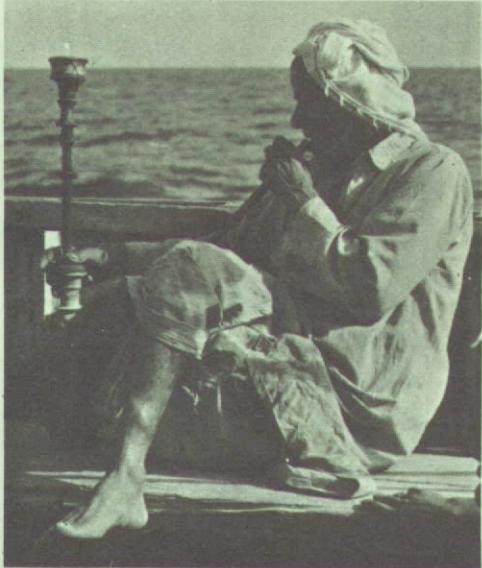
The Scouts' task has the swashbuckling characteristics of a Hollywood film script. Not only are they on the lookout for illegal immigrants, but they keep a weather eye open too, for arms smugglers and drug traffickers.

The Royal Navy and the Royal Air Force

FROM THE PERSIAN GULF WRITER RUSSELL MILLER AND CAMERAMAN LESLIE WIGGS SEND THE FIRST REPORT OF THEIR MIDDLE EAST TOUR



On the jetty at Sharjah a patrol prepares to board *Al Qaid* in search of modern-day pirates.



For the ship's cook there is time enough for a pleasant hour puffing his hubble-bubble pipe.



Captain E G Thornewill, Coldstream Guards (above), spots a suspect dhow (below) and as *Al Qaid* approaches it heaves to (right) so the two vessels can come alongside in the heavy swell of the Gulf.

also patrol the coast and on land *Ferret* scout cars of a squadron of 4th Royal Tank Regiment have an emergency system of patrols whereby they can cover any section of the coast at which a suspicious dhow is expected to land.

Intelligence officers rely very much on secret tip-offs to intercept dhows with illegal cargoes. They learned about the vessel with 504 passengers from a tip relayed from Pakistan, but such help is rare.

However, regular and efficient patrols both on land and sea are helping to overcome the problem. The Trucial Oman Scouts' dhow, normally berthed at Sharjah, puts to sea for two or three days at a time. The section on board is armed with rifles and probably a *bren* gun or a rocket launcher. A radio operator keeps in constant touch with base, passing and receiving information. With a top speed of eight knots, *Al Qaid* can overtake or intercept most dhows in the Persian Gulf.

Seaborne patrols make an interesting break for the Scouts. Always drawn from the squadron based in Sharjah, they embark with their weapons and equipment and



continuing

PATROL ON THE PIRATE COAST



With a loud hailer a Scout warns the dhow that they are coming on board to search his cargo.

spend the first half hour settling down while the crew tackles the tricky job of negotiating *Al Qaid* out of the creek and over a sand bar into the open sea.

Once at sea, *Al Qaid* hugs the coast while the men on board keep a sharp watch on the movement of sea traffic in their vicinity. In the bows an aged Arab cook takes time off from his hubble-bubble pipe to work wonders with an oven converted from an old oil drum.

When the officer on board decides to intercept a dhow he points her out to the crewmen who are now experts at bringing their vessel alongside other dhows in the rolling swell of the Gulf.

As the two vessels close, a soldier with a loud hailer warns the other boat that she is to be boarded to carry out a routine check. The manoeuvre of coming alongside is performed very efficiently despite the crews of both dhows shrieking at the tops of their voices.

While the section commander interviews the captain and checks his papers, his soldiers check members of the crew and take a perfunctory look at the cargo. A



COVER PICTURE

A happy picture from unhappy Cyprus. Friends in an island of enemies are Corporal Dennis Priestley and Meral, an 11-year-old Turkish Cypriot child sitting outside her parents' burned and looted shop at Omorphita, scene of a fierce Christmas battle in which more than 30 people were killed. The little girl's family lost everything they possessed, but she could still raise a smile when Corporal Priestley, on patrol with 16 Parachute Brigade Provost Unit, stopped for a chat. Sergeant George Tollefson, British Army Public Relations, took the picture.

detailed search of a dhow at sea is virtually impossible, so, if the section commander is suspicious, the suspect dhow is escorted into the nearest harbour for a proper search.

Vessels carrying illegal immigrants normally go ashore at very remote parts of the coast, their passengers then walking to the nearest roadhead and hitching a lift to a town to start looking for work. In Pakistan, immigrants are induced by glowing stories of assured work and prosperity to pay exorbitant fares. The truth, they later discover, is not nearly so rosy.

Intercepting illegal immigrant dhows is a heart-breaking job. Unless prior information is received, they are caught only by chance—when one of the regular patrols happens to come across a ship with a human cargo.

But in spite of the difficulties, the problem is diminishing. Many of the illegal immigrants who suffer the journey and are subsequently disillusioned by the truth, make useful informers to British intelligence. And now special efforts are being made to discover the agents who organise the journeys on both sides of the Gulf.

Regular patrols intercepting dhows act as a strong deterrent to arms smugglers and drug traffickers. Because of the lack of control in the free ports of the Trucial coast they are used as distribution points for drugs being smuggled from the Far East to the West.

In their role of assisting in the detection and prevention of crime in the Trucial States, the Scouts have a duty to try to

SOLDIER

TO SOLDIER

THIS month SOLDIER introduces another new service—a loose binder—to meet a growing demand from readers who keep their copies for reference. The new binder will not be available until the month end but orders may be placed immediately.

The Easibinder is designed to hold 12 copies of SOLDIER and the issues can be added as they arrive, eventually providing a handsomely bound volume for the bookshelf. The copies are bound into place by a thin steel wire, then locked tightly together by a patented device that allows the binder to open flat for easy reading.

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An index to the 1964 issues will also be available at the year end; details of this and indexes for previous years will be announced later.

YOU will not want to miss next month's issue of SOLDIER. The front and back covers will carry a reproduction in full colour of the magnificent painting of D-Day specially commissioned by SOLDIER, to commemorate the twentieth anniversary of the Normandy invasion, from the brilliant artist, Terence Cuneo.

The main feature story inside will take a retrospective look, with many graphic pictures, at the D-Day landings. The June number will also feature the Amphibious Warfare Squadron and the Joint Communications Centre, Bahrain, which a SOLDIER team visited in the Persian Gulf.



Captain Thornehill interviews a suspect skipper, checking his papers and destination while other Scouts search the cargo.

stamp out the drug rings. But it is a difficult task as the drugs are in small packages easily hidden by go-betweens anxious for their cut in the huge profits to be made.

Rulers of the Trucial States have become worried recently at the increase in drug trafficking and are now giving their full backing to the Scouts in their struggle against the international drug syndicates using Gulf ports.

Arms smugglers in the Persian Gulf have a market across the border in Muscat, but the patrols are now beginning to discourage dhow skippers from using the Trucial coast.

Aircraft used to shadow suspicious dhows; regular patrols at sea by the Royal Navy and the Scouts dhow; and patrols on land by a British armoured regiment—it is an example of joint service co-operation creating a menacing deterrent to unscrupulous adventurers trading in human misery.

On land Ferret scout cars of C Squadron, 4th Royal Tank Regiment, keep constant vigil on the coast.



IN THE LAND OF FLYING LEAD!

**Men of 4th Royal
Tank Regiment patrol
the politically
explosive Yemen
border with a non-
political explosion
on their minds—
the threat of mines
under the sand**



IN the wild yellow mountains along the Yemen border, where arguments are commonly settled by flying bullets and where hate flares at the squeeze of a trigger, men of 4th Royal Tank Regiment are quietly getting on with a job.

It is a difficult, dangerous job. More than 3000 miles from their homes and families, virtually ignored by the outside world and cut off for months from almost every amenity a soldier prizes, they work in swirling clouds of choking dust under a pitiless sun that shrivels every scrap of vegetation. And they have never been happier.

With its armoured cars, the Regiment supports the Federal Regular Army in the

An A Squadron Saladin passing a typical village on one of the many patrols to "show the flag".

Aden Protectorate in the thankless struggle to keep the peace along the border with Yemen. It is a responsible role tempered with action and adventure that brings out the best in every man.

For the tank men, home is one of the ancient "Beau Geste" forts perched in commanding positions throughout the area. From these they mount patrols into the hostile mountains where every turn could bring them into the sights of a cocked rifle and every track is treated with respect to avoid being blown up by a mine.

In the terrible blistering heat of the mid-

day sun, the tank men sweat and swear inside the claustrophobic turrets of their Ferrets forging across the desert or battling up a rock-strewn wadi. For each man knows the importance of every patrol and no day could be too hot, no journey too arduous and no terrain too dangerous to halt the Regiment's Ferrets and Saladins.

Nerve centre of the Regiment is a small camp at Little Aden where daily radio contact is maintained with the three squadrons and their widely scattered troops. One squadron is based north of Aden at Sharjah in the Trucial States, where it supports the Trucial Oman Scouts, and the two remaining squadrons work in the Aden Protectorate.

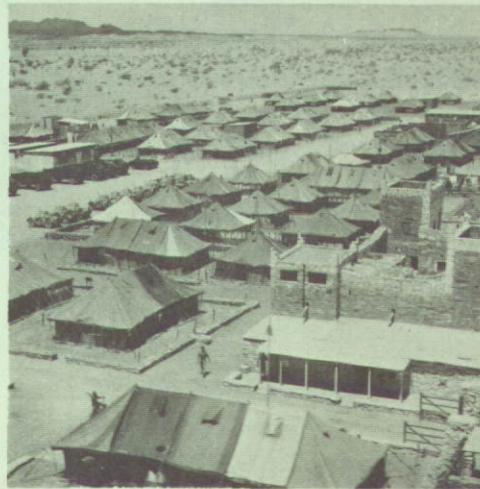
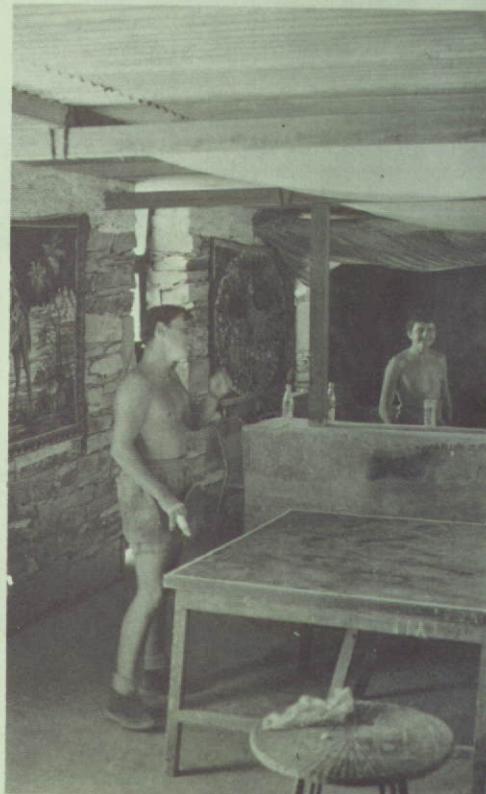
Every morning the troop commanders



► In a cloud of dust two *Saladins* rush back to camp at Ataq. The Arabs have a great respect for the *Saladin* and its sudden appearance at any trouble spot can settle an argument and keep the peace for weeks.

Returning from patrol a *Ferret* scout car is met by the comforting sight of an Army Air Corps *Beaver*, one of several which maintain a vital supply link between the far-flung outposts and Aden headquarters.

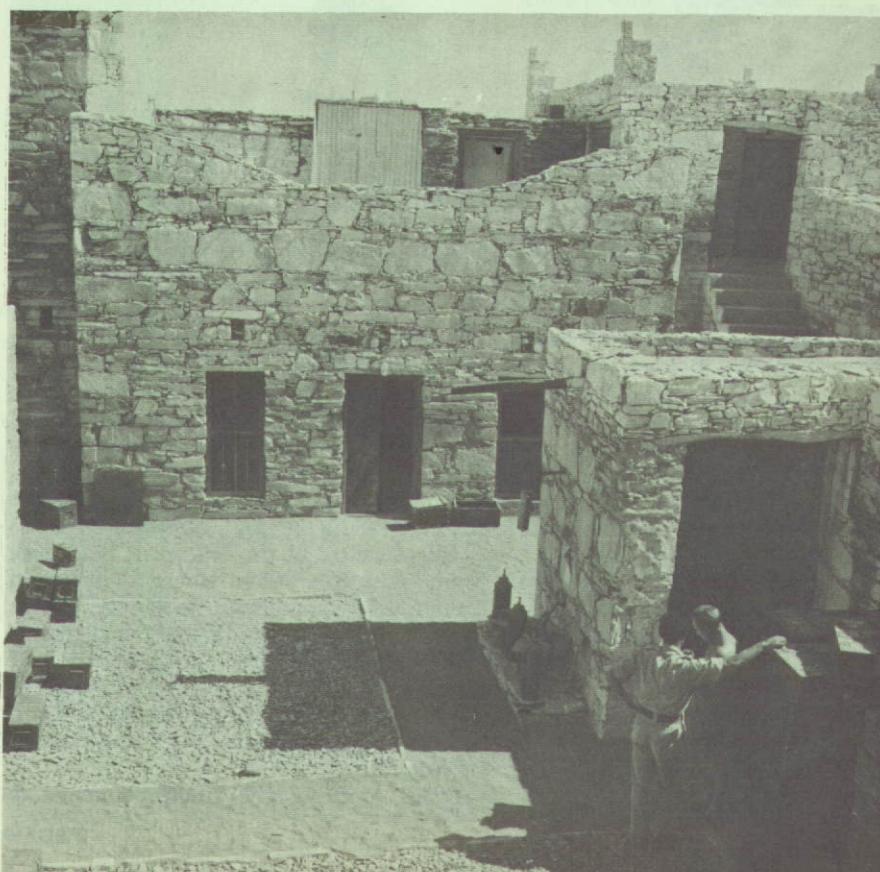
Up-country life is strictly what you make it. These troopers have built their own canteen where they can relax after duty. Colourful tapestries, bought locally, help to brighten up the drab, grey stone walls.



▲ Ataq camp pictured from a *Beaver* about to land on the Squadron's desert airstrip. Living under canvas in the terrible heat of the summer puts great strain on the men.

▼ Ammunition is stored in the stone-built fort at Ataq. There are scores of similar forts on both sides of the border. Nearly all of them are still in full military use.

Maintaining vehicles in the remote mountain areas constitutes a major problem but one which is overcome by improvisation and ingenuity. With rather generous overstatement, Colonel Watkins claims: "Up in the *wadis* we have been virtually rebuilding armoured cars with nothing more than a pair of chair legs."

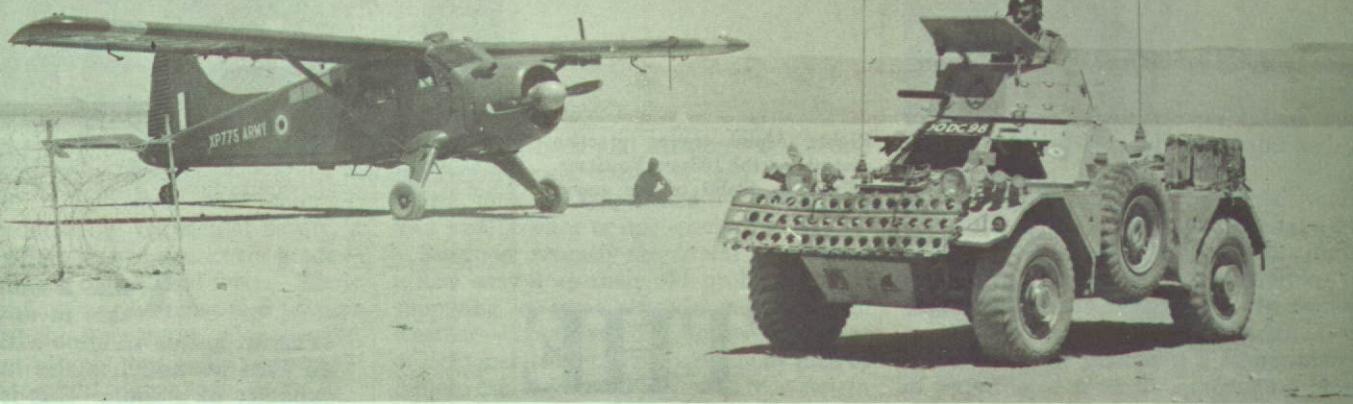


At Ataq, a tiny mud hut village built at the foot of a precipitous mountain range about 160 miles north of Aden, a Regimental flag flies proudly from the tower of the stone-built fort. In and around the fort, A Squadron, under Major George Forty, is based.

The Squadron received a hot welcome when it took over from the 9th/12th Royal Lancers last year. On the night it arrived up-country, local dissident tribesmen greeted it by blasting their rifles into the camp—fortunately no one was hurt, but it gave the Squadron an idea of what to expect.

Since then almost every man of the Regiment has been under fire at one time or another and the *Saladins* have frequently been brought up to trouble spots to deter agitators and dissidents. The locals have a healthy respect for the *Saladin* and its very appearance has often had the effect of quenching hot tempers and keeping them cool for weeks.

In all operations, the Regiment works hand-in-glove with the Federal Regular Army and in an engagement the armoured car troops come under the command of the Federal Army.



At Ataq recently, men of A Squadron found themselves sitting between thousands of angry tribesmen who had gathered round the town after an argument about the possession of some grazing ground. In that case the row was settled after lengthy discussions between the two tribes, but all too frequently the rifles that every self-respecting tribesman carries are brought into use.

Since arriving in Aden in September, the Regiment has been endlessly trying to make friends with local tribes. Intensive patrolling with Arab soldiers of the Federal Regular Army in vehicles sandbagged against mines has achieved this to a large extent—most patrols go out for three days and cover about 250 miles into the remote regions of the country.

Recently A Squadron achieved widespread popularity by organising a shooting contest which the tribesmen entered with such enthusiasm that great tact was needed to persuade them to stop firing when the match had ended.

When some of the Regiment were invited to visit a local chief for tea, they were met by flying bullets—as they walked up the hill to his house the tribesmen fired their rifles into the air as a sign of welcome, although in their abandoned delight the bullets were whistling in all directions.

Apart from a canteen, built by the troopers, and films flown up from Aden and shown in the camp open air "cinema," about the only regular recreation the Regiment gets at Ataq is in games of football every afternoon against the village team. However, diplomacy cannot even be left out of sport and a suitable number of defeats and draws has to be tactfully arranged so that everyone is kept happy. Recently the Squadron cemented good relations even further by presenting several villages with complete sets of football kit.

Helping to keep the peace in a rugged country where life is a cheap commodity is no easy task. Fanatic tribesmen find ready donors to supply them with arms, ammunition and mines for use against the forces of law and order in the Aden Protectorate.

But the 4th Royal Tank Regiment takes it all in its stride—from being elaborately received with huge smiles and much handshaking, to dodging and returning gunfire aimed to kill.

THE ARMY'S MEDALS by Major John Laffin

29: East and West Africa 1887—1900



The obverse (left) and reverse of the medal.

TWENTY-TWO bars were issued with this medal for various detached actions ranging from Lake Nyassa to Sierra Leone and Gambia. It can truly be said that any man who gained a bar to the medal really earned it, for there was a lot of action in wild country. I have seen a medal with seven bars, but possibly medals exist with a greater number.

The obverse shows the diademed head of Queen Victoria wearing a veil and the reverse carries Sir Edward Poynter's design of a bush with fighting in progress round it. In short, the medal is the same as that for the Ashantee War of 1873-74 (SOLDIER, September, 1963) except that the East and West Africa piece is slightly thinner. Even the ribbon—yellow with black borders and two thin black stripes down the centre—is the same.

There is an oddity about the medal. For the M'wele Campaign of 1895-96 no bar was issued but the name and date were engraved round the rim. This was a strange idea.

Sailors and marines from gunboats made up the bulk of some of the British forces and medals to them are more frequently found than to soldiers. The rarity of the medals—and some are very rare indeed—make them all the more interesting.

For instance the bar of 1893-94, for actions up the Gambia River and against the Sofa tribe, went to only 50 men of the 1st West India Regiment.

Company Sergeant-Major Gifford, of The Royal Sussex Regiment, was probably the only Englishman to get the bar. Similarly only 20 Englishmen received the bar for Niger 1897, awarded for an expedition into wild jungle country.

Indian regiments and the West Africa Frontier Force were present at some of the actions and campaigns, but I find that the medals to British officers and non-commissioned officers—most of them instructors—are the most interesting.

The full list of bars is: 1887-8, Witu 1890, 1891-2, 1892, Witu August 1893, Liwondi 1893, Juba River 1893, Laye Nyassa 1893, 1893-94, Gambia 1894, Benin River 1894, Brass River 1895, M'wele 1895-1896 (engraved on rim), 1896-97, 1896-98, Niger 1897, Benin 1897, Dawkita 1897, 1897-98, 1898, Sierra Leone 1898-99, 1899, 1900. Possibly, a bar for 1896-99 was issued.

Despite the rarity of many of the bars some tend to lose appeal because they bear dates rather than names of campaigns. "Kaduna-Munshi" would be more interesting than "1900."



Right: Alpini troops practise assembling the 105mm howitzer. Left: The Alpini in the snow.



THE FIGHTING ALPINI



With the wheels of a 105mm packed on the mule, two soldiers head up the steep, rock-strewn Alpine path.

ASOLDIER who climbs like a mountain goat, skis in any conditions of snow, builds an igloo with the skill of an Eskimo and has the load-carrying capacity of a mule—this is the Alpini, soldier of the Dolomites, Italy's barrier to aggression from the north and east and a spectacular link in NATO's Western European defence chain.

In rugged terrain, where a stubborn section could hold up an army, there are five tough fighting brigades of Alpini, totalling some 45,000 men with an estimated reserve of another 200,000. Though the officers are Regular soldiers, the troops are nearly all conscripted for 15 months from the Dolomite villages, each man naturally acclimatised to the severe conditions, each serving the regiment based nearest to his

home, where his local geographical knowledge is a natural asset.

The best of the skiers and mountain climbers become the regimental scouts, a high honour for those who make the grade—only six per cent of the total force. These are the pathfinders, who must also prepare the paths for the main force. One mistake, one badly placed pin, one badly tied rope—and a platoon could plunge to its death.

The second category—55 per cent comprises the fighting men, expert mountaineers and skiers who must be tough and strong, able to carry heavy loads over the hazardous mountains. The third group keeps the fighting elements in action—a challenge in itself, as the administrative problems of the terrain are as difficult as any to be found.

Each Alpini brigade is supported by an engineer and a signal company and the usual administrative elements. Each battalion has the support of two batteries of

105mm howitzers and a battery of 120mm mortars. These weapons can be jeep-drawn, mule-packed, hauled by the Alpini's own small tractor or man-packed!

But more recently the Alpini have found a new answer to their old problem of resupplying at great altitude and in rough weather—cableways. The equipment, made of light metal alloys transportable by men or mules, can deliver 290lb loads to a height of 2000ft at a rate of 1766lb an hour.

Another great modern asset is the helicopter. A turbine-driven machine capable of operating at 18,000 feet is invaluable for reconnaissance, the rapid deployment of troops and casualty evacuation. Soldiers are trained to rope down from helicopters directly on to mountain peaks and move quickly on skis to the area of operations.

But when the weather closes in, the Alpini still has to rely on the mule, and because of this resupply problem each soldier carries two 24-hour ration packs. A further ration

for each man is kept on the mules and yet another in the unit transport.

To help keep out the cold, each soldier gets a bottle of brandy a month (a tot a day) and extra calory-producing foods during the winter months, spent on ski training and living in igloo encampments. In summer the troops concentrate on climbing.

Each brigade maintains a strong platoon of paratroops, used for outflanking operations and raiding behind enemy lines, as well as for normal Infantry. They are ranked with the scouts as the cream of the Alpine soldiers.

In the field of mountain warfare there can be few soldiers as well trained, fit, enthusiastic and versatile as these young men of the mountains, and while this breed of man is guarding the passes through the Alps, the people of Italy can be proud of their contribution to Western defence.

From a report by Major K. J. T. Hoile, HQ, Allied Forces Southern Europe.



There is another change of clothes for climbing. The neat Alpine hat with its rakish eagle feather remains in a safe place.



The start of an internal security operation. Men of the Gordons leap from a Beverley at Zanzibar . . .

. . . and are soon at work on cordon-and-search in the burning Zanzibar sun.

THEY FARMED, FLEW, SAILED AND SOLDIERED

THEY came in their hundreds from up to a hundred miles away—colourful Kenya farmers, business men from Nairobi, tribesmen from the villages . . . And bidding was brisk for the sailing boats, the taxis, the fleet of bicycles, the 200 prime pigs, the farming equipment . . . "All stock must be sold," said the announcement. It was a closing down sale, the end of a chapter. The Gordon Highlanders were going home.

The industry and enterprise of the Gordons had built up this impressive inventory in just two years. These were the material effects of the Battalion's blending wholeheartedly into the everyday life of Kenya, a policy which also built a warm, friendly relationship with Kenya's people.

It all began with the pig farm, built and run by the Battalion near its camp at Gilgil, north of Nairobi. The pigs, the envy of every stockman in the Rift Valley, were soon carrying off prizes at local shows, and local farmers became frequent visitors to the camp to seek advice about their own animals.





The auctioneer Mr. Harry Mortlock, shares a sty with one of the animals.

Right: Africans wait for the bicycles to come up. The whole sale realised £1400 for the Gordons.

Left: Car park stewards are briefed at the opening of the flying club.



From livestock the Battalion's interest quickly turned to agriculture, with men taking every chance to help local farmers with their crops, ploughing, harvesting, drilling, sowing, and building miles of cane-woven boundary fences. The Gordons were soon taking a leading part in the agricultural life of the country, helping at local shows by taking over the gates and car parks, selling programmes, building stands—and providing the band, pipes and drums as an added attraction.

And in between all this work—and a considerable amount of forthright soldiering—the Gordons found time to set up their own sailing and mountaineering clubs, a saddle club with 18 horses, a safari club complete with vehicles, and built one of the finest sports fields in Kenya.

On nearby Lake Naivasha—half an hour's run in the Battalion's own taxi—the sailing club members could compete with civilian yachtsmen while the Battalion's angling enthusiasts fished in peace and quiet.

But most successful of all was the flying club. Several members gained their wings in Kenya while civilians from up to 50 miles away clamoured for lessons. Farmers, particularly, recognised the value of the light aircraft for crop spraying and for personal transport.

The Gordons' first military commitment in East Africa took them, after three months, to Zanzibar, where they helped in internal security operations and at the same time took a keen interest in the island's farming problems, helping the coconut growers and exporters.

Then, last June, the Battalion was sent to Swaziland, again on internal security work, and again many friends were made by cheerfully blending cordon-and-search operations with football matches and band concerts.

During the more recent military disturbances in Tanganyika the Battalion's preparations for home were interrupted and within 90 minutes of receiving the order, a

company was flying to Mombasa to embark on HMS *Owen* for a week's off-shore patrolling. Returning to Mombasa the company was deployed about the town guarding important installations and mounting security patrols.

At the same time another detachment was called out to assist 3rd Regiment, Royal Horse Artillery, at nearby Lanet, where *askari* of 11th Battalion, The Kenya Rifles, had staged a mutiny.

But perhaps the Gordons' most lasting influence on Kenya is at Gilgil itself, where, thanks to the Highlanders, a township began to flourish which today can hold its own with any settlement in the magnificent Rift Valley. What was once little more than an outpost at 6500 feet and almost lost in the bush of the valley is now map-marked and a recognised stop for the traveller plying the long trek between the northern regions and Kenya's capital.

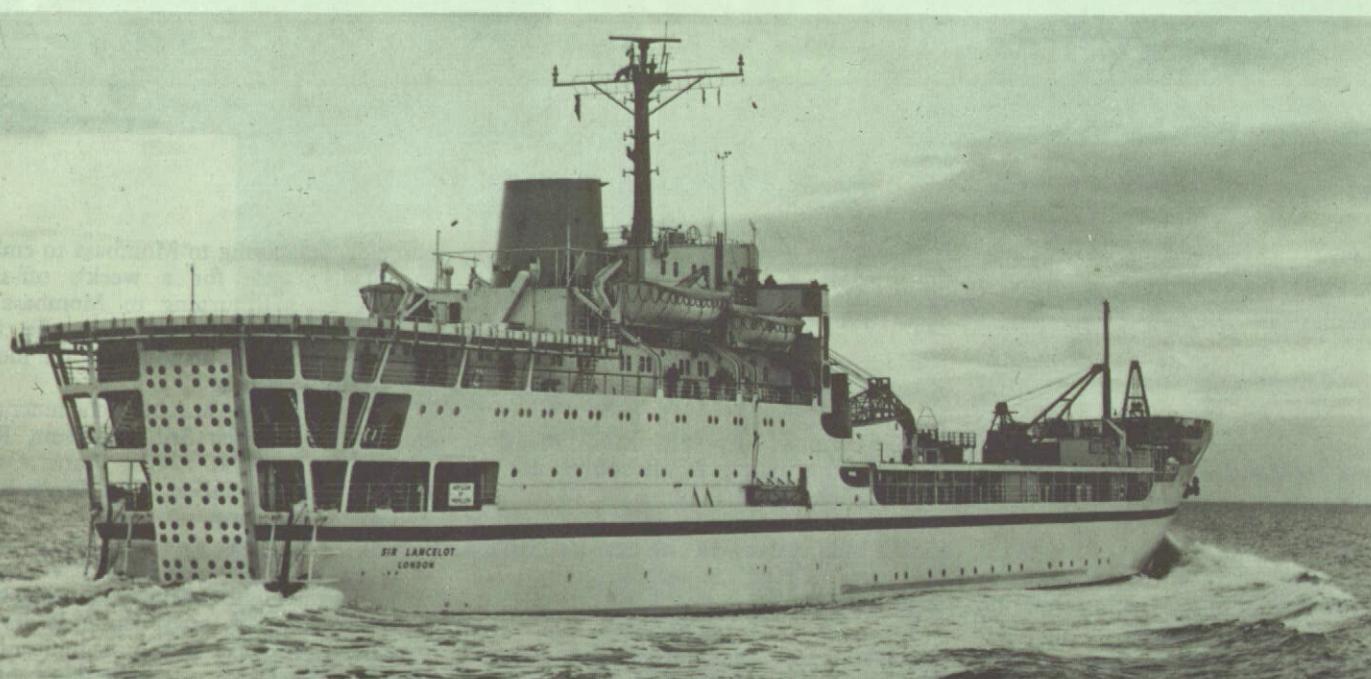
From a report by Army Public Relations, HQ British Land Forces, Kenya.

SHE'S THE DRIVE-THROUGH SHIP!

HER captain eased *Sir Lancelot* gently towards the beach. The bows yawned open, the ramp swung down—and 16 *Centurion* tanks poured out.

Sir Lancelot is a giant logistics ship—the first of three 6000-ton military supply ships for use in following up an amphibious or airborne assault. Clyde-built, she has already undergone limited trials off the British coast and will soon be sailing for extended trials in the Middle East. Work on two more logistics ships—they too will be named after Round Table knights—is due to begin this year.

Though logistics ships have been introduced to replace tank landing ships (LSTs) there is no comparison between them. *Sir Lancelot* is a passenger ship conforming in every way to a class one passenger vessel. She is a fast ship with a fine line, her sharp bow cutting through the waves at 17 knots. Living accommodation for the soldiers accompanying the cargo of tanks, vehicles and supplies is modern, attractive and comfortable, with entertainment as well as information available over closed-circuit television, and soft music piped over the inter-communications system.



Above: A stern view of the new ship with rear ramp shut.
Top: Tanks of the 5th Inniskilling Dragoon Guards steam ashore at Calshot in Hampshire during beaching trials.
Right: This 20-degree ramp links vehicle and tank decks.

Sir Lancelot has a large enclosed main (tank) deck which can be loaded or unloaded via ramp doors at both the bows and stern. Another ramp amidships leads up to the open (vehicle) deck where 25 three-ton trucks and six quarter-tonners can be carried. There is a helicopter pad at the stern of the ship and helicopters can be stored on the tank deck. The ramp at the stern can be dropped below water level to enable amphibious craft to embark and disembark at sea.

Traffic at both forward and aft doors is controlled from the bridge, television cameras giving the Master a clear view of loading operations and of any beach the ship approaches. *Sir Lancelot* carries four pontoon rafts, each 60ft by 24ft, which can be linked to form a 240ft causeway to the shore enabling non-waterproofed vehicles to be speedily beached. One of the four sections, fitted with outboard motors, can ferry 68 tons. The rafts are normally hung from the side of the ship but can be towed or carried on deck.

In addition to vehicles, the ship can carry 60 tons of cased petrol for general stores, more than 200 tons of bulk fuel, 300 tons of fresh water and 30 tons of ammunition. There are two 20-ton and two three-ton cranes, and there is a well-equipped vehicle workshop. Two 40mm Bofors guns can be mounted easily in an emergency.





The soldier's sleeping quarters. Messing is separate and there is a comfortable lounge.

Passenger accommodation for the troops comprises 340 comfortable bunks in pleasant air-conditioned cabins and dormitories. Army officers have the use of the ship's lounge, there is a warrant officers' lounge for sergeants and above, and a pleasant, modern recreation room—with bar—for the soldiers. Mess rooms are well designed with tables for six and fittings in polished wood and plastic. All partition walls contain fire-proof material—a safety factor which is well up to civilian passenger standards.

To provide for *Sir Lancelot*'s possible use for casualty evacuation, there are double doors everywhere for easy movement of

stretchers, and there is space to put a stretcher alongside every bunk. The ship's six-bed hospital includes a modern operating theatre.

As her job will be to land on beaches, *Sir Lancelot* had to be made as light as possible, therefore, though the main hull is of steel, the superstructure is of aluminium. She has twin screws and twin rudders for extra manoeuvrability and can turn at top speed in 600 feet. At top speed she has a range of 6000 miles, but if she drops to 15 knots she can cover 8000 miles without refuelling.

PETER J DAVIES

Planning of replacing LSTs with logistics ships began in 1958. An initial design was discarded and a second design begun in March, 1959. This too was scrapped. Finally a third design was completed in January, 1960, and building began in March, 1962.

Sir Lancelot was launched last June and finished by the end of the year. There have been trials on the Clyde, beaching trials at Tenby and some military trials. At present at Southampton, she will sail shortly for further trials in the Middle East.

The ship has been designed by the Ministry of Transport to meet War Office requirements. It is crewed by the Merchant Navy and managed for the Ministry by the British India Steam Navigation Company, which operated some of the old troraphips. *Sir Lancelot*'s Master is Captain Eric Plowman, aged 37, who was for several years Chief Officer of the troraphip *Nevasa*. His present charge has a registered tonnage of 6390 gross, is 416ft long with a 60ft beam.

5: The A B F

THE World War One Victoria Cross winner had got used to living on a shoestring, supporting his blind, aged wife and his daughter. But he had one big worry: On his death the family would lose their rented home. Luckily the ex-sergeant's regimental association heard about his worries. The regiment raised £200, the Army Benevolent Fund added £100, and the house was bought. The war veteran is now passing his remaining days content, knowing his family will always have their home.

This grant was one of the first of its kind for major rehabilitation work that the Army Benevolent Fund has been able to make since the late 1950s. It has been made possible by the initial success of a big drive to put the fund on a more permanent basis.

When the Fund began in 1945—with £4½ million capital, mostly rebate from wartime Service canteens—it was planned to last for 25 years, but it became clear later that the Fund would still be needed in the 21st century. Drastic steps had to be taken to stop the drain on capital.

In 1960 the Fund had no choice but to reduce its grants to regimental welfare funds and more than 30 other military and general welfare organisations, and discontinue—for the time being at least—grants to another two dozen worthy charities.

The aim was to raise the annual income of the fund by £350,000, with the Army itself raising £200,000 and the rest of the country £150,000. The most important scheme within the Army is for every soldier to give to his regimental association up to a day's pay just once a year. Some £150,000 is expected from this source and the £50,000 balance, it is hoped, will be raised each year by tattoos, horse shows, dances, raffles, and by the "Army Sunday" church parade collections. Outside the Army an appeals organisation has been set up on a regional basis, aiming first at industry and secondly at more rural areas.

It has been agreed that all money raised by the individual soldier, or by his corps or regiment, goes to the local association, and money raised in garrison, brigade, district/division and command headquarters should go to the general fund. The Army Benevolent Fund is just as pleased when money is raised for the local association, but the central Fund does ensure a fair distribution throughout Army welfare, especially easing the burden on those regiments which raised perhaps 50 battalions during two world wars.

The response to the appeal has been encouraging, and the Army Benevolent Fund was able to loosen its purse strings a little last year to add a much needed £56,000 in block grants to the £215,000 spent by the local regimental and corps associations. But there is still a long way to go and a continued effort is vital.

That Second Career

5

FRANK GERRARD fancied forestry. With his 25 years in the Irish Guards drawing to a close he decided to try for it through the Civil Service. He studied hard, passed all the examinations—then was told he had failed his interview. Two weeks later he learned he had been accepted after all, but by then it was too late. The ex-regimental sergeant-major had already begun his second career. He was pulling beer behind the bar of the **Westbourne, Paddington**.

It was a far cry from forestry, but a chance not to be missed, the result of a half-promise made years before by a former wartime commanding officer. His job as a barman was the first step in training for public house supervision.

There were six weeks in the Westbourne,

followed by six weeks at the Kingston, Kingston-upon-Thames, six weeks in the company's stocktaking department (learning to work out the precise turnover of a large public house) and three weeks in the company's wages office. Then the ex-soldier took over the personal supervision of his first seven public houses.

He soon settled down in the job, his administrative experience in the Army serving him well, but at first he and his wife, with their two young daughters, Elizabeth (now 14) and Shirley (12) had a difficult time financially. When he left the Army he was regimental sergeant-major of the Joint Services School for Linguists in Cornwall, where he was on top of his job, had a good Army quarter, a car and good pay. Civilian life was very different.

By selling his car and using his £360

Frank Gerrard... Hotel Supervisor



gratuity he raised enough for a deposit on a modest £2,750 house in the London area, and with a total income, including pension, of not more than £700, a tight budget was necessary during those early months. But things soon improved and as the brewery itself expanded so did Frank Gerrard's responsibilities.

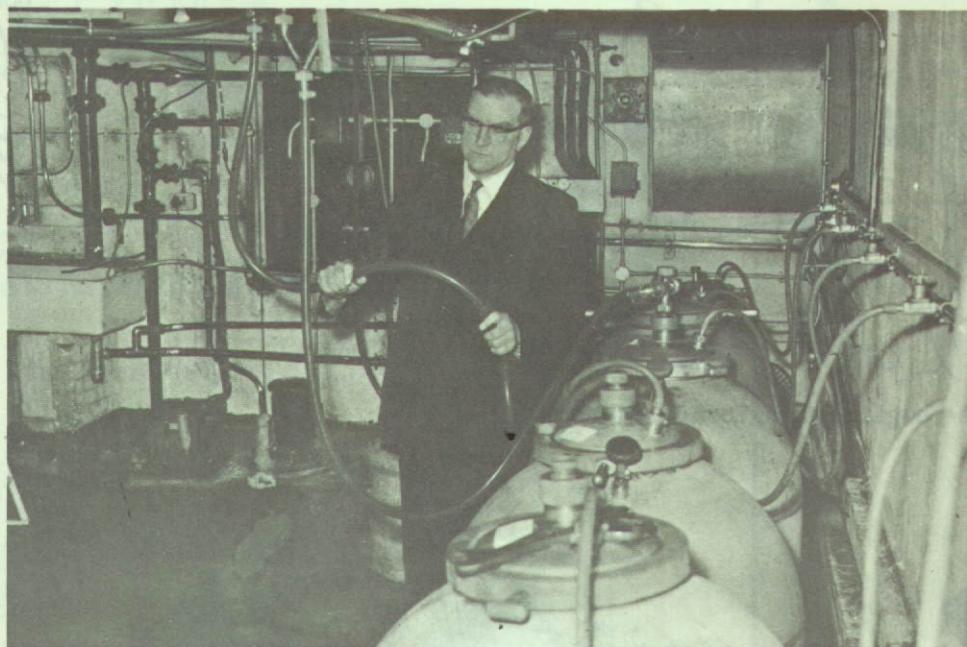
Today, only eight years after leaving the Army, he is senior of five supervisors in the London area, and is personally responsible for more than 20 Watney houses between Woolwich and Victoria. The firm—Westminster Wine Company, a Watney management company—provides him with a car, he now has a son, Ian, aged two, he has a better house—and forestry has gone right out of his mind!

"But I'd happily do that 25 years over again," he says. Officially 18 but in fact 16 when he joined the Irish Guards in 1930, he spent two years in Cairo as signalling sergeant with the 1st Battalion and was promoted from Warrant Officer III to WOII on the outbreak of war. After serving in Norway he transferred to the 2nd Battalion when it was being re-formed as an armoured battalion, becoming mechanist quartermaster-sergeant and serving with the Guards Armoured Division in the final offensives following D-Day.

Near the end of the war his commanding officer was Lieutenant-Colonel J S O Haslewood MC, and some years later the two men worked together on the Irish Guards' Old Comrades Association. At this time Frank Gerrard asked his old commanding officer—now a director of Watney Mann, Ltd—about the chances of a job.

It was Mr Haslewood's encouraging reply that Frank Gerrard recalled years later when his Civil Service job seemed to have fallen through. His ex-commanding officer was as good as his word—and Frank Gerrard has never given him cause to regret it.

The ex-RSM looks for the same standards in the beer cellar as he did in the barrack room.



It happened in

MAY

Date

	Years ago
1 Battle of the Yalu River	60
4 Battle of Seringapatam	165
12 Berlin Blockade lifted	15
14 Battle of Lewes	700
20 Battle of Acre	165
21 Manchester Ship Canal opened	70
22 Italo-German alliance signed in Berlin	25
24 Dartmoor Prison opened	155
24 Queen Victoria born	145
24 Empire Day renamed Commonwealth Day	5
27 John Calvin, reformer, died	400
30 First Treaty of Paris signed	150

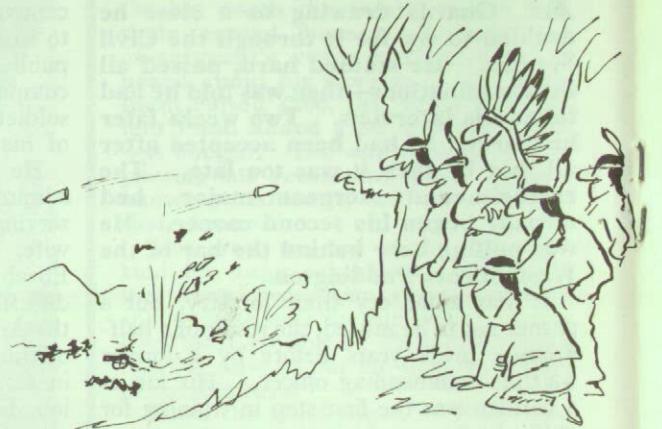


Berlin airlift—loading a Skymaster.

THE AMERICAN CIVIL WAR



Yanks 2-0 down in the first series



Spectators-
Battle of Bull Run



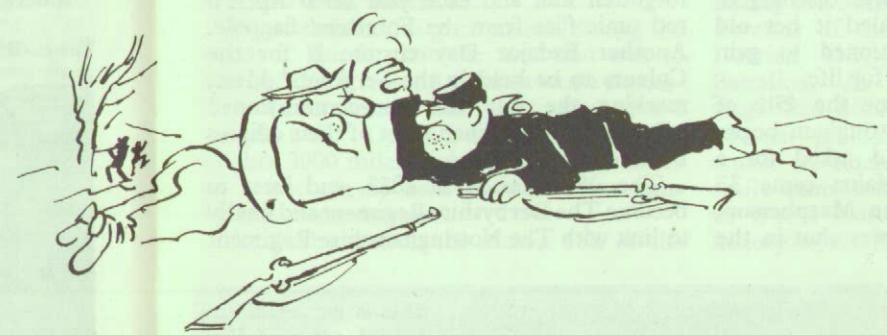
The beginning of trench warfare



The President meets
General Grant
(Potomac 1864)



General Robert E Lee surrendering to Grant
(Appomattox 1865)



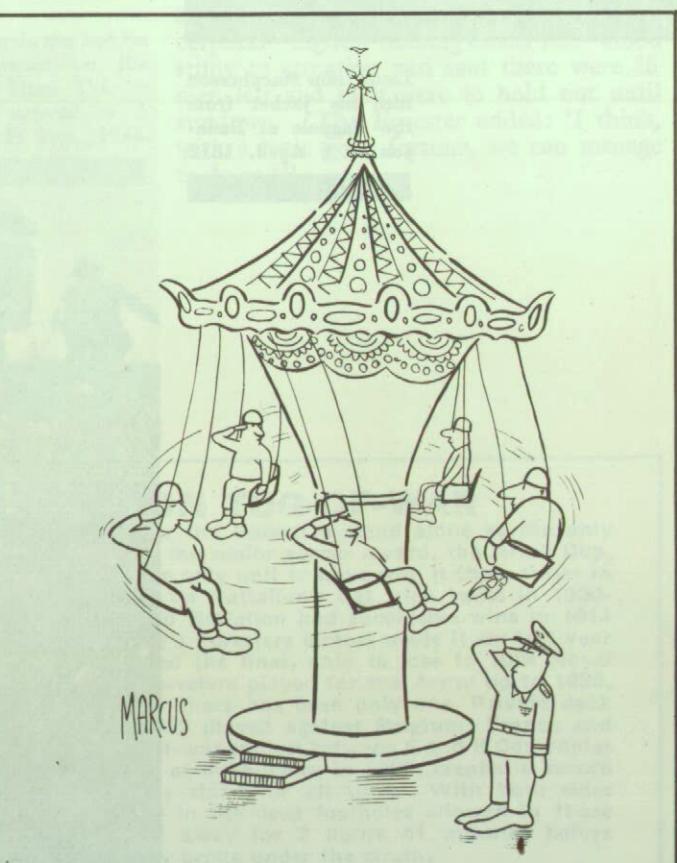
"Hand to hand" fighting. Battle of Five Forks



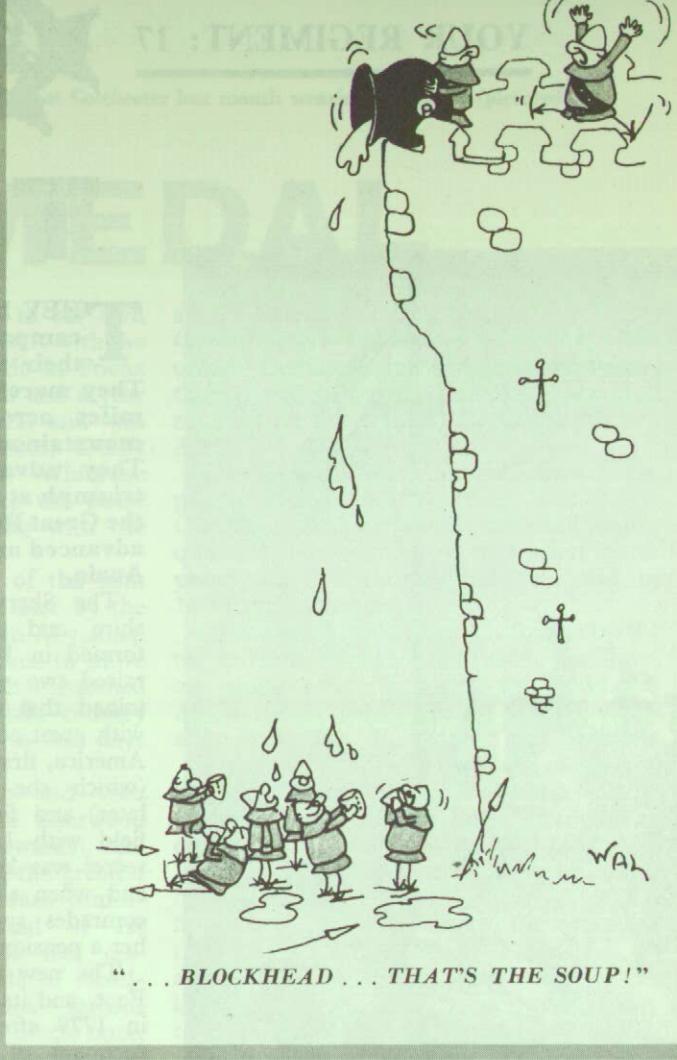
A hero's return



A Southern volunteer



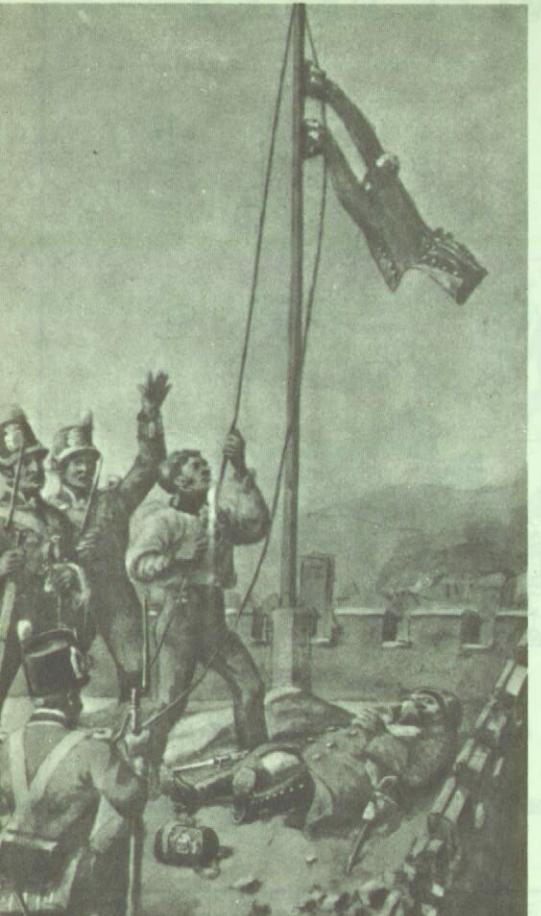
MARCUS



"... BLOCKHEAD ... THAT'S THE SOUP!"



THE MASCOT



Lieut John Macpherson flies his jacket from the flagpole at Badajoz on 6 April, 1812.



This is an actual raid carried out near Loos in 1917. The snag about these daylight raids was the return trip.

THEY have a mascot with its own campaign medal, a woman among their most gallant ancestors... They marched 3000 hot, battle-scarred miles across India and 300 tough mountainous miles across Abyssinia... They advanced to destruction and triumph at the fortress of Badajoz and the Great Redoubt of Alma... And they advanced and fell at the railway line at Anzio.

The Sherwood Foresters (Nottinghamshire and Derbyshire Regiment) were formed in 1741 from a Marine regiment raised two years earlier. Hannah Snell joined that Marine regiment and served with great courage in the West Indies and America, first receiving a ball in the groin (which she extracted herself two days later) and finally being carried from the field with 11 wounds. Despite this her secret was kept until she was discharged, and when she finally revealed it her old comrades successfully petitioned to gain her a pension of £30 a year for life.

The new regiment became the 45th of Foot, and its links with Nottingham began in 1779 after the city had asked for a regiment of its own. Badajoz came 33 years later. Lieutenant John Macpherson, first to scale the ramparts, was shot in the

chest as he topped the wall, the impact knocking him back down the ladder. But he regained consciousness and with broken ribs charged back up the ladder, fought his way to the flagpole, tore down the French flag and, in the absence of a British flag, hoisted up his own torn and blood-stained tunic. The sight of that red jacket urged the battered British soldiers on to a great Peninsular victory.

Yet despite presenting the French flag personally to Wellington, despite serving five years in the Peninsular War, fighting ten battles and being twice wounded, Lieutenant Macpherson received no gallantry medal. Years later he was still a subaltern when his Divisional Commander at Badajoz, General Sir Thomas Picton, met him in London and invited him home for tea. Within a week he was Captain Macpherson.

But his fellow-Foresters have never forgotten him and each year on 6 April a red tunic flies from the Foresters' flagpole. Another Badajoz Day custom is for the Colours to be held in the Sergeants' Mess, marking the way the non-commissioned officers took over when most of their officers became casualties.

The 95th, raised in 1823, and later to become The Derbyshire Regiment and finally to link with The Nottinghamshire Regiment

to form the Foresters, had its finest hour at the Battle of Alma during the Crimean War, with the famous uphill charge through a hail of fire to engage the 31st Russian Guard. Successive Colour parties had fallen like ninepins, including almost every ensign, several other officers and five sergeants, but still the Colours remained aloft.

The Queen's Colour was finally planted on the Great Redoubt by Private James Weenan and Major Hume, but the toll was heavy—19 officers and 200 other ranks killed. Alma is remembered each year by the Regiment, when a private soldier is again entrusted with the Queen's Colour.

Within four years a replenished 95th was in India beginning its epic 3000-mile march from Bombay across Central India, fighting 14 actions in 16 months. Even the Regiment's hardy Indian cattle found the pace too hot and many of the natives were laid low with sunstroke.

It was early in this great march, during the siege of Kotah, that the ram that was to become the first—and greatest—of a succession of ram mascots was found tethered to a temple wall. Derby I marched every step of that 3000 miles, fighting his own battles en route. In 33 contests with other rams he was never defeated.

As Derby was on the muster roll of the

Regiment he became entitled to his own Central India medal and received it with the rest of the Regiment on parade in Poona in 1862. But he came to a sad end a year later when he fell into a well and was drowned. His current successor, Derby XX, took over nine months ago. While the 1st Battalion is helping to keep the peace in Cyprus, the ram is training with the rear party at Colchester.

The marching achievement of the 95th was rivalled only a few years later by the 45th in contrasting conditions in Abyssinia. Detained at the rear and anxious to move quickly to the front, the Foresters marched 300 miles over rugged mountain country in 24 days, including 70 miles in four days over a pass 10,500 feet high.

Amalgamation of the 45th and 95th came in 1881 (the title, The Sherwood Foresters, following soon afterwards), and during the South African War, the greatest Forester of them all, Sir Horace Smith-Dorrien DSO, took command of 1st Battalion. As a subaltern he had distinguished himself at the Battle of Isandlwana—prelude to the Zulus' famous attack on Rorke's Drift—and much later, while commanding 2nd Army Corps early in World War One, he earned a place in history with his decision to halt the retreat

at Le Cateau and take on an advancing German force four times as strong. His order, "Gentlemen, we will stand and fight," though criticised at the time, has since been acknowledged to have saved the British Army.

The Foresters had their full share of the privation, death and glory of World War One, raising 33 battalions, suffering 10,878 casualties and earning in those four bitter years nine of the Regiment's total of 14 Victoria Crosses.

Of the many gallant actions fought by the ten units of Foresters in World War Two, one single action following the landing at Anzio stands out, differing from Badajoz and Alma only in that it was abortive.

The 2nd Battalion's task was to cut the railway linking Naples and Rome by taking Compoleone Station. But the railway embankment was the perfect tank and Infantry trap. Beyond it German tanks fired from inside houses and machine guns fired from railway trucks. Time after time the Foresters offered themselves as skyline targets as they tried to cross the line. One small group succeeded, only to drop back into the cutting to their death.

American General Ernest Harman said later: "I have never seen so many dead men in one place. They lay so close I had to step with care. A mud-covered corporal—highest-ranking officer left—stood stiffly to attention and said there were 16 men left and they were to hold out until sundown. The Forester added: 'I think, with a little good fortune, we can manage to do so.'"



After Anzio the 2nd Bn concentrated on the Gothic Line. This is Ronta, entered by A Coy on 11 Sept., 1944.

MARATHON TUG-OF-WAR

In Army soccer the Foresters stand alone as the only unit to have won the senior soccer award, the Army Cup, five times, and the only unit to have won it three times in succession. The 1st Battalion's hat trick came in 1930-31-32 and the 2nd Battalion had successive wins in 1911 and 1912. Today's Foresters almost made it six last year when they reached the final, only to lose to 10th Royal Hussars. Ten Foresters played for the Army up to 1939, but since the war there has been only one, Private Jack Parry, who in 1952 played against Belgium, France and Austria. A tug-of-war contest between E and H Companies of 2nd Battalion at Jubbulpore in 1889, created a record that will probably stand for all time. With both sides firmly entrenched in the deep footholes allowed in those days they hauled away for 2 hours 41 minutes before H Company finally broke under the strain.

“If
only
I had
the
money!”

You may have said it yourself. But, consider. You will probably never have a better opportunity than you have now of putting some money aside for the future. You enjoy good pay—with no overheads—and all the facilities of the Post Office Savings Bank scheme are yours for the asking. What could be simpler?

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

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Chairman, H.M. Forces Savings Committee,
1, Princes Gate, London, S.W.7

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Dealing With Devastation

SOUTHAMPTON and Portsmouth have been devastated by an atomic bomb. Roads are blocked by rubble from shattered buildings; water, sewerage and other services are out of action. Two days after the initial blast, buildings are still burning, 500 casualties are still unattended and saboteurs are active. This is the setting for "Supermarket," one of the biggest and most spectacular Civil Defence exercises ever staged in this country.

For many Army units taking part, "Supermarket" presented a challenge of a kind which most of the 1500 Regular soldiers had never tackled before. They worked alongside firemen helping to douse burning buildings, with police and medical workers evacuating realistic casualties from the wreckage, manned emergency water points, helped demolish dangerous property, cleared roads, built roads, built a do-it-yourself bridge, hunted saboteurs . . .

Mounting the exercise was almost as big a challenge to the organisers as the exercise itself. Much disused property in both cities was put to use, some of it set on fire, some demolished, some even blown up. Amid the resulting rubble and devastation,

500 casualties—all provided with painful-looking wounds by Royal Army Medical Corps and police simulation experts—were scattered to await rescue.

To help the Civil Defence sort out the chaos, all three Services moved into the area the day before the exercise and 24 hours after the "phantom power" had dropped the phantom bomb. They travelled by devious routes to avoid the "blocked" roads. As well as the Regulars there were some 400 Territorial Army soldiers, 350 men of the Royal Navy and 120 Royal Marines. The Royal Air Force was represented by light spotter aircraft of the Civil Defence Regional Air Squadron on its first full-scale operation.

The Royal Army Medical Corps had a leading part to play, with men of the Depot and Training Establishment, Mytchett, setting up forward medical aid units to cope with the constant flow of casualties. Territorials of 130 Field Ambulance, Portsmouth, did similar work.

Territorial Sappers of 115 Field Regiment, Royal Engineers, were everywhere, supervising the building by unskilled troops of the "sticks and string" bridge at Southampton Docks (using sleepers, joists, railway

lines and anything else handy), providing tipper lorries, dumpers and light-wheeled dozers for site clearing in Portsmouth, and pumps for emergency water supplies, supervising and working with Regular troops on road building from the beach at Eastney and, helped by 16 Battalion, Royal Army Ordnance Corps, building a permanent Bailey Bridge over the railway at Redbridge, Southampton, a project incorporated into the exercise but which is in fact a service to the city, providing a short cut across the railway. The bridge was launched across the track in the early hours of Sunday morning and finished before breakfast.

Royal Engineers of 1 Training Regiment had useful explosives practice and added spectacle to the exercise at Eastney when they blew up an Admiralty compass hut, a pillbox and an old range safety wall. Men of 521 Company, Royal Army Service Corps, were busy on rescue work, site clearing, road building and, in common with many other units, cordon and search operations against saboteurs.

Despite the atrocious weather conditions, "Supermarket" was a great success, with the soldier, adaptable as ever, fitting well into the civilian scheme of things.

Startling realism as soldiers and firemen fight fires! Slum property was used to set the scene.





On bended knee a British soldier receives a clasp from the lovely Queen Sirikit of Thailand as a token of gratitude for saving many lives—by giving blood. Staff-Sergeant Albert Millington was just one of the men of the Golden Arrow signals unit in Bangkok to receive an award. Part of 237 Signal Squadron, based in Singapore, the unit has been in Thailand since 1962 and has donated hundreds of pints of urgently needed blood.

Seven-year-old Joy Duffen was so impressed by a television recruiting advertisement that she applied to join the Women's Royal Army Corps. Whitehall, while admitting that Joy was a little on the young side, decided that such enthusiasm ought to be fostered—so with her mother she was invited to spend the day with the Women's Royal Army Corps at the Central Vehicle Depot, Marchington. Little Joy, from King's Heath, Birmingham, saw the WRAC at work, inspected their living quarters, rode round the Depot in an amphibious vehicle and had lunch with the girls.

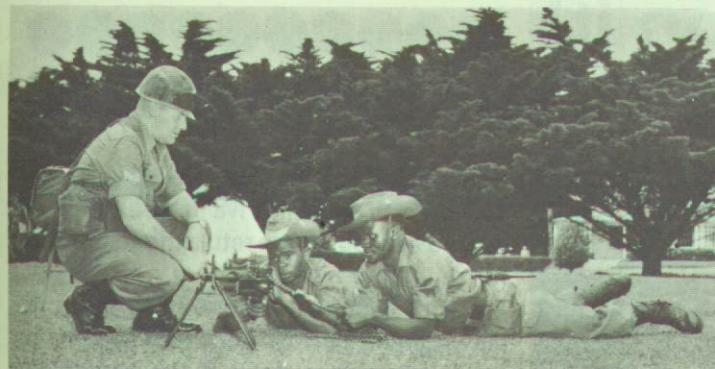


They are all wearing the kilt and playing bagpipes—but you don't need to be a Scot to spot something unusual about this picture. Some of the pipers are soldiers of the 1st Battalion, The King's Own Scottish Borderers—the prettier ones are members of the Shorncliffe Girls' Pipe Band. It was all part of a welcoming ceremony, during which the two pipe bands paraded together, when the Borderers arrived from the Middle East.

LEFT RIGHT AND CENTRE



These eleven men sitting round a table in the elegant setting of the War Office are making history. For it is the last meeting of the Army Council, the 295th since 1941. Set up in 1904, the Council has now become the Army Board of the Defence Council, meeting in the unified Ministry of Defence buildings. Present at the last historic meeting were: Head of the table, facing camera, Mr James Ramsden, Secretary of State for War; then clockwise, Mr J N A Armitage-Smith, Secretary to the Army Council; Lieutenant-Colonel A D Mackenzie, Army Council Secretariat; Sir Arthur Drew, Permanent Under-Secretary; Major-General H M Liardet, Deputy Master-General of Ordnance; Mr Peter Kirk, Under-Secretary of State for War (back to camera); Lieutenant-General Sir John Hackett, Deputy Chief of the Imperial General Staff; Lieutenant-General Sir Geoffrey Baker, Vice-Chief of the Imperial General Staff; General Sir Gerald Lathbury, Quartermaster General to the Forces; General Sir James Cassels, Adjutant-General to the Forces; and General Sir Richard Hull, Chief of the Imperial General Staff.



Two Nigerian officer cadets are training for their commissions 8000 miles from home at the Officer Cadet School, Portsea, Australia. Aloysius Akpuaka (20) (left) and Yohanna Kure (22) are on an international one-year training course which includes cadets from Australia, New Zealand, Malaysia and the Pacific islands. Portsea is renowned for smartness and physical fitness—from reveille to lights out the cadets “double” everywhere. In the picture they are being instructed in the 7.62mm machine-gun.



A new £27,000 diesel locomotive for the Army's railway at Longmoor, Hampshire, has been named "General Lord Robertson." The nameplate was unveiled at a special ceremony (pictured above) by Lord Robertson who then drove the new train over the network of lines run by 16 Railway Regiment, Royal Engineers. Lord Robertson, son of the late Field-Marshal Sir William Robertson, was commissioned into the Royal Engineers in 1914 and retired in 1953 as Commander-in-Chief, Middle East Land Forces.



The Army's best-selling author is going into the property business with the royalties from his books. He is Sergeant Cliff Sweeting of The Prince of Wales's Own Regiment of Yorkshire, a weapon training instructor at the Yorkshire Brigade Depot, Strensall, near York, whose knowledge of small arms is now being used to train troops all over the world. Three years ago he wrote a 3s 6d pamphlet called "The Weapon Training Questionnaire." It sold like hot cakes and orders came in from Malaya, Gibraltar, Ghana and Nigeria—the Military Bookshop in Poona, India, alone sold 500 copies. Now his second book on weapon training—a 12s 6d edition—is just in print and already it has been accepted as a standard work by the Royal Military Academy, Sandhurst. Sergeant Sweeting, aged 37 and father of four children, said: "I must admit that I never realised there was money to be made by writing down what I teach every day. Now I am looking round for two houses in which to invest the incoming royalties."



Hot job in a hot climate for Sergeant Frank Abell, the only British soldier in the Royal Army Service Corps mobile bakery at Brunei, which turns out thousands of loaves of bread every night for the British and Malaysian troops fighting Indonesia-based terrorists in Borneo. Completely mobile, the bakery can be quickly moved on six large trailers and can produce enough bread to feed 62,000 men every day.

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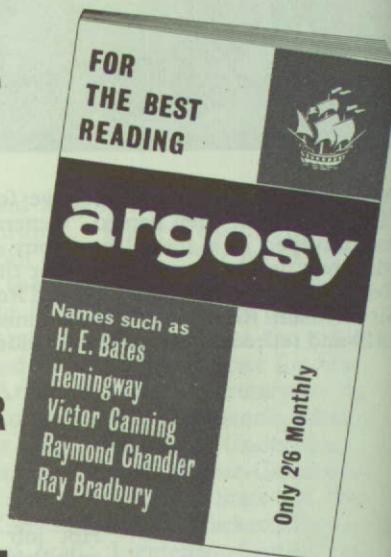
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WHEN THE SAPPERS WON THE FA CUP

As the Wembley roar greets the start of the 1964 FA Cup Final, a few among the 100,000 crowd or among the millions watching on television will realise that an Army officer played a leading part in the formation of this British institution, and that the Royal Engineers were among the earliest winners, appearing in four of the first seven finals.

Major Sir Francis Marindin, Royal Engineers, was one of seven enthusiasts who attended the meeting on 20 July, 1871, which planned the birth of this famous competition. He played for the Royal Engineers in two finals—1872 and 1874—but was not playing the following year when the Sappers' all-officer side triumphed, beating Old Etonians 2-0 after a 1-1 draw. Sir Francis subsequently refereed another eight finals and was president of the Football Association from 1874 to 1890.

In more recent years another footballing major worked wonders as a club manager. Major Frank Buckley, who played for England in 1914, became famous for the amazing number of youngsters he groomed for stardom. He led Wolverhampton Wanderers to the Cup Final in 1939, but though they were hot favourites they lost 4-1 to Portsmouth.

The Regular soldier has little chance of appearing in the Cup Final these days, but Tony Gregory was a National Serviceman when he played outside-left for Luton Town against Nottingham Forest in 1959.

Two thousand people paid a shilling each to watch the first final at Kennington Oval in 1872. Members of the ground committee collected the money in their pocket and tipped the coins on to the pavilion table for counting. The first Cup Final goal was credited to A H Chequer, the *nom-de-plume* adopted by M P Betts.

That goal gave victory to the now extinct Wanderers who, as Cup winners, became automatic finalists in the second FA Cup Final, and had choice of ground. They chose Lillie Bridge, West London, and arranged with their opponents, Oxford University, to alter the kick-off to 11 am so the players could watch the Boat Race.

Among the other odd laws which existed



Tony Gregory (right) in action for Luton Town against Tottenham Hotspur.

in those days was one that enabled both clubs to pass into the next round if the match was drawn. The committee running the competition could either order this, or rule that the match be replayed, presumably with the object of eliminating byes in the later stages.

Crystal Palace once reached the semi-final after two such draws, first with Hitchin in the first round and again in the quarter-finals against Wanderers. After two drawn games in 1873-4, Sheffield and Shropshire Wanderers decided their tie by tossing a coin.

When the Wanderers won the cup for the third year running in 1878 they relinquished their right to retain the trophy, returning it on the understanding that it could never be won outright again. Since then only

Major Sir Francis Marindin (right), who helped to start the great FA Cup competition.



Cliff Jones, of Spurs' 1961 League and Cup winning side, was a Gunner for two years.

Major Frank Buckley (right), guided Wolves to the final in the 1939 Cup competition.



Blackburn Rovers have emulated the Wanderers, winning in 1884-5-6, and gaining a special silver shield to mark the achievement.

More than 400 clubs entered this season's competition compared with 15 in 1872. Maidenhead and Marlow claim to be the only two clubs to have played in every cup competition to date.

Entries are today restricted to clubs in England and Wales, but at one time Scottish and Irish clubs took part. Queen's Park, the Scottish amateur club, reached the semi-finals four times and played in two finals, and Glasgow Rangers once reached the semi-final.

But only once has the Cup left England—in 1927, when Cardiff City beat Arsenal by the odd goal through a tragic error by the Gunners' goalkeeper, a Welshman!

The 1912 Cup Final was the third in succession to end in a draw (Barnsley winning the replay against West Bromwich Albion) but there has not been a replay since, as the following year the FA introduced extra time, previously used only in replayed finals.

This month's final between West Ham and Preston North End is the 36th at Wembley, and West Ham figured in the first, in 1923, when crowds burst the barriers and 200,000 invaded the stadium. The kick-off was delayed almost an hour—and West Ham lost 2-0 to another Lancashire club, Bolton.

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SPORT continued

Harrogate Apprentices Win Again

CANOES were loaded down with camping equipment, dry clothes and food. Before the 183 two-man crews lay 125 miles of waterway with 77 locks to portage and such typical hazards as capsizing, blistered hands, broken paddles, hidden rocks—and the weather. This was the 1964 Devizes to Westminster Canoe Race.

Again the Services were strongly represented, the Army providing about half of the 113 Service crews. And there was a repeated triumph for the Army in the junior event, the Army Apprentices School, Harrogate, retaining the individual and team titles. J/Cpl Michael Harrison (18) and A/T David Irving (17)

(pictured below at the start) won the race for the second year running and there were two other Harrogate crews in the first 12. Runners-up were a Metropolitan Police Cadet Corps crew and third a Royal Marine crew.

The senior event went to the Royal Marines for the tenth time since this annual event began in 1949, and third, behind a civilian crew, came Drivers T Cook and S Warren of 63 Company Canoe Club, 16th Independent Parachute Brigade. All three crews finished in less than half the 49 hours 32 minutes winning time set up in 1949. The seniors travelled non-stop while the junior race was phased over three-and-a-half days with overnight camping stops.



The Royal Navy became Inter-Service soccer champions for the first time for 15 years when they defeated the Army 1-0 at Aldershot. Although the Army defence stood up well to the Navy's 4-2-4 attack, the forwards were a disappointment, despite two changes after a goal-less draw with the Royal

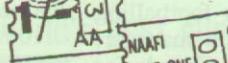
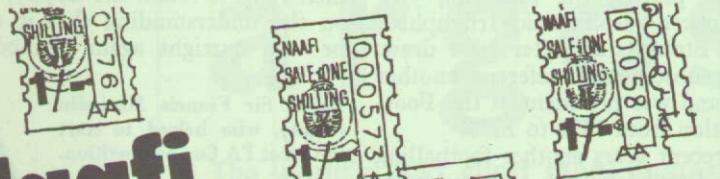
Air Force. The deciding goal came after an hour's play and the Army, holders of the title for the past three years, finished the tournament without scoring. Picture shows Cpl R Barrett (RASC) getting in his centre though challenged by REA D Godwin, captain of the Royal Navy team.

In appalling conditions the Army retained the Inter-Service Rugby title for the second year when they beat the Royal Navy at Twickenham by a goal and a try. In bitterly cold weather and drizzling rain, the Army adopted the right tactics for a wet pitch and were quick to follow up the Navy's fumbling with a slimy ball. Lieutenant C Guthrie, Welsh Guards, gave the Army the lead after 31 minutes and seven minutes later the Fijian left centre three-quarter, Private Tom Waqabaca, The Duke of Wellington's Regiment, charged down a relieving kick and Officer-Cadet T A Moroney, the Irish international prop, raced through a gap to score near the posts. Picture shows Lieutenant R M Stancombe in action.



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The Fighting O'Sullivans

Against a deafening background of Irish voices, Irish bagpipes, Irish songs and Irish partisanship, 1st Battalion, Irish Guards, beat 1st Battalion, The Royal Inniskilling Fusiliers, by six bouts to five in the final of the Army Inter-Unit Boxing Championships at Aldershot.

Although favourites, the Guards did not lead until the end of the seventh of the 11 bouts and in the end the gallant Inniskillings lost only to the experience of the three O'Sullivan brothers—Brendan, the national Amateur Boxing Association lightweight champion, middleweight Sean and light-middleweight Gabriel—plus the know-how of Army cruiser-weight Lance-Sergeant Ken Treacy.



Gdsm Gabriel O'Sullivan winning his bout against Fus L Jeoffrey

title by beating the 1st/10th Gurkha Rifles 8-0.

Inter-Service hockey champions for one year only, the Army lost the title when they were beaten by the Royal Air Force in the opening match of this year's tournament at Aldershot. A week later, despite losing one player through injury before half time, they succeeded where the other two Services had failed and beat the Civil Service side 4-1.

SHOOTING

With seven of their team scoring full points, bringing a total score of 7885, the Royal Marines won the Colonel Thomas Sutton Cannon Trophy in the Inter-Services 40-a-side annual small-bore match. The Royal Air Force were second with 7875 followed by the Royal Navy (7849), the Army (7785), the Royal Naval Reserve (7413) and the Territorial Army (6968).

With a new record score of 1555, Mons Officer Cadet School, Aldershot, won the Army's annual small-bore shooting match. Runners up were 1st Battalion, The Duke of Edinburgh's Royal Regiment, with 1553 and 16 Battalion, Royal Army Ordnance Corps, came third with 1548. The promoters of the match, the National Small Bore Rifle Association, reported shooting of an exceptionally high standard.

CROSS-COUNTRY

English international steeplechaser Lance-Corporal Ernie Pomfret, 10th Royal Hussars, has become the first soldier ever to win the individual title in the Inter-Services Cross-Country Championship. In a time of 42.8 minutes for the six-and-a-half-mile course he won by 150 yards from team-mate Lance-Corporal John Reynolds, 1st Training Regiment, Royal Engineers. For the fifth successive year the Army won the team event, packing well to score 39 points to the Royal Air Force's 57.

SKIING

Lieutenant R Alec Montgomerie, 9th/12th Royal Lancers, won the giant slalom in the British Ski Championships at Davos and Second Lieutenant Peter Norman, of the same Regiment, took third place.

Four hundred men drawn from 25 Territorial Army units competed in the third annual Territorial Army Marathon. The course covered four counties and the 36 teams of ten men undertook driving tests, chuck wagon competition, field cooking contest, night compass march, an assault course and two 14-mile forced marches in full kit. The Marathon ended at the Duke of York's Headquarters, Chelsea, where the winners, Headquarters 44 Independent Parachute Brigade Group, were presented with their trophy by Field-Marshal Lord Alexander of Tunis. Runners-up were B Company, 3rd Battalion, The Queen's Royal Surrey Regiment.

SPORTS SHORTS

SOCER

Battling against a team drawn from professional clubs, the all-amateur British Army side forced a creditable 2-2 draw with the Belgian Armed Forces in the triangular Kentish Cup soccer tournament. The Belgians dictated the pace for much of the game but never managed to gain sufficient grip for victory and centre-forward Lance-Corporal Peter McCue, Army Catering Corps, twice stormed through in the latter half of the match to equalise when his team was a goal down.

RUGBY

For the third year in succession the 1st Battalion, Welsh Guards, have won the Army Rugby Cup. In the final at Berlin, they beat 1st Battalion, The Somerset and Cornwall Light Infantry, by 25 points to three, all but three of their points coming in the second half.

Scoring 14 points in the last 22 minutes, the Royal Military Academy defeated its French counterpart, the Ecole Militaire de St Cyr, by a goal, two penalty goals, a dropped goal and two tries (20 points) to a try at Sandhurst. The Sandhurst skipper, C P Simpson, the Army and Barbarian wing three-quarter, became a casualty near the end of the first half with the recurrence of an old hamstring injury, but the other winger, I L Chapman, gave a very forceful display, scoring a try and making two others.

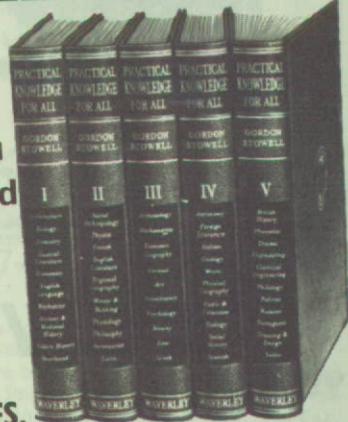
The Junior Leaders Regiment, Royal Artillery, beat the Infantry Junior Leaders Regiment by eight points to three in the final of the Army Junior Rugby Cup.

HOCKEY

Headquarters Far East Land Forces hockey team made a clean sweep of the two major competitions in their area by winning both the Major Units and the FAREL福 championships. In the final of the Major Units competition they beat Engineer Base Group 7-2 before going on to win the FAREL福.

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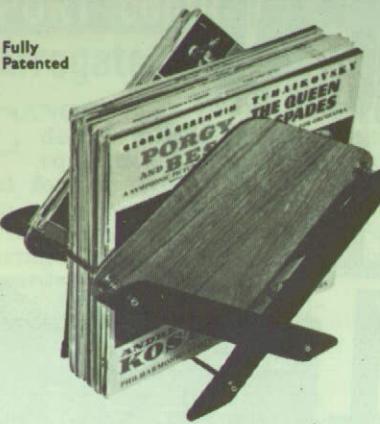
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Pensions

I heartily endorse Mr J E Jones's remarks in his letter on pensions (**SOLDIER**, January). However, there is an additional point which I think should be taken up and to explain it I would like to quote my own case.

I have been a pensioner for ten years. During that time my pension has been reviewed at least twice and each time I have been informed that the new rate will be payable when I reach 60 (five years to go). Surely if this increase is due to the rise in the cost of living I should benefit from the new pension now?—**J S King (ex-WO II)**, 30 Dickson Street, Edinburgh 6.

First airborne troops P

The enclosed snapshot (reproduced below), of A Platoon, B Company, 1st Battalion, The Gloucestershire Regiment, was taken at Heliopolis Aerodrome, Cairo, in 1929. The Platoon is standing in front of a Vickers Valencia troop carrier, then in its experimental stages, before taking off, as some of us thought, for Palestine. However, after flying over the Nile Delta we returned to Heliopolis and, after standing by for some days, were told to stand down.



Can **SOLDIER** state who were the first airborne troops, and did we come into that category?—**T E Davies**, 32 Prince Street, Gloucester.

* The 1st Battalion, 11th Sikh Regiment, was flown from Kingarban to Kirkuk, Iraq, on 21 February, 1923.

Army mosque

May I add to Maj J Fleming's letter about the Changi mosque (**SOLDIER**, February)? After the fall of Singapore in February, 1942, my Battalion, 9th Royal Northumberland Fusiliers, was allotted a small space in the Changi POW Camp area which included this mosque. In the absence of any Moslems, and in spite of a great housing

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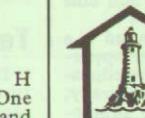
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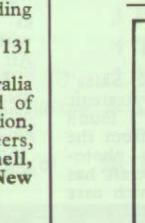
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more letters

Bad taste

Recently I came across an advertisement in an American comic book for "Famous Military Medals." I quote: "Ready to wear... absolutely authentic reproductions, only 1 dollar each or 8 for 7.50." The list mentioned, among many others, the Victoria Cross, Croix de Guerre and Iron Cross, but, strangely enough, not one American decoration was mentioned.

Surely this sort of thing should not be allowed, as men who very often died before being awarded these medals are held in high esteem throughout the world. It seems to me that this is in

very bad taste, to say the very least, or is nothing sacred to people who are just out to make money?—L/Cpl J Grant, Signal Pl, HQ 2 Coy, 1st Gordons, BFPO 10.

★ **SOLDIER** also deplores this practice but, unfortunately, there is no law against it.

Veteran's verdict

One hears all sorts of opinions about the Army of today, but I think a lot of youngsters might appreciate that of an old sweat with no axe to grind. I am an ex-Regular Infantryman with 28 years' service—starting as a private and being pensioned off as a captain after World War Two.

Despite recruiting-poster descriptions of the Army as "an exciting and varied life with plenty of sport and travel and the pay to enjoy it," I know that many youngsters harbour apprehensions about the "bull" and possibly harsh discipline which they may come up against in Service life. There is also the alleged class distinction between

commissioned and non-commissioned ranks.

What is the real truth? Well, after 28 years of Army life in all climates and conditions of peace and war I'd gladly kick off with it again if I could. With generous pay and allowances, the modern Army takes a lad to Germany, from there perhaps to Cyprus, Malta, Africa, the Persian Gulf, Malaya or Hong Kong, and after a mere three years he comes home, very probably with his own car, for a well-earned furlough. All through his service, both at home and abroad, sport of all kinds is readily available to him.

And now discipline—is it really as bad as it is painted? We have all had to put up with some kind of discipline at home, school and work and, after a few years of civilian life, I venture to suggest that some forms of civilian discipline are far more irritating than that in a normal Army unit. In common with most soldiers I have been on the "peg" many times and was always treated if not with courtesy at least with decency, consideration and leniency.

Today, newspapers frequently advertise vacancies at Sandhurst, Dartmouth and Cranwell for youngsters with GCE at "O" level, not really a terrific qualification for jobs starting at about £800 a year and rising to the £2000 plus mark with pension. Furthermore, these opportunities are also open to any man in the ranks willing and able to make the grade.

Finally education—even if a lad is a bit backward he is given every opportunity and help in obtaining the educational certificates which are, naturally, necessary for any worthwhile promotion. Education is an essential for advancement in most walks of life, and the Army provides it in abundance for anyone willing to try.—"Cophthorne," Wales.

Bunter of the skies

The article "Bunter of the Skies" on the Belfast C Mark I strategic freighter (SOLDIER, March) I found very interesting. However, from the makers' illustration and the photographs it appears that the aircraft has no doors at the front. In which case the *Saladins* should be facing the ramp to agree with Army practice of "reverse in, drive off" loading of vehicles. Secondly, the dimensions of the hold should surely be 11,000 cubic feet, and not square feet.—Spr G I Lipscombe, 192 Indep MC Sqn, RE/AER, 16 Repton Gardens, Gidea Park, Romford, Essex.

★ The Belfast has no bow doors and an Army vehicle would be reversed in. This is why the article deliberately stressed "makers' illustration." But apologies for the square feet! Cubic, of course.

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"Is it contagious, sir?"

After 45 years

I have been an interested reader of SOLDIER for a number of years and it occurs to me that the following item, taken from the Quarterly Newsletter of our Old Comrades' Association, 18th The Royal Irish Regiment, may be of interest to your readers.

"10248 Pte W Allen, 2nd Batt, Royal Irish Rgt, was recommended in March, 1918, for the King Albert I Gold Cross of Veterans, Class I, but up to the disbanding of the Rgt, 42 years ago, he had not received it. On 1 Dec, 1963, he was decorated with this Cross at the Belgian Embassy, Belgrave Square, London."

This, I think, is really remarkable.—
G Bowles, 54 Montrose Park, Brislington, Bristol 4.

Terminology

I noticed recently an Army Council Instruction that War Department property is now to be "Army Property."

I enlisted into "HM Army." Recently this has become the "British Army" and now, apparently with official recognition, will be further reduced to "Army." Why are we still not known as "Her Majesty's Army" in keeping with the Royal Navy and the Royal Air Force?

I agree that "British Army" may be a more suitable description on certain occasions but I feel the necessity should never arise to curtail our title to "Army."—Capt G M I Stroud, RAOC, HQ 15 ABOD, BFPO 40.

Wargamers convention

Readers of SOLDIER may be interested to know that a Wargamers Convention will be held on Saturday, 6 June, at the Tudor Room, Caxton Hall, Westminster. Here an assortment of men and women dedicated to re-creating and fighting battles with model soldiers will meet to discuss their hobby and demonstrate the actual game of war on the table-top.

The Convention begins at noon, and the demonstrations start at 2pm. The latter include ancient battles with



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archers, chariots, war elephants etc., battles in the Marlburian, Napoleonic and American Civil War periods, and finally warfare in modern times.

Admission will be free, and fuller details can be obtained from "Wargamers Newsletter," the April issue of which can be obtained from me for 2s 6d.—D F Featherstone, 69 Hill Lane, Southampton, Hants.

HOW OBSERVANT ARE YOU?

(see Page 35)

10 Right window of ranch house. 9 Spikes of grass below bronze. of fence. 8 Lower tail of cowboy from right. 7 Hat of cowboy from cowboy second from right. 6 Mountain peak on left. 5 Chimney of ranch house. 4 Broads' teeth. 3 Legs of left horse. 2 Top of fence-post. 1 Legs of left horse. The two pictures over in the following

REUNIONS

Royal Military Police Association. Dinner at Dolphin and Anchor Hotel, West Street, Chichester, 6 for 7.30pm, Saturday, 23 May. Tickets £1 from Sec, RHQ/RMP, Rousillon Barracks, Chichester. Reunion at RMP Depot, Rousillon Barracks, Chichester, where accommodation will be available on written request.

Gordon Highlanders' Association Nottingham Branch. Dinner at Elizabethan Rooms, Parliament Street, Nottingham, 6 for 6.30pm, Saturday, 20 June. Tickets 15s 6d and further details from E Matthews, 35 St Marys Crescent, Ruddington, Notts.

XVIIth The Royal Irish Regiment. Annual general meeting 6pm followed by reunion dinner 7.30pm, Saturday, 6 June, at Chevrons Club, London. Cenotaph Parade on Sunday, 7 June, 11.15am. Details from P J Boyce, 13 Sticklepath Terrace, Barnstaple, Devon.

COLLECTORS' CORNER

R Priestnall, 59 Orchard Avenue, Aylesford, Maidstone, Kent.—Requires Household Cavalry uniform and equipment, especially tunic and jackboots, other ranks' items preferred.

Y Vollmacher, Muscarstraat 2, Oostende, Belgium.—Requires worldwide medals, can supply all Belgian medals in exchange.

D Allen, 9 Highfield Road, Petersfield, Hants.—Requires correspondence and exchange of postage stamps with Service men, particularly overseas.

E Mayhew, Keeper's Cottage, Snape, Saxonmundham, Suffolk.—Detailed model soldiers most regiments 1700 to present day available purchase or exchange for coloured photographs or cards of worldwide soldiers.

W Hackett, 104 Gravits Lane, Bognor Regis, Sussex.—Requires cap badges, especially 26th Hussars. Over 60 pre-1939 badges available for exchange.

W W Mahon, HQ 4 Div, BFPO 15.—Collects badges and medals, requires Antrim Artillery and South Irish Horse badges. Many duplicate badges and medals available and correspondence welcomed.

Sgt C H Waldhauser, 1 Armd Regt, RAAC, Puckapunyal, Victoria, Australia.—Collects worldwide postage stamps. Exchange welcomed and all letters answered.

G Peacock, 2 Croft Road, Witney, Oxfordshire.—Wishes to purchase British military cap badges and flashes. Correspondence welcomed.

Capt R A Diespecker, PO Box 514, Camp Shilo, Manitoba, Canada.—Requires Commonwealth postage stamps, will exchange Canadian or non-Commonwealth pre-1940. Correspondence welcomed.

H Bayliss, 140 25 Ash Ave Apt 4E, Flushing, NY, USA.—Will buy, sell or exchange Nazi and Italian Fascist daggers. Correspondence welcomed.

FIND THE NAMES

COMPETITION 72

TEN pounds for two names. That is the first prize in this month's competition—a crossword with a difference. You don't need to be a university professor to solve this puzzle—all it requires is common sense and imagination.

First solve the simple crossword (only a 12 Down should find difficulty here), then transfer the numbered letters to the appropriate squares in the panel (right). Now complete the ten horizontal six-letter words to form two military names in the vertical shaded columns on either side. It's not nearly as complicated as it might sound and a little intelligent guesswork will give you the two answers.

Send the two military names, by letter or on a postcard, with the "Competition 72" panel from this page, and your name and address, to:

The Editor (Comp 72)
SOLDIER
433 Holloway Road
LONDON N7.

Closing date for this competition is Monday, 20 July, and the solution and names of the winners will appear in SOLDIER'S September issue.

The competition is open to all readers and more than one entry can be submitted, but each must be accompanied by a "Competition 72" label. These are the prizes:

- 1 £10 in cash
- 2 £5 in cash
- 3 £3 in cash
- 4 £2 in cash
- 5 Three recently published books and a 12 months' free subscription to SOLDIER
- 6 A 12 months' free subscription to SOLDIER.

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36

CLUES

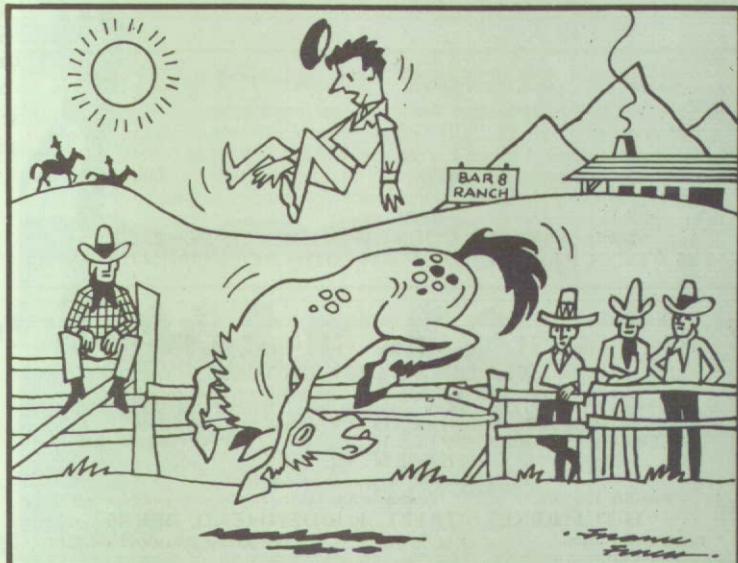
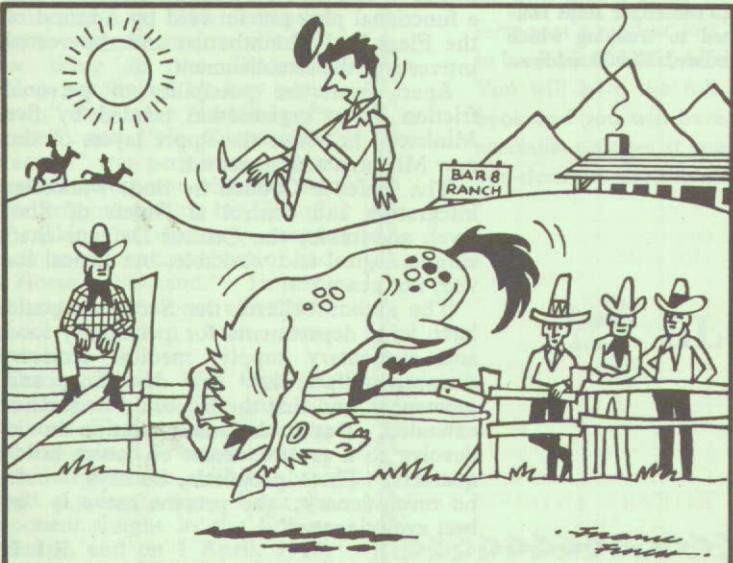
Across

- 1 Strongly built (6)
- 2 Number (5)
- 13 Anger (4)
- 20 Fruit (5)
- 25 Know in Scotland (3)
- 28 Trades Union Congress (abbrev) (3)
- 31 Landed property (6)
- 1 Hit (6)
- 2 English river (6)
- 3 Pressing (6)
- 4 Stagger (4)
- 5 Religious (6)
- 12 Dullard (5)
- 28 Thanks (2)

24	2	4	19	
27	10	1	30	
23	7	28	28	
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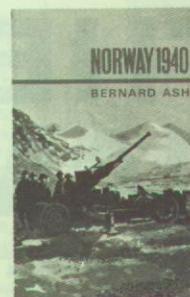
HOW OBSERVANT ARE YOU?

These two pictures look alike, but they vary in ten minor details. Look at them very carefully. If you cannot detect the difference, see page 34.





BOOKSHELF



“ORDER, COUNTER-ORDER, DISORDER”

“THE dullest campaign in which I had taken part,” wrote Lieutenant-General Sir Adrian Carton de Wiart VC, of the fighting in Norway in 1940. That much-scarred old warhorse had just recently seen the blitzkrieg in Poland. When given a command in Norway, he decided the campaign would be so short that it was not worthwhile putting up the insignia of his acting rank. Events proved him right.

For other British soldiers, less sophisticated in war and in closer touch with the enemy than is normally the lot of generals, dull was anything but the right description for this campaign. Bungled is the word that springs up most frequently from Bernard Ash’s “Norway 1940” (Cassell, 42s).

Because the Government could not make up its mind, the campaign started with the classic military handicap of “order, counter-order, disorder.” Troops were embarked, disembarked, re-embarked and effectively separated from their equipment. Units landed with little more than the men could carry, unless they had received an issue of useless Arctic kit which filled at least two extra kitbags per man. Their only transport was a bicycle or two (in Norwegian snow!) until the Norwegians rustled up what civilian vehicles were available.

Battalions went into action without mortars, or with mortars but nothing to fire from them

except smoke; without signal equipment; without artillery, tank or air support.

Guardsmen in the Narvik area went solemnly tobogganing, in the vain expectation that it would help them to use skis which were not to be forthcoming. The French sent a ski battalion of *Chasseurs Alpins*, but without skis.

Within these limitations, Regulars and Territorials fought splendidly. At Otta, a Green Howards battalion fought off attack by seven German Infantry battalions, one motorised machine-gun battalion, tanks, artillery and aircraft.

Men of The King’s Own Yorkshire Light Infantry and The Lincolnshire Regiment made a remarkable trek over almost impassable country in weather so cold that there was no stopping for rest without the shelter of a building. They were exhausted before they started, yet one platoon covered 82 miles in 66 hours. The only man to throw away his rifle was an epileptic.

It was war without means for the British. At every turn the words “if only” crop up—if only there had been more equipment here, artillery there, men on the spot earlier somewhere else. If only the Norwegians had been as prepared as they were gallant; if only the Royal Navy had had air cover to match its courage, spirit and efficiency. It was heartbreaking.

RLE

Aboard the *Oronsay*, one of 13 passenger ships converted to trooping which evacuated 25,000 soldiers.



TIKTAT THE QUADROON

AS Whitehall prepared for the big reorganisation of the Defence Ministry on 1 April, newspaper defence correspondents were examining the new set-up without much enthusiasm.

One who took a very long look at it was David Divine (Thomson Newspapers), one of the most experienced and respected of them. The result of his survey and reflection is “The Blunted Sword” (*Hutchinson*, 25s).

His first conclusion is that the Admiralty, War Office and Air Ministry have served their Services ill in the past. The principal faults have been of omission: failing to keep up with the technological revolution in the production of weapons and material; failing to provide doctrine for the use of new weapons when they have, at length, appeared.

This conclusion is supported by 200-odd pages outlining the failures of the three headquarters from the invention of shrapnel in 1785 up to the present day. It makes depressing, if fascinating, reading. Surprisingly, he makes the War Office seem less culpable than the other two. But it emerges heavily guilty and must take its share of blame for the fact that up to 1939 it was all too traditional for British troops to go to war ill-found.

In the post-World War Two era, the author castigates the War Office for being too slow in producing the *Chieftain* tank and the *Abbot* self-propelled 105mm gun and accuses it of initiating little else.

In support of his charge, he lists current weapons which either had their origins during the war or are of foreign design. In this he may be doing the War Office less than justice. He gives no credit, for example, for the new range of radio equipment which the Royal Corps of Signals is receiving with signs of satisfaction.

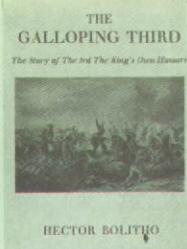
He likens the new Ministry of Defence to the camel—“a horse designed by a committee”—and says it is a compromise between a functional plan put forward by Admiral of the Fleet Earl Mountbatten and the vested interests of the establishment.

Apart from the possibility of personal friction in an organisation headed by five Ministers, he views the upper layers of the new Ministry with approval.

The Defence Council he finds workable; integration and control at Chiefs of Staff level, admirable; the Central Defence Staff simple, logical and workable, but logical for war, not peace.

The author believes the Services should have joint departments for personnel, food and elementary supply, medical services, finance, welfare, law and discipline, and movement, and that the list could be further extended. Day-to-day administration should devolve to a greater extent on lower headquarters. These proposals, he says, would be revolutionary; the present move is “at best evolutionary.”

RLE



GALLOPING TO GLORY

LATEST—and probably best—of the spate of regimental histories published in recent months is "The Galloping Third" by Hector Bolitho (*Murray, 30s*). This is the story of 3rd The King's Own Hussars and covers the period from the raising of the Regiment in 1685 until it was amalgamated with the 7th Queen's Own Hussars in 1958 to form The Queen's Own Hussars.

Instead of confining himself to run-of-the-mill sources, the author spent three years of painstaking research along military byways, and in so doing unearthed much hitherto private and unpublished material in the form of letters and diaries. These provide lively and constant interest throughout the book, not only to past and present members of the Regiment but to everyone interested in the British Army's evolution and traditions.

Fascinating thumbnail character sketches abound, such as that of John Andrews, at the age of 23 "distinguished as Orderly Dragoon to George II" at the Battle of Dettingen, the last time a British Sovereign led his soldiers in battle. Andrews was in his 91st year when he attended his last parade on Lexden Heath, Colchester, after 70 years in the Service.

The author also provides what may be a clue to the vexed question of who invented the sergeant-major. A Standing Order issued by the Duke of Cumberland in 1755 demanded that as sergeant-majors were "a new thing in the Dragoons (being introduced by lazy adjutants)," they were "forbid in the future;" and "No Corporal or Dragoon" was permitted ever to speak to a sergeant when he met him "without pulling his Hat off, or making a motion"—except when he was on horseback or had "a Horse in his hand." In turn, the sergeants were not allowed to "make the men their companions."

During World War One the 3rd Hussars fought only in northern France and Flanders, yet they gained 27 battle honours—the first three within three weeks of going to war. Later the Regiment fought in the line as Infantry, and on 1 April, 1918,



The 3rd Hussars and Oxford Hussars lead the 1918 attack on Rifle Wood.

played a gallant part in the taking of Rifle Wood.

The Regiment's record in World War Two was no less distinguished. Its battle honours include Sidi Barrani, El Alamein, North Africa 1940-42, Italy 1944 and Crete.

As an eminent historian and man of letters, Mr Bolitho needs no introduction, and this absorbing story of a gallant and splendid Regiment can serve only to enhance his reputation.

D H C

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GENERALS WITHOUT DRIVE

NONE of us have any complaints at all of the New Army troops: only of their Old Army generals," wrote General Sir Ian Hamilton, commander-in-chief of the Gallipoli venture, of the failure of his forces at Suvla Bay.

One New Army man who agrees entirely with that comment is John Hargrave. His "The Suvla Bay Landing" (Macdonald, 30s) is an indictment of the generals, a description of the fighting as a whole and a personal account of his experiences as a sergeant in a field ambulance of the 10th (Irish) Division. It is an unusual and lively mixture.

The trouble started at the top. Lieutenant-General Sir Frederick Stopford, the corps commander, had previously seen little fighting, had never commanded troops in battle, had been retired for five years when the war

started, and was in poor health. He was obsessed with the idea that his troops must not risk an assault on established trenches and his subordinates, with honourable exceptions, shared his view.

The landing took the Turks by surprise but the generals were either out of touch or too timid to follow up their advantage. Days later, the tasks were much harder. Even so, their troops achieved near-victories, only to have them thrown away for lack of support. The old generals went away, sick or sacked, and vigorous young generals came from the Western Front, but too late.

Though ex-Sergeant Hargrave is addicted to highly-coloured prose when writing of other troops, the account of his own unit's stretcher-bearers is calm and workmanlike.

Their was a grim task which took them into

the front line and over country impassable to mule-drawn ambulances. They had to carry casualties long distances over rough ground and soft sand.

Their colonel ordered that no Royal Army Medical Corps man in the unit would report sick unless he was on a stretcher. "A stroke of genius," says the author, for it established a unit tradition that no man reported sick while he could stagger along.

Among the many sights the author recalls, two stand out as particularly heart-rending. One was assault troops drilling formally on the beaches; the other, dismounted Yeomanry marching steadily, in parade order, across a dry salt lake. Both were in full view of the Turkish artillery, which took full advantage of the opportunity.

RLE

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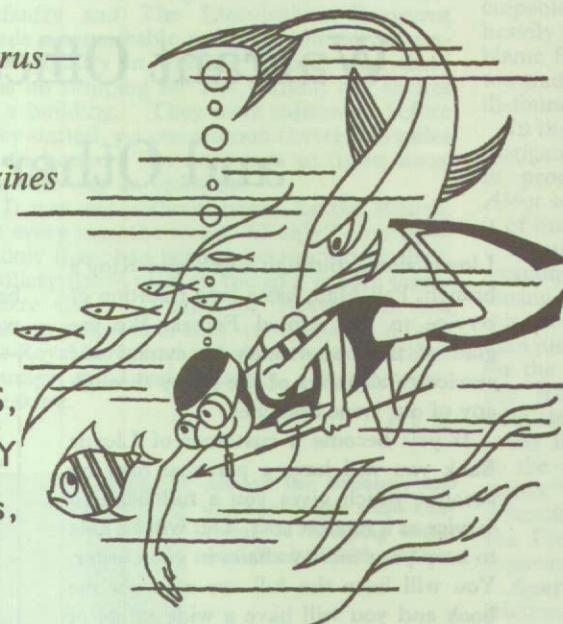
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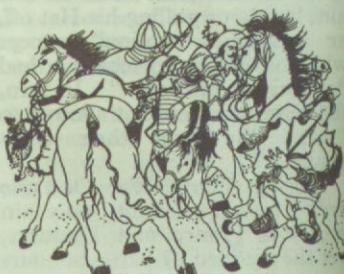
ACTION IN PEN-PICTURES

FAMOUS Land Battles (Arthur Barker, 16s) edited by Herbert van Thal, is an anthology of accounts of 17 battles in which British troops took part, and is suitable for children.

Most of the pieces are straightforward pen-pictures by a variety of authors who include Field-Marshal Sir Evelyn Wood (Crecy and Balaclava) and John Buchan (the First Battle of Ypres).

Two of the essays are different in that they are personal accounts by men who took part. Captain John Kincaid of The Rifle Brigade reports Waterloo from the point of view of one who was in the thick of it and saw Napoleon himself take post. Brigadier Peter Young describes how, during the Dieppe raid, he found himself ashore at Berneval with a party of 19 men of 3 Commando and took on a German coastal battery.

RLE



Engagement at Edgehill—one of the 29 illustrations by Peter Sullivan.



On or off duty: You'll find the Army offers more than any ordinary job

PTE CLARK, PTE BLUNDEN AND L/CPL GARRETT AGREE:
Army life means security, comradeship and work that's free from routine

'I like the companionship,' says Pte. Charles Clark, 19, from Glenrothes. 'I joined the Army for the money and the lodging, but now I really enjoy parachuting. There wasn't much "bull" on training and since then there's been none at all. I've been on exercise in the Mediterranean; I liked that, it was good to see the sunshine. Another thing, the Army always looks after you if you're in any difficulty.'

'I joined because I wanted to see the world,' says Pte. David Blunden, 21, from Islington. 'I was keen on adventure—that's why I picked the paratroops. The basic training was a challenge—but I made it all right. Now I'm trained, I find I can save over £5 a week. That sounds a lot, but the reason's simple: you don't have any outside expenses in the Army. I couldn't do that in civvy street.'

'Yes, as a married man, living in Army accommodation, I think the money's good,' says L/Cpl. Roger Garrett, 26, from Streatham. 'And, for a single man, all your pay's virtually pocket money. Then, it's an exciting life. I've seen action in Cyprus and Jordan, and we keep pretty fit all the time—what with exercises, parachuting and sport. That's why it's so good to be with the Red Devils.'

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SOLDIER



ELIZABETH MONTGOMERY

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