NOVEMBER 1968 ★ One Shilling and Sixpence

SOLDIER

ASSAULT BOATS IN THE HIGH STREET

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SOLDIER

NOVEMBER 1968 Volume 24, No. 11

Contents

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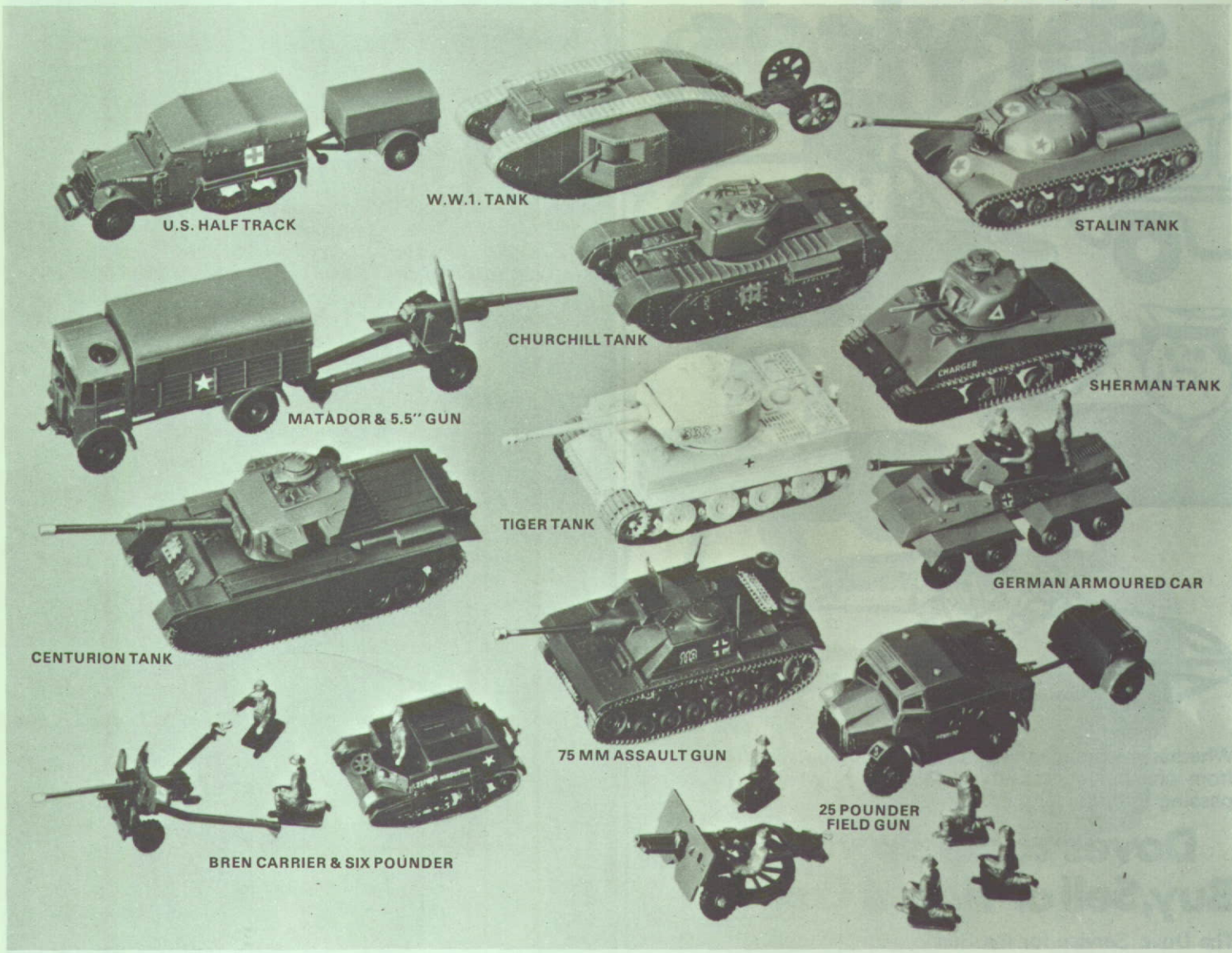

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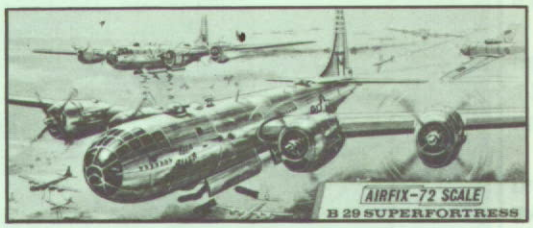

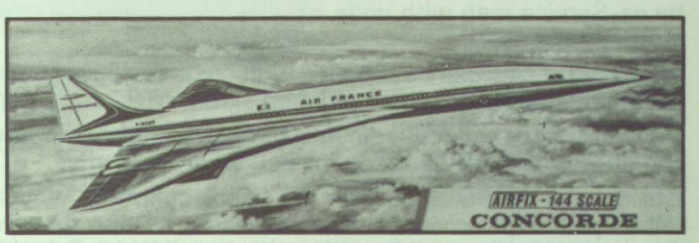

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See-the-Army DIARY

SOLDIER readers, particularly those who travel around, are always anxious to know when and where Army occasions are happening.

In this regular feature SOLDIER will keep you posted up-to-date. Events will be listed up to a year ahead and repeated monthly. Amendments and additions are indicated in bold type.

To make this feature as valuable as possible to the reader, SOLDIER invites the co-operation of organisers of tattoos, Army displays, exhibitions, at homes, open days and similar occasions on which the public is welcome to see the Army's men and equipment.

NOVEMBER

9 Festival of Remembrance, Albert Hall, London.

DECEMBER

14 Disbandment of The York and Lancaster Regiment, Sheffield.

MARCH

11 250th anniversary, The Welch Regiment, Chelsea Barracks, London (11-13 March).

APRIL

25 Anzac Day, Horse Guards Parade, London.

MAY

10 25th anniversary, Army Benevolent Fund, gala concert, Royal Festival Hall, London.
11 Music festival, Le Bourget, France.
28 British Week, Dortmund, Germany (28 May-4 June).

JUNE

3 Massed bands Household Brigade beat Retreat, Horse Guards Parade, London (and on 5 June).
6 25th anniversary Normandy landings.
7 Machine-Gun Corps observance, Boy David Memorial, Hyde Park, London.
11 Amalgamation of The South Wales Borderers and The Welch Regiment into The Royal Regiment of Wales, Maindy Barracks, Cardiff.
14 Trooping the Colour, Horse Guards Parade, London.
14 Aldershot Army Display (14-15 June).
15 NATO Sticking Taptoe, Arnhem (15-28 June).
26 Army Display, Belle Vue, Manchester (26-29 June).

JULY

5 Investiture of Prince of Wales, Caernarvon Castle.
9 Royal Tournament, Earl's Court (9-26 July).
19 Larkhill Day.

AUGUST

1 Cardiff Tattoo (1-9 August).
8 Edinburgh Tattoo (8 August-6 September).

SEPTEMBER

18 Military Band festival, Berne, Switzerland (18-21 September).
19 Berlin Tattoo (19-20 September).
25 British Week, Tokio (25 September-5 October).

OCTOBER

24 Alamein Reunion, London.

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humour

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" I always did suspect Colonel Boothroyd of being a bad loser."

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WATER WATER EVERYWHERE

It began to rain in the South of England on Saturday 14 September. And it rained and rained and rained. By next day 1000 square miles were under water. Towns were awash, bridges had collapsed, road and rail communications were severed and the police and fire services were strained to their limit.

The flood water covered the south-east corner of the country and stretched from Southampton in the west to East Anglia in the north.

Early on, local Army commanders either offered or

Men of 7th Parachute Regiment, Royal Horse Artillery, evacuate a children's home at Molesey, Surrey.

FLOODS

were asked by local authorities for assistance with relief work. As the watery hours lengthened, military liaison officers joined police and councils to help co-ordinate aid to the stricken areas.

Eventually more than 1500 troops—ranging from men of The Guards Division through paratroopers to searchlight sappers of the Territorial & Army Volunteer Reserve—were getting their feet wet. Their tasks varied from accommodating homeless hop-pickers in a Maidstone drill hall to building Bailey bridges, from evacuating people from their homes to providing thousands of sandbags, from maintaining a watch from scout cars on river levels to helping the police on anti-looting patrols.

Amphibious vehicles—Stalwarts and DUKWs—were used extensively. A doctor was ferried to a mother expecting twins, a bedridden old woman floating in her home was rescued, disabled fire engines were towed to a house fire . . .

SOLDIER sent Picture Editor Leslie Wiggs and photographer Arthur Blundell into the floodwater to record the work that won the Army the praise and gratitude of England's most densely-populated areas. Other pictures are by agencies.

Molesey was one of the places hardest hit by the floodwater. Left: Men of 3rd Training Regiment, Royal Engineers, deliver bread and milk.

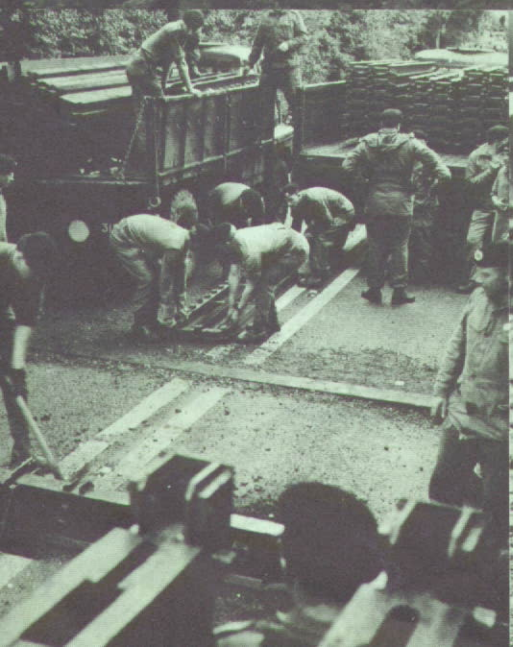
Right: She was 92 and the bed to which she was confined was afloat in her home when help came. An old lady of Molesey is lifted into a DUKW.

Below: And here one of Molesey's youngest inhabitants—a seven-week-old baby girl—is carried to safety by Bdr Ian Roberts, 7 RHA.

Leslie Wiggs

FLOODS

Right: Sappers of 36 Engineer Regiment, Royal Engineers, unload planks to build pedestrian walks over flooded streets at Maidstone, Kent.



Above: 36 Engineer Regiment on a sandbagging detail in the centre of flooded Maidstone.

Left: Maidstone again—a shopkeeper watches a sapper sergeant sandbagging her doorway.

Far left: 37 Engineer Regiment builds a Bailey for the A283 over the Wey at Shalford, Surrey.

Right: Soldiers help to push stranded cars from the A23 road at Horley in Surrey.

Left: Sappers of 36 Engineer Regiment sandbagging near Maidstone Bridge. Above: Police help a child to safety aboard an Army DUKW at Byfleet, Surrey, where the Wey burst its banks. Below: A sapper removes timber blocking an arch of Maidstone Bridge.

TO THE RESCUE!

CLIMBERS who get into difficulties in the Scottish Highlands next year may benefit from a recent Army expedition to Morocco's High Atlas mountains.

A mountain rescue team is being built up by 1st Battalion, The Royal Highland Fusiliers, at Fort George near Inverness. Half the battalion is in Gibraltar on a nine-month tour—and a party of eight went to the Atlas to train to work with the rescue team when the fusiliers return to Scotland next month.

A preliminary week's training in Gibraltar selected the men to go with Second-Lieutenant Philip Maxwell who had already led two adventure training expeditions to Morocco. Then Exercise High Jock began. The party drove by Land-Rover via Rabat, Morocco's capital, to the Atlas roadhead at Imlil, a small 5700-foot-high Berber village. Five mules were hired and the fusiliers set off for the 5000-foot climb to their base, the Neltner Hut.

From there they carried out ten days of hard training among the towering peaks of the Atlas, culminating in a mountain rescue exercise with Second-Lieutenant Maxwell acting as the casualty.

At the expedition's end Second-Lieutenant Maxwell's comment was: "We now have eight very fit trained mountaineers competent to take their rightful place in the mountain rescue team."

Above: A member of the party practises abseiling. Right: An exercise that could benefit some unlucky climber in the Scottish Highlands.

HOVERCRAFT TRIALS IN FAR EAST

Story and pictures by Army Public Relations, Far East Land Forces

HOVERCRAFT are ideal for anti-piracy roles, fishery protection, harbour work and for rivers with estuaries blocked by sandbars. This is the conclusion of the Army's first hovercraft unit, 200 Hovercraft Trials Squadron, Royal Corps of Transport, which went to Singapore in March this year.

The unit has been undergoing trials and training as a squadron in tactical and logistical roles and has found weather conditions in this part of the world ideal for hovercraft. Strong winds and heavy seas are infrequent and whenever the three SRN6 and one SRN5 machines leave their base at the Old Japanese Slipway in the naval base they always average more than 30 knots and regularly achieve speeds above 50 knots. In the rougher seas around Gosport in England, where the unit trained for nine months before going to the Far East, the speeds were generally lower.

In July the squadron showed off its hovercraft to Army units in a series of demonstrations over four days. The last day was reserved for the Singapore Government and Armed Forces—and three ministers had trips out to sea, Mr Lim Kim San (Defence), Dr Toh Chin Chye (Science) and Dr Goh Keng Swee (Finance).

After a 20-minute ride at 40 knots the Defence Minister said his Government would consider buying hovercraft for defence or anti-smuggling operations.

The hovercraft operated from a muddy-sided creek on the edge of land reclaimed from the sea so it was possible to show how they could come in from the sea at high speed, take mud flats in their stride and come to rest on hard ground. They also disgorged troops of the Singapore Guard Regiment who simulated an attack on a nearby refinery.

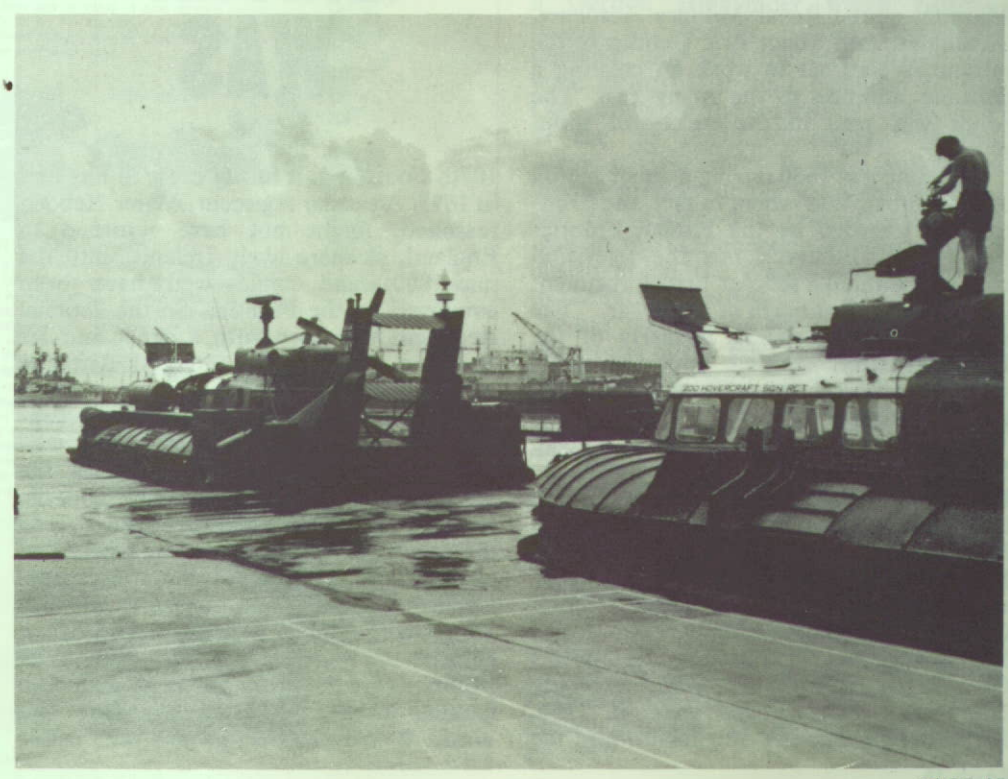
What has the squadron discovered about its machines in the Far East?

There has been a surprising lack of crew fatigue—the crews make light of a six-hour sortie with a 30-minute pre-sortie check and a post-sortie check including an hour's cleaning. The hovercraft get hot, of course, when stationary, but when on the move the air flow keeps them "air conditioned." The mechanics have reported no particular maintenance problems due to the climate, and normal servicing of engines has taken place after the required number of hours.

One of the squadron's biggest tasks was taking part in Exercise Lath in Malaysia.

Two SRN6s hovered nearly 300 miles up the east coast to Marang and operated off the beach for 11 days. They moved troops up and down the coast, conducted trials with HMS Intrepid and played a large part in re-embarking troops on to ships at the end of the exercise.

Top: Men of the Singapore Guard Regiment jump from a hovercraft in a mock attack on an oil refinery. Below: Two of the hovercraft at their Singapore base. Behind—ships of Royal Navy and US Navy.



THE REGIMENT THAT NEVER WAS

Above: Fulton Mackay (adjutant Capt Moncrieff), James Maxwell (Stoughton the political officer) and John Phillips as the CO. Cavalry dress marks charging the elephant men. Right: Gary Bond as Second Lieutenant Russell, *Frontier's* hero.

RECENTLY, as the Government pronounced death sentences on yet more regiments, a strange thing happened—at Sandhurst in the county of Surrey a new regiment was raised for special service. It was named 112th Queen's Own Frontier Rangers and its mission was to entertain the British public.

When Thames Television decided to make an adventure series on the life and and times of a British regiment on India's North-West Frontier in the last century it sought the help of the National Army Museum at the Royal Military Academy, Sandhurst. And Major Eric Hebden of the museum's staff set to work on creating a fictitious addition to the Army List. The result was seen in the successful series *Frontier*.

The time was 1880 during a quiet period of the Afghan War when, in fact, the Frontier was guarded by the Punjab Frontier Force (the "Piffers"), but the television company wanted a redcoat British regiment in its fictional fort north of Peshawar. The answer, Major Hebden, formerly of the Royal Artillery, decided, appeared to lie with the old East India Company's European regiments.

After the Indian Mutiny the Bengal, Bombay and Madras Europeans, late of the Presidency Armies, were incorporated in the British Army. For example, The Royal Munster Fusiliers, The Royal Dublin Fusiliers and the 2nd Leinster Regiment all sprang from the white units of John Company. Second Battalion, The Royal Sussex Regiment, was raised as The Queen's Own Royal British Volunteers, becoming 3rd Bengal Infantry and then, in 1854, 107th Bengal Infantry Regiment—and the 107th Foot when it finally came to England in 1875. A similar regiment, Major Hebden reasoned, might not have returned to England, or more likely Ireland, until the mid-1880s and could well have been employed on the Frontier. So the fictional Regiment was born with a depot and 1st Battalion at Peshawar and 2nd Battalion in a fort near the Khyber Pass.

Thames Television, anxious to reconstruct the details of the Frontier as accurately as possible, bearing in mind the limitations of a television studio and the need for entertaining drama, willingly took the advice of the museum on matters of uniform and equipment—and Lieutenant-Colonel Frank Wilson, formerly of 19th King George's Own Lancers, Indian Army, helped to recreate the atmosphere of Frontier fort life with which he had been familiar between World War One and World War Two. He was also responsible for the art work of the recruiting poster designed for the 112th by Major Hebden.

Sandhurst's Academy Sergeant-Major C H Phillips spent some off-duty hours instructing actors and extras in weapon drill using an 1880 drill book and the heavy Martini-Henry rifle. Sergeant A C McMillan of the Sandhurst Signals Wing taught inexpert "telegraphists" how to use the Wheatstone single-needle apparatus and Sergeant G E Saunders of the Academy Band sounded some stirring bugle calls. Sandhurst cadet S K Karimi from Afghanistan forgot old scores to translate vital dialogue into Pushtu.

Major Hebden says: "Such attention to detail paid off in a series which proved to be a tribute to the old hard-living, hard-fighting red-coated infantry, and Thames Television is to be congratulated on showing the Army in action in the days of Empire without once placing tongue in cheek.

"The executive producer, Canadian Lloyd Shirley, who had the original idea for the series, was brave enough to cock an Imperial snook at the host of long-haired military knockers in this fair green land of ours. A most refreshing change on the square box nowadays."

Right: Recruiting poster of the Murphy Wallahs.

Here is the "history" of Major Hebden's make believe regiment

112th QUEEN'S OWN FRONTIER RANGERS

Depot: Peshawar.

Badge: Crossed Khyber knives encircled by the title surmounted by a crown.

Uniform: Red.

Facings: Green.

Regimental March: "Sprig of Shillelagh."

Motto:Izzat (Honour).

Nickname: The Murphy Wallahs.

Battle honours: Plassey, Carnatic, Seringapatam, Guzerat, Bhurtpore, Ghuznee 1839, Aliwal, Sobraon, Pegu, Punjaub, Mooltan, Delhi, Relief of Lucknow, North-West Frontier.

This old and distinguished Regiment formerly belonged to the forces of the Honourable East India Company. Its origin has been traced to a small band of white men, servants of the company, which under command of an ensign was employed in 1658 to guard the company's trading post in Bengal.

Later, after nearly perishing in the dread Black Hole of Calcutta, the force was re-formed and became one of the Bengal European regiments. It was employed under Lord Clive for the recovery of Calcutta and was present at the Battle of Plassey in 1757. The Regiment is justly proud of this first battle honour on its Colours.

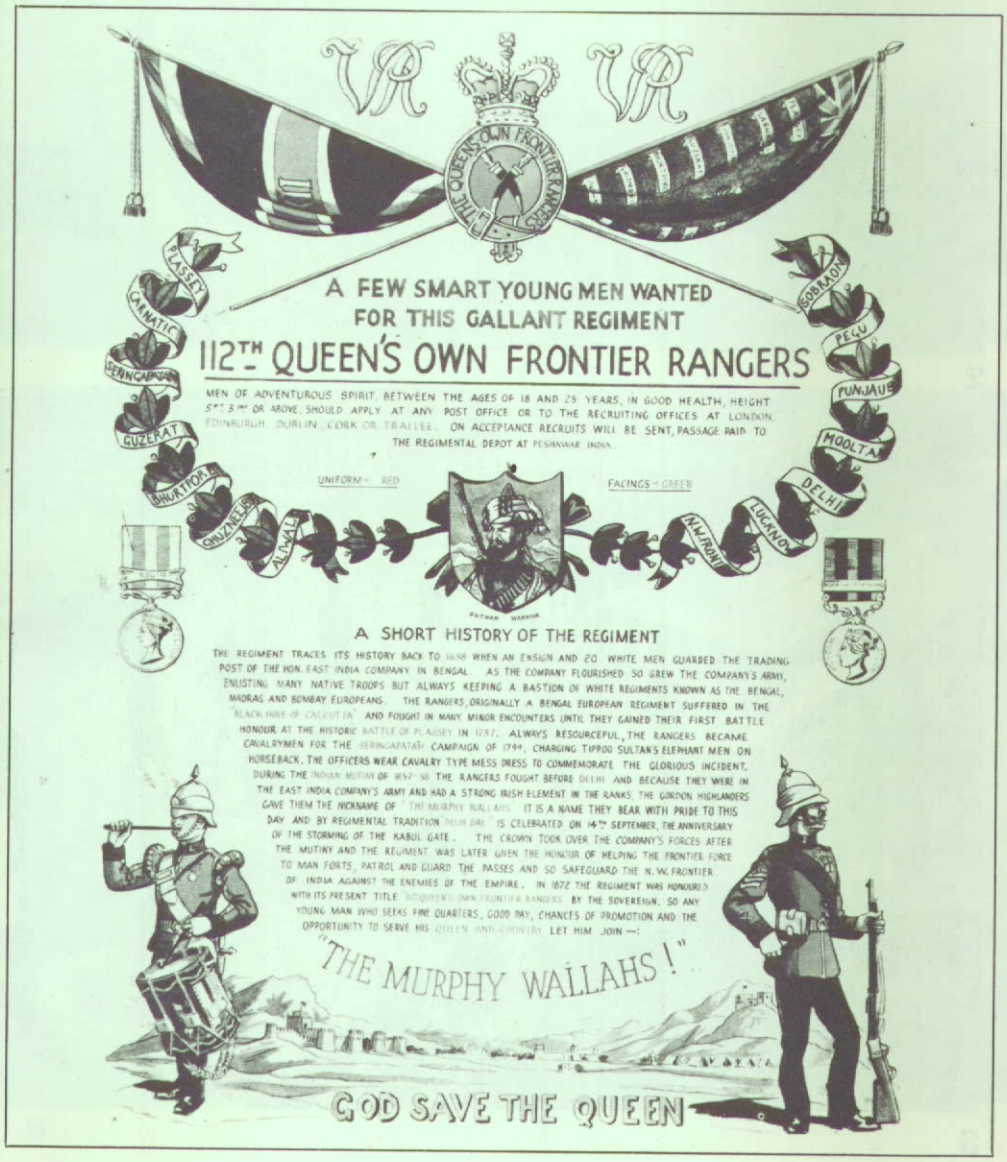
At Seringapatam in 1799 Colonel Wellesley (later the Duke of Wellington) found himself desperately short of cavalry and persuaded the Bengal Infantry to charge Tippo Sultan's elephant men on horseback. This it carried out with glorious success despite coming under fire of rockets, and the Regiment now commemorates this remarkable episode in its history by allowing the officers to wear cavalry-pattern mess dress with the gracious authority of the Crown.

With the reconquest of Bengal, in which the Bengal Europeans had a share, the Regiment was divided into two battalions and has remained so to the present day.

The regiment formed part of the Army of the Indus during the campaign in Afghanistan in 1838 being present at the storming and capture of Ghuznee where Corporal Patrick O'Brien saved the Colours by slaying seven of the enemy singlehanded. He was rewarded with an ensigncy and a member of his family has always been numbered on the roll of the Regiment since then.

Both battalions played gallant parts during the infamous Indian Mutiny of 1857 to 1858, being engaged in the siege and capture of Delhi and the relief of Lucknow. It was at Delhi where the Regiment gained its illustrious nickname. At the storming of the Kabul Gate a commander noted the Regiment's very gallant conduct. He asked a Gordon Highlander which battalion fought so strongly. The Highlander, knowing only that the men on his flank were mainly Irish and belonged to John Company's Army answered: "Och, can't ye see 'tis the hard-scrappin' Murphy Wallahs, General?" It was a name to be carried proudly in the years that followed and 14 September is celebrated as Delhi Day in the Regiment in memory of that onslaught on the Kabul Gate which led to the fall of the city.

After the Mutiny the Crown took over the armies of the East India Company and the Regiment, with the remainder of the Company's European troops, was amalgamated with the Royal Army. Later, when the rule of the Crown spread northwards to guard the Indian Frontier against the savage raids of the wild Pathan tribesmen and the more serious threat of the Russian Bear, the Murphy Wallahs were accorded the signal honour of assisting the Frontier Force of the Indian Army to patrol and protect the vital barrier; and in 1872 the Queen decreed that the title of the Regiment be changed to that it bears so proudly today: 112th Queen's Own Frontier Rangers.



LEFT CENTRE & RIGHT

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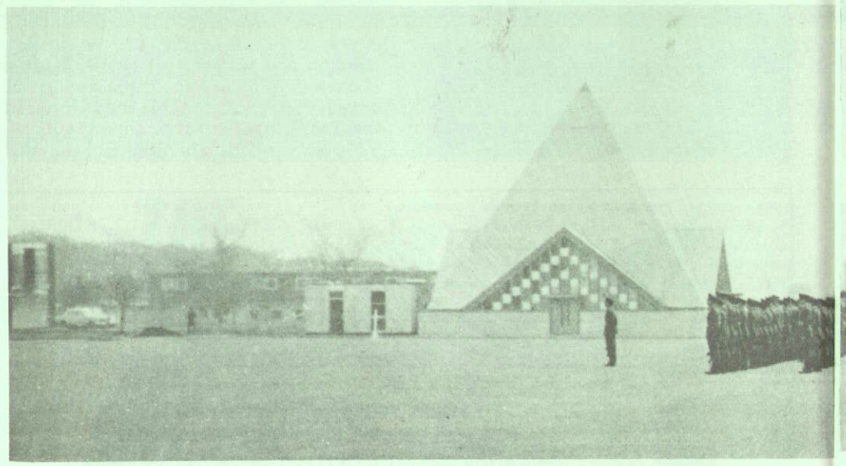
Well, it makes a change from a tank—Troopers David Thomas and Michael Kay at the controls of one of the more unusual vehicles of 1st Royal Tank Regiment at Spandau Barracks, Berlin. Aboard are sons and daughters of members of the Regiment and under-privileged children from Berlin's Tiergarten district. "A" Squadron held an open day for its own somewhat privileged children and those not so fortunate—and the *Spandau Flyer* was part of the fun. . .



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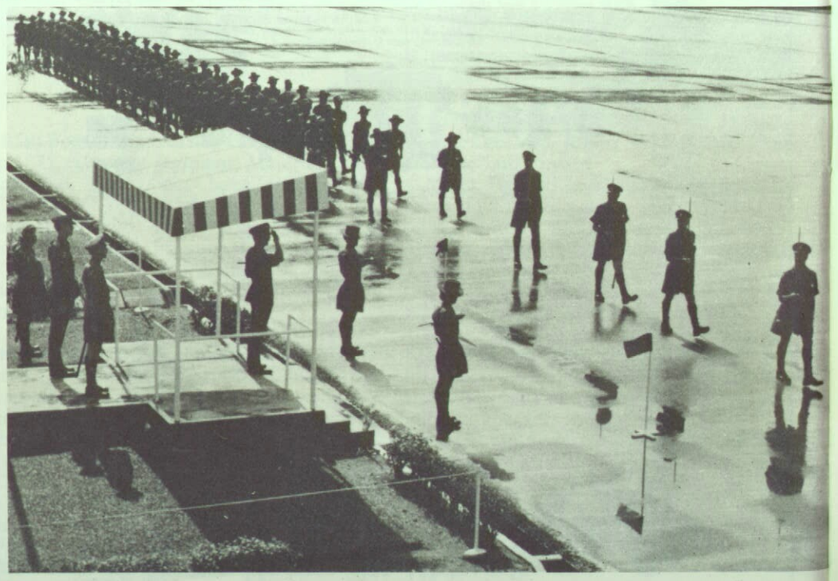
Like Eygptian pyramids, they stand beside the barrack square—three contemporary churches built as part of the modernisation of the Army Apprentices College at Harrogate in Yorkshire. St Alban's Anglican Church is flanked by smaller Roman Catholic and other denominations' churches. A special feature of all three are the roof structures of laminated timber developed to stress space and dignity; internally the main roof beams intersect to form cross and star shapes. An unusual feature is that choir and organ consoles are located behind the congregation to play and sing with worshippers rather than at them. Artificial lighting is provided by fittings giving both direct downward light and light reflected from and illuminating the roofs. In St Alban's the focal point is the Cross in coloured glass in a steel frame suspended from the roof above the altar.



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Under a sombre Singapore sky the Gurkha Transport Regiment held a parade to celebrate its tenth anniversary—and the disbandment of 30 Squadron. Since its formation as the Gurkha Army Service Corps the Regiment has had units in Malaya, Singapore, Hong Kong, Borneo, Brunei and the United Kingdom—the disbanded 30 Squadron served at Tidworth for two years in support of 51st Brigade. As the Regiment—which trains Gurkha drivers—formed up on parade, monsoon rain swept the area, but fitful sunshine broke through as Major-General A G Patterson, commanding 17th Division, arrived. After his inspection he received £700 collected from members of the Regiment for the Gurkha welfare fund. The Gurkha band was away in Malaya and music was provided by the Band of 3rd Commando Brigade, Royal Marines.

4

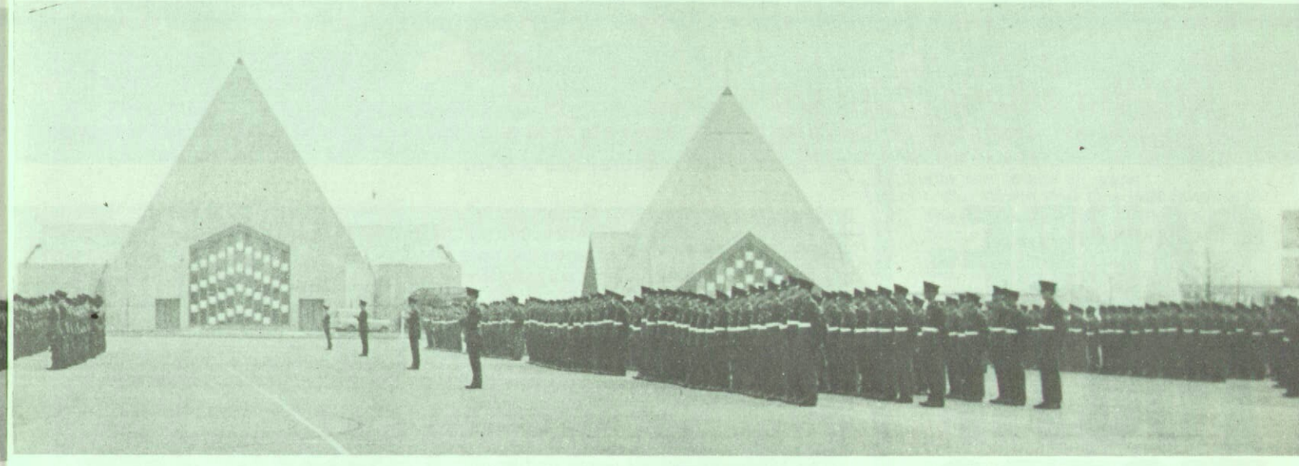
4

Inspecting officer at the passing out parade at The Wessex Brigade Depot at Exeter of the Imjin VI Platoon was the man who commanded 1st Battalion, The Gloucestershire Regiment—the "Glorious Glosters"—at the Korean battle after which this recruit training platoon is named: Colonel J P Carne VC. Accompanying Colonel Carne was Colonel E D Harding, now Brigade Colonel of The Wessex Brigade, who was one of his company commanders at the Battle of the Imjin River and later a fellow prisoner-of-war. And during the ceremony Colonel Carne presented a Long Service and Good Conduct Medal to Sergeant K V Godwin who also fought at Imjin. Another link with the battle was the presence of the Band of The Argyll and Sutherland Highlanders, another regiment with a distinguished record in the Korean War.

5

5

Captain Richard Unwin of the Royal Electrical and Mechanical Engineers, attached to 1st Battalion, The Royal Regiment of Fusiliers, at Kirton Lindsey, Lincolnshire, had a lucky escape during trials organised by the Hover Club of Great Britain at Skegness. Piloting *Fleur Volante*, a mini-hovercraft he built himself for £70, he was doing fine until a strong cross wind overturned his craft at 30 miles per hour. Two of its four propeller blades were smashed but Captain Unwin escaped with a cut hand. Here, Captain Unwin holds the propeller steady while Corporal Ken Townsend of 1st Battalion, The Royal Regiment of Fusiliers, trims the broken blades with a saw. Unfortunately *Fleur Volante* had to withdraw from the race.



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In the Ruhr mining community of Oberhausen, 30 child victims of the Vietnamese War have moved into a "peace village" that sappers of 35 Corps Engineer Regiment at Hamelin and 44 Field Support Squadron in Sennelager have helped to build. Over a year ago Oberhausen's parish priest, Pastor Fritz Berghaus, appalled at television news shots of Vietnam's suffering children, decided to take action. A factory contributed a plot of land free of charge and the village began to take shape. The pastor recruited help from the Bundeswehr, German Red Cross, British Army and innumerable young people. And after a broadcast over the British Forces network there was a big financial response from British Service families. Now an international network of such centres is planned. Here—Lance-Corporal Harry Hancock with a Vietnamese girl. After their official work many of the sappers travelled back to the village at their own expense to continue working.

7

7

Fifty cadets from the nautical wing of Singapore Polytechnic spent a week with the Royal Corps of Transport Maritime Regiment to gain practical experience in navigation and seamanship. Their instructor was Major Keith Rollinson, commanding officer of 74th/75th Landing Craft Transport Squadrons, pictured here. This training will stand the Singaporean cadets in good stead when they leave school to go to sea.

4TH BATTALION THE ROYAL ANGLIAN - REGIMENT

SABRE-TOOTH TIGERS

HANNIBAL'S elephant trek across the Alps was a major feat of transportation. It became a legend through 2000 years. Then Major-General Orde Wingate signalled: "Well done Leicestershire Regiment—Hannibal eclipsed."

It was Spring 1944 and 2nd Battalion, The Leicestershire Regiment, had just carried out the prodigious passage over the Naga Hills to the River Chindwin with only mules as transport.

The 150-mile trek took the Leicesters through dense jungle, over deep, fast-flowing rivers, along tracks sometimes three-feet deep in mud and more than 5000 feet up in the mountains. Steps cut into the slopes turned into mud slides during the torrential rain. They covered little more than seven miles a day.

Supplies were dropped from the air, but much was damaged or lost. The Leicesters' commanding officer solved the damage problem by suggesting that the bottom of the parachute panniers be softened with mule fodder. On a later occasion he was nearly killed by a mass of wire which dropped loose.

The Battalion, part of General Wingate's Chindit force, had completed 450 miles when it reached its objective at the end of March. There, at Indaw, the Leicesters cut the Japanese lines of communication and held out for three days against incessant attacks by overwhelming enemy forces.

The Regiment—which traces its history back to 1688—was long used to epic actions. It won its first battle honour in 1695 for the assault on Namur, a fortified town in Flanders which was considered impregnable; in 1777 a mere 250 cut through the 3000-strong American army of General George Washington at Princeton, for which their Regiment was awarded the unique distinction of bearing an unbroken laurel wreath on its crest.

Then called the 17th of Foot, the Regiment was renamed The Leicestershire Regiment in 1782 while still in America. A royal tiger, superscribed "Hindoostan," was awarded for helping to pioneer the Indian Empire from 1804 to 1822. The Leicesters fought in many remote parts of India including the Nepal frontier against the fierce Gurkhas. Because of their badge and fearless fighting qualities they came to be nicknamed "The Tigers."

Their only invincible enemies were disease and hunger. During the stubborn defence of Ladysmith, 400 men of the 1st Battalion were in hospital and more than 50 died. Each man's daily ration was reduced to ¼lb of meal, 2lb of horsemeat and one pint of chevril (horsemeat soup).

"Come on, the Tigers!"—the cry that

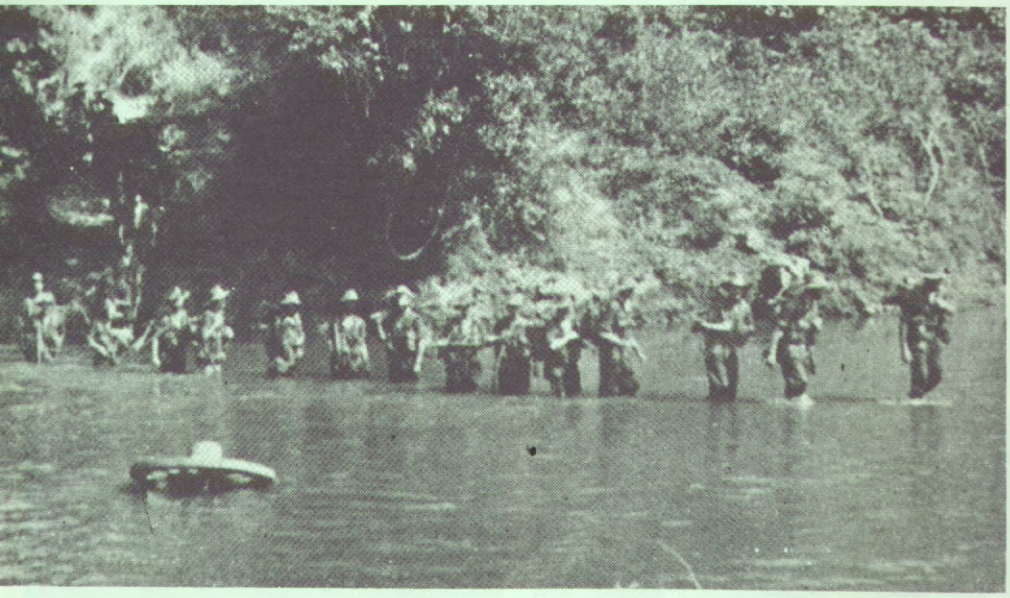
Ypres—nicknamed "Wipers" by the Tommies—had such a reputation as a bloodbath that the phrase was coined, "See Wipers and die." Observers and riflemen who popped their heads out of their trenches felt like targets in a shooting gallery. But the periscope rifle (above) had some degree of safety. It is being used by a corporal of 1st/4th Battalion at Ypres in 1915. Top opposite: The badge of The Royal Leicestershire Regiment.

Coal-scuttle helmeted Germans open fire as the British loom out of the smoke. Lieutenant John Cridland Barrett and his men of 1st/5th Battalion, The Leicestershire Regiment, had to cut their way through enemy trenches to reach their own lines after the attack on Pontruet on 24 September 1918. "It was due to his coolness and grasp of the situation that any of his party were able to get out alive," says the citation of his Victoria Cross. Lieutenant Barrett, later a doctor, was so severely wounded that the medical officer at the regimental dressing station thought he would die. But he lived to serve in World War Two, this time as a lieutenant-colonel in the Royal Army Medical Corps. Col Barrett, who became consultant surgeon at Leicester Infirmary after the war, is now in his seventies and retired. From a painting by Terence Cuneo

blown off. His piteous appeal for help—well, I rendered first aid as well as I could and just carried him to a place of safety."

The Holy Lands, fought over by Christian Crusaders in the 12th century, were the scene of three actions by the Leicesters. In 1918 they took part in the defeat and capture of the Turkish Army, were engaged in the Arab rebellion in Palestine at the outbreak of World War Two, and fought the Vichy French on the Damascus front in June 1941.

The war gods of Nippon unleashed their vengeance before sunrise on 11 December 1941. They pounced on the Tigers at Jitra, Malaya. The Leicesters' 1st Battalion and



Men of 2nd Battalion, The Royal Leicestershire Regiment, cross a stream deep in the Burmese jungle.

cheered them on the sportsfield spurred them into battle. These words died on the lips of a gallant young officer, Second-Lieutenant (Temporary Lieutenant-Colonel) Philip Bent, while leading his men in a key counter-attack at Polygon Wood in 1917. He was awarded a posthumous Victoria Cross. The Somme, Loos, Neuve Chapelle—all rang with that war cry.

The Tigers were ferocious fighters. Yet passion was tempered with compassion. Private William Buckingham, who won the Victoria Cross for rescuing his comrades and rendering first aid at Neuve Chapelle, afterwards told a friend about a badly wounded German soldier he found in the firing zone: "One of his legs had been

2nd Battalion, The East Surrey Regiment, which both had heavy casualties, amalgamated to form the famous British Battalion which harassed and frustrated the Japanese advance through Malaya. Revenge was to come with the Chindits. As well as the 2nd, the 7th Battalion also served with this force.

Postwar came Korea, Cyprus, Brunei and Libya—actions in which officers of the Regiment won eight Military Crosses.

But last July's Supplementary Defence White Paper was the death warrant of the Tigers—now 4th Battalion, The Royal Anglian Regiment. They will be absorbed into other battalions of The Royal Anglian Regiment by 1972—after making more than 300 years of history.

SOLDIER TO SOLDIER

The investiture of the Prince of Wales next year is to be marked by the Queen's approval that the new regiment formed from the amalgamation of The South Wales Borderers and The Welch Regiment will be titled The Royal Regiment of Wales (24th/41st Foot). The amalgamation will take place on 11 June 1969.

★

The Worcestershire and Sherwood Foresters Regiment (29th/45th Foot)—this is the title approved by the Queen for the new regiment to be formed by amalgamation in March 1970 of The Worcestershire Regiment and The Sherwood Foresters.

★

On page 27 of this issue appears the final feature in the series which for the past four years has reflected in SOLDIER the long months of World War One from the days of the Old Contemptibles to final victory and the end, in November 1918, of the war to end all wars.

But World War One will re-echo in the December SOLDIER with a feature on the celebration, in which a British Army contingent participated, of the liberation of Lille. This month, Paris will celebrate the signing of the Armistice.

Next month's issue will see the end of another regular feature, "It Happened In . . .," which for five years has chronicled month by month landmarks in history.

The new year will bring new features, including a series of short and simple-to-understand articles on insurance and a successor to the series "Your Regiment." The final regiment, to be featured in the January SOLDIER, will be the "Glorious Glosters"—by then "Your Regiment" will have covered all the British Army's Regular infantry and cavalry regiments.

★

Some anomalies in SOLDIER's sale terms to units overseas have arisen as the result of withdrawals and distribution changes.

Account holders in the United Kingdom and Rhine Army (except Naafi in Rhine Army) remain on the same terms as at present. Units elsewhere overseas which receive their supplies of the magazine direct from SOLDIER are asked to note that they will in future be given credit for unsold copies against certification.

Copies will not be regarded as unsaleable, nor a certificate returned to SOLDIER, until one month after receipt of that issue of the magazine.

This concession will allow some flexibility in a unit's monthly order but it should be particularly noted that credit for unsold copies will not be given where the number exceeds ten per cent of the unit order.

AID TO THE DODO ISLE

IN January this year B Company of 1st Battalion, The King's Shropshire Light Infantry, flew to Mauritius to help to keep law and order as rioting disrupted the peace of this subtropical island in the Indian Ocean.

Since then all companies have been rotated from Terendak Camp, Malaysia, where the battalion is part of the Commonwealth Brigade, and most of the soldiers have spent some time on the island, former home of the now extinct dodo bird.

Mauritius has become independent, the Shropshires have changed their name to 3rd Battalion, The Light Infantry—and the riots have subsided, which has given the soldiers more time to help the civil population.

In particular, they have aided the Cheshire Home and the Père Laval Hospital for disabled children—the air platoon virtually adopted one of the patients, François, a blind boy. In addition, the light infantrymen have run a training camp for youths on outward bound lines.

Recently Mr Norbet Poupard, Mayor of Port Louis, the island's capital, presented the Medal of the City of Port Louis to the security forces and to the fire brigade. The medal awarded to the former is inscribed in this way:

"Presented to the Mauritius police force, the Special Mobile Force, The 3rd Light Infantry . . . for outstanding services to the City of Port Louis. . ."

The mayor said: "I am happy that you have been able to accomplish your duty with distinction and I can only hope that the various communities of Port Louis will co-operate to maintain and develop the atmosphere of peace and amity which you have restored."

Above: A rope bridge built by The Light Infantry at the Père Laval Hospital. Below: The Mayor of Port Louis, Mr Norbet Poupard, shakes hands with Lieutenant-Colonel J P St C Ballenden, the battalion commander, after presenting the Medal of the City to the Security Forces.

Above: François, the blind boy "adopted" by the air platoon. Below: Presenting a TV to the Rose Belle old people's home.

KART A GO-GO

A HOOTER blared, the racing drivers adjusted their goggles and suddenly the track was full of men sprinting towards their machines. The 24-hour race was on . . .

The atmosphere was of Le Mans but the engines were not. This was the annual 24-hour race for go-karts at Brignoles in Southern France—not exactly a Grand Prix but still a gruelling event. And this year it was won for the first time by a British team.

It was a team, in fact, from the Wallop Kart Club at Headquarters Army Air Corps, Middle Wallop.

There were entries from Britain, France, Germany, Holland, Switzerland, Monaco, Belgium, Sweden, Spain and Italy. The winning team, representing Army Aviation, was led by Captain Mike McIndoe, Royal Corps of Transport, and the other drivers were Staff-Sergeant Graham Wakefield and Sergeant Dave Turner, both of the Royal Electrical and Mechanical Engineers, with another REME man, Captain Steve Russel, as engine-tuner.

It was Captain Russel who in the three months before the race used his vast experience of aircraft maintenance to prepare the kart for virtually a trouble-free run.

The race began at 6pm and Captain McIndoe led for the Wallop team. Speeds of up to 85 miles per hour were reached and by midnight the Army team had worked its way into fourth place after earlier losing 20 minutes when the engines had to be changed.

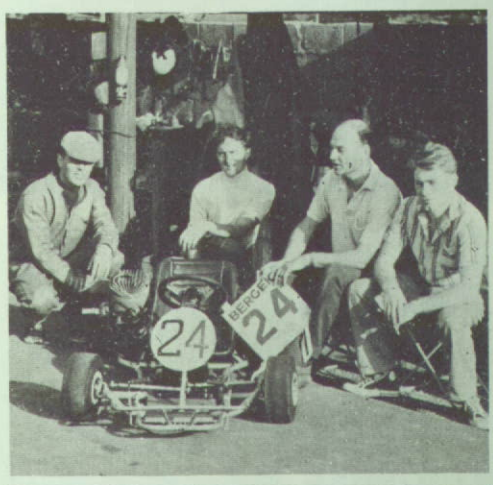
As the floodlights were switched off in the morning the men from Middle Wallop were still in fourth place.

And as the heat of the day grew intense they piled on pressure and by noon they were lying in second place.

The shadows lengthened and the Army team decided to settle for a sure second place as it would be impossible to catch the leading team—the only other British team —without taking enormous risks. But with two hours to go the leaders' engine seized and the soldiers took over.

After sorting out the engine trouble the other British team tried everything it knew to catch up, but in vain.

And when Captain McIndoe passed the chequered flag at 6pm the team's kart had covered 1000 miles.



Above: The team (l-to-r)—Capt McIndoe, S/Sgt Wakefield, Capt Russel, Sgt Turner.

Top: Le Mans-type start. Capt McIndoe sprints to his car while S/Sgt Wakefield and Sgt Turner wait to get him away.

PILGRIMAGE TO SALERNO

Pictures by Leslie Wiggs

THE Bay of Salerno, just south of Naples, is flat, crescent-shaped and edged by mountains; apart from chubby Italian children kicking up the sand, the beaches are peaceful now. They were not peaceful in September 1943.

As that month neared its ninth day the United States Fifth Army, including the British 10th Corps, made ready in the Mediterranean to strike at the soft underbelly of the Axis. Among that force were The Royal Scots Greys and their Sherman tanks. On the 9th the Allies stormed ashore at Salerno—and soon The Royal Scots Greys were duelling with the Panzers.

Twenty-five years later—on 31 August—a diesel railway engine called *The Royal Scots Grey* left Edinburgh. Aboard its train were some 80 people with Salerno on their minds. A pilgrimage had begun.

It was a package pilgrimage. Organised by The Royal Scots Greys Association, an all-in holiday was taking 73 association members, wives and their friends and a handful of people representing the Scots Guards and Royal Marines (also in the landing) to Italy and, while they were there, to Salerno.

They flew to Basle in Switzerland and motored down into Italy. On 9 September they stood on the sand of the Salerno beach where their Shermans had come ashore to fight the Germans.

On the beach the landings were described by Colonel A G J Readman, Colonel of the Regiment. The Regiment's commanding officer, Lieutenant-Colonel Sir Ranulph Twisleton-Wykeham-Fiennes Bt, was wounded by a mine after the landings and died later in a Naples hospital. Colonel Readman, then a major and second-in-command, was the man who took over command of the Regiment.

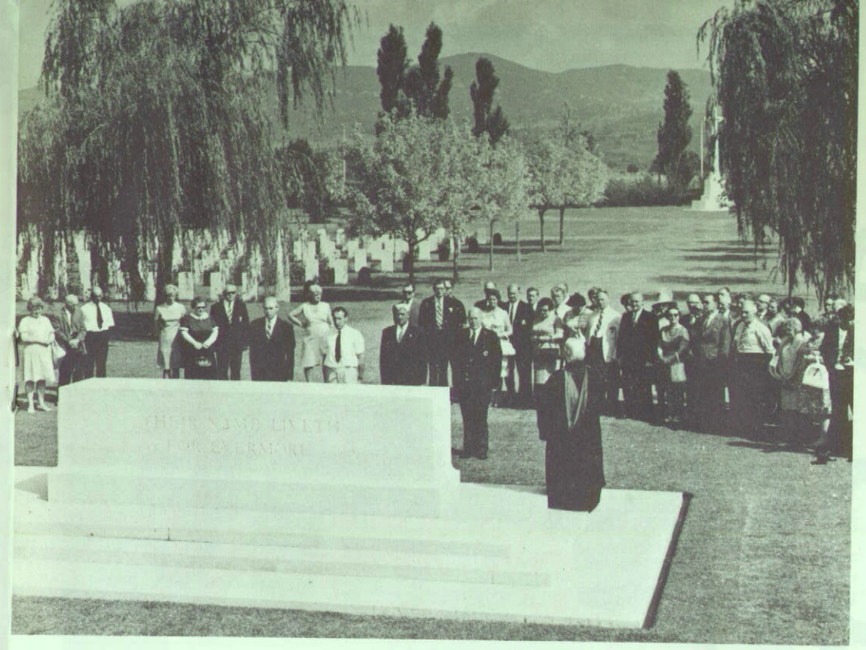
The party visited the war cemetery at Salerno where 25 of the 1849 graves belong to men of The Royal Scots Greys, and also visited the cemeteries at Minturno and Naples. Services were conducted at the cemeteries by the Reverend J D McLennan, the Greys padre between 1942 and 1946 and who now runs a community centre in Aberdeen. Cassino cemetery was also visited by two members of the party and a man and his wife went to their son's grave at Fienza Firenzuola.

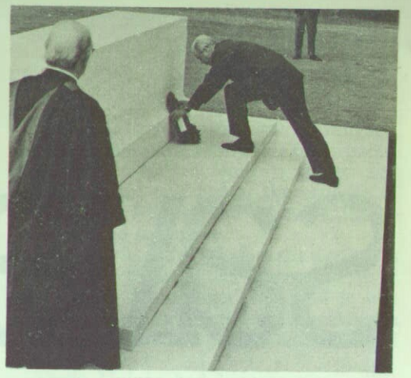
Florence is the twin city of Edinburgh and received half-a-million pounds from the Scots capital for its relief fund after the recent floods. And so the party was received by the Lord Mayor. He presented the city's fleur-de-lys symbol and a gold medal for the regimental museum to the Scots and they told him the Regiment would send a plaque. Another highlight was an audience of the Pope by some of the party.

Then they flew home. It had been the fifth pilgrimage organised by Major F J Dodd, regimental secretary of The Royal Scots Greys, but the first organised on package holiday lines. The oldest member of the party, aged 72, had been on all five trips.

Major-General D A H Graham summed it up after the war like this:

"At the Salerno landing, when I commanded 56th Division, I was indeed fortunate to have to work with my Division such a grand Regiment as The Greys. I shall never forget all they did at that time. There were some anxious moments but all was well in the end. That it was so was largely due to the steadfastness and indomitable spirit of your Regiment. There are many glorious episodes in your history but what you did at Salerno will bear comparison with any."





Above: A wreath at Salerno—Col Readman.

Left: Their name liveth for evermore . . . A service at the cemetery at Salerno.

Above: Peaceful now—but 25 years ago a battlefield: the Salerno beach where The Royal Scots Greys landed their tanks.

Left: Scene at the time—tanks of B Squadron come ashore from landing ships.

Right: Together—four from one tank crew.

Far right: And the grave of the Greys' CO.

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NOVEMBER 1918

The most terrible war man had ever known was over. At 11am on the 11th day of the 11th month in 1918 an eerie silence fell over the Western Front. Soldiers who had been used to gunfire for 51 months were incredulous and uneasy.

But at home there was rejoicing. All work stopped for the day, cheering and dancing people blocked the streets, Canadian soldiers lit a bonfire at the foot of Nelson's Column, and total strangers made love in public—symbolising the triumph of life over death. Police had to clear away the last of the revellers two days later.

In Moscow the news was received with sombre satisfaction. The Bolsheviks believed that revolution would now sweep across Europe. Many in the West feared the same.

In Germany the establishment collapsed on 9 November. A republic was proclaimed in Berlin. Prince Max handed over his chancellorship to Friedrich Ebert, the leader of the Social Democrats. The Kaiser abdicated (he lived in exile in Holland until his death in 1941).

The Armistice ceremony took place undramatically in a railway carriage in the Forest of Compiègne. The two sides, led respectively by politician Matthias Erzberger and Marshal Foch, the supreme Allied commander, haggled over terms all night. Finally they signed as the dawn light broke through the mist. Erzberger then passed over a declaration which ended: "A nation of 70 million people suffers, but it does not die." Foch replied: "Très bien" and left without shaking hands. That same railway carriage at Compiègne was to be the scene of another surrender 22 years later . . .

Ironically, the Armistice emasculated neither the armed forces nor the Reich. The Germans had to give up vast stocks of war materials and most of their fleet yet were allowed to retain an army of 100,000 and a navy of 15,000—to put down the hordes of Bolshevism.

They were to withdraw from invaded territories in the West and from Alsace Lorraine.

The Allies were to occupy the Rhineland (the British were stationed around Cologne and left in December 1929).

The war had considerable political and social repercussions. The map of Europe was transformed—Finland, Estonia, Latvia, Lithuania and Poland (with a corridor separating East Prussia from Germany) won independence from Russia; the Austrian Empire was carved into Austria, Hungary, Czechoslovakia and Yugoslavia (incorporating several Balkan states); Italy and Rumania were enlarged at the expense of Austria and Russia; and Alsace Lorraine was returned to France.

Class barriers lifted. Before the war it was unthinkable for a British officer to ride in an omnibus in uniform. By 1916 it was common to see subalterns with toothbrush moustaches handing their fares to girl conductors.

Trade Unions had become responsible institutions of the establishment instead of being pressure groups in the class war.

Women were emancipated and thousands volunteered to do men's jobs, becoming policewomen, lorry drivers, munitions workers, even navvies.

It was accepted that women had earned a degree of equality.

Parliament, which had previously discountenanced suffragettes, unanimously approved votes for women over 30.

Next year, 1919, the first woman entered the House of Commons.

War costs were catastrophic. There were 12,991,000 soldiers killed and 21,219,000 wounded. To this must be added an estimated 10,000,000 civilians who died from famine, disease and privations caused by the war.

The United Kingdom figure of 744,702 dead and missing was comparatively light.

The financial cost has been calculated as £120,707,349,878 in military equipment, shipping losses, property damage and losses in production.

We are still paying the bill.

Had the sacrifice been worth while? Well, at least, people were assured of one thing. It had been the war to end all wars.

BOOKS

CIVILIANS' VC

"The Story of the George Cross" (Sir John Smyth VC)

The George Cross was instituted in 1940 to rank next to the Victoria Cross and to be awarded for deeds of extreme valour not on the field of battle.

Of the 139 awarded since 1940, 100 have gone to members of the Armed Forces. Of the 139, 72 were posthumous. In addition to the 139, 112 were given in exchange for the Empire Gallantry Medal which had been awarded since 1922.

Some surviving holders are members of the Victoria Cross and George Cross Association, of which the author is chairman, and he has been able to add something of their later lives.

George Cross winners come from all ranks of life and their deeds are as varied. The bombing of Britain in World War Two produced a large batch, including many bomb disposal experts of cold-blooded courage. Air raid workers also figured, a railway shunter who put out a fire on an ammunition train, and a hospital porter who threw himself on a nurse as a wall collapsed on her in a bombed building.

Six of the now-famous Special Operations Executive agents, three of them women, received the George Cross. Posthumous awards were to four officers executed as prisoners-of-war after stubbornly resisting the Japanese, and to Major Hugh Seagrim (brother of a VC) who surrendered to the Japanese to save the Karens who had sheltered and helped him.

Post-war awards include a Royal Army Ordnance Corps major and staff-sergeant who helped save the town of Marlborough from disaster when an ammunition fire broke out in Savernake Forest; a Royal Army Service Corps sergeant who died trying to put out an ammunition lorry fire in Hong Kong; and a Royal Engineers second-lieutenant who fell to his death on an Austrian mountain trying to save a fellow climber.

The chapter on the Empire Gallantry Medal winners who exchanged for the George Cross is redolent of the days of Imperial power. A Green Howards lance-sergeant won his medal in an anti-pirate operation on the Yangtse. Two officers won theirs by grappling, unarmed, with terrorists who interrupted a Chittagong cricket party with grenades and revolvers.

The chronicle of the George Cross is varied, exciting and inspiring.

Arthur Barker, 42s **RLE**

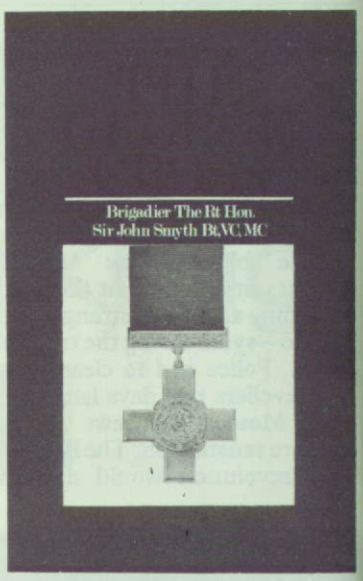
SHIRE LEVIES AND TRAIN BANDS

"Radnorshire Volunteers" (edited by G Archer Parfitt)

In the Middle Ages the border between England and Wales was a hotly disputed area with something of the atmosphere of the old North-West Frontier in India. This harsh environment naturally produced fighting men and large numbers of these served as mercenaries, particularly as archers, in the long wars against the French and the Scots.

With the 16th century came more settled times and it seemed as if law and order would crush the fighting instincts of the borderers. This was far from the case as this history illustrates. The men of Radnor continued to offer their services in the Shire Levies and Train Bands.

In the 18th century the independent units were regimented into the Radnshorshire Regular Militia, whose function was to defend the homeland in time of peril. With the upheaval in Europe at the close of the century there appeared a spate of formations—Supplementary Militia, Provisional Cavalry, Local Militia and Volunteer Corps. It was the same 50 years later in 1859 when threat of war with France saw the creation of the Volunteers, the direct forebears of the 20th century Territorial Force.



Apart from tracing the history of the various branches of voluntary service, this volume describes a host of other topics ranging from regimental Colours to buttons.

County Librarian, County Hall, Llandindrod Wells, 7s **AWH**

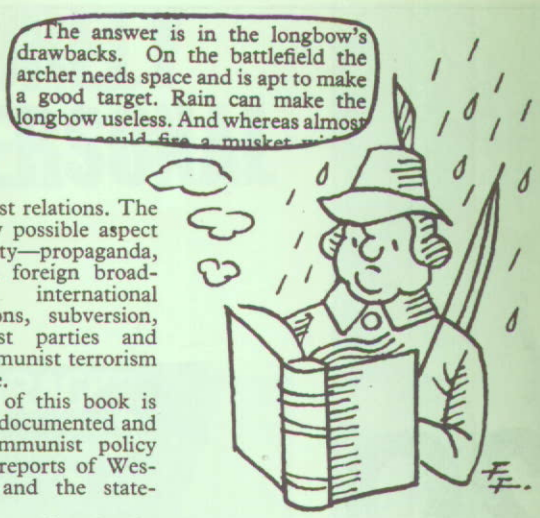
MARCHING COMMUNISM

"The Assault on the West" (Ian Greig)

The Czech crisis has served to warn the world that once a country embraces communism there can be no escape. While this fascinating book went to press before the events of last August, it serves to reinforce the view that the international conspiracy of communism is still in full cry against the Western and non-aligned nations.

Mr Greig has made a special study of communist political warfare techniques aimed at presenting a general survey of the strategy and tactics used by the communists in their bid for world domination during the last 20 years.

He does much more than that and this complete and lucid catalogue of communist activity must become essential reading for Servicemen, politicians, diplomats—in fact for anyone who has anything



to do with East-West relations. The author covers every possible aspect of Red activity—propaganda, cultural exchanges, foreign broadcasts, espionage, international "front" organisations, subversion, national communist parties and their methods, communist terrorism and guerilla warfare.

The great merit of this book is that it is thoroughly documented and is drawn from communist policy statements, official reports of Western governments and the statements of defectors.

The message is starkly simple. Far from diminishing, the communist assault on the West is increasing in scope and intensity. At the moment its main thrust is centred on the developing nations of the Far East, Africa and South America. But this is a back door method of hitting at the west; in these areas lie the West's vital sources of raw materials.

As Sir Alec Douglas-Home points out in a foreword, Mr Greig is indeed wise to document his facts with care otherwise the lengths to which communists will go to destroy and subvert the morale of organisations and individuals would seem incredible.

Reviewing the Malayan emergency, Mr Greig points out that a communist force of about 1000 guerillas is still in existence in the jungles of the Malaysia-Thailand border. And, he asserts, they are showing signs of renewing the "armed struggle." Surely a point worth noting as Britain plans to withdraw from the area.

Foreign Affairs Publishing Co, 35*s*

J C W

SOE COMPROMISED

"*The Tangled Web*" (*Philippe Ganier-Raymond*)

Intelligence work is invariably a tangle. People are told only what they need to know; others are fed false information; any given operation is like a jigsaw puzzle—incomplete until the last agent has performed the last act in the plan. Sometimes something goes wrong. A double game is played, truth intermingles with half-truth and lie and when finally the reckoning is attempted, it is virtually impossible to find out what really happened. The subject of this book—the penetration by the Abwehr and Gestapo of the Netherlands section of the Special Operations Executive—is a case in point. It remains one of the major mysteries of World War Two despite the author's exhaustive researches.

The story begins in March 1942 when Major Hermann Giskes of the Abwehr arrested a Dutch SOE radio operator, Hubertus Gerardus Lauwers. Giskes was one of the most astute men in the German service and by blackmail threats he managed to "turn" Lauwers, using him to send false information back to England.

Poor Lauwers warned London by omitting to give his security check, but London ignored the warning. Giskes learned of plans to drop other agents—he and his men were waiting when they arrived. The Germans caught 56 agents in this way.

Giskes arranged for the sabotage of London-selected targets to be simulated, then reported success to London. Through this contact with SOE headquarters he infiltrated one of his own informers into the Dutch Resistance. An unbelievable situation then developed in which the Dutch Resistance exchanged messages with London by courtesy of the German Abwehr.

No one can deny the brilliance of the German coup. It was a masterpiece of counter-intelligence.

Many questions are left unanswered. The main one is why London ignored and continued to ignore the warnings sent out by Lauwers and others. The security check on each signal should have been made as a matter of course. And why were minor details so badly bungled? Why were the agents' identity cards so badly forged? How did SOE come to know so little of conditions in Holland that agents were parachuted into the country with money which had long since been withdrawn.

After the war a Dutch commission of inquiry was set up to find out whether the SOE chiefs had deliberately sacrificed the lives of Dutch agents in the interests of other objectives; whether Lauwer really was under duress; what the British did to check on SOE radio posts in Holland and whether a British official had been in German pay.

Two Foreign Office officials denied the allegations completely but when the Commission began inquiries in London it was found that a fire at the Baker Street headquarters of SOE had destroyed all records of the Dutch section. Only one question was answered: Lauwers had indeed sent warnings and was therefore not a traitor.

Arthur Barker, 30*s* **J C W**

RESULTS OF PARTITION

"*Pakistan's Relations With India 1947-1966*" (*G W Choudhury*)

This is the first full-scale study of Pakistan's relationship with India from Independence in 1947 to the war of 1965 and the subsequent Tashkent conference in 1966.

Professor Choudhury, professor of political science at the University of Dacca, East Pakistan, and a Pakistani scholar of international repute, is peculiarly well-fitted to undertake this task. His study begins with a résumé of the historical background of the relationship between Hindus and Muslims in undivided India.

This was a sub-continent of over one and a half million square miles and a population of some 600 million of widely differing religions, languages and customs. Hindus outnumbered Muslims by about five to one and these two were by far the largest groups with between them 2000 different races, sects and tribes and 1500 languages and dialects. Their religions were diametrically opposed. This was the unpromising basis on which the Hindu and Muslim leaders had to work.

Professor Choudhury then examines the further problems posed by partition. Initially there was the mass migration between the new states. In spite of the efforts of the British-controlled boundary force and of the more moderate leaders on both sides, more than a million people were massacred and, it has been estimated, some ten million were made homeless.

Further complications were the positions of the princely states, particularly those of Jammu and Kashmir. This was a principally Muslim state ruled by a tyrannical dynasty of Hindu maharajahs. This problem has caused two wars between the two states and has not yet been resolved. Other difficulties were the division of the assets of British India, trade and water disputes and the position of the religious minorities remaining in the new states. And Pakistan is divided into East and West Pakistan some 1200 miles apart.

Finally the author deals in detail with the divergent foreign policies of the two countries and the war between them in 1965. This book is written with great clarity and very well documented. It is a pity that where geographical considerations are such a factor no maps are included.

Pall Mall Press, 55*s* **R H L**

IN BRIEF

"*Bayonets*" (*Frederick J Stephens*)

As weapons become more complex, those of the past seem to gain in interest. The bayonet is a good example. Until recent years one could buy British, French and German bayonets quite cheaply in most antique shops. If you knew which junk shops to go to they cost even less.

Now they are becoming collector's items. Mr Stephens's little book is an ideal guide for anyone keen on collecting bayonets or indeed for anyone interested in cut-and-thrust weapons.

It claims, with justice, to be the first general historical survey of the bayonet and spans more than 300 years, classifying the main examples by the method of fitment to the gun barrel—plug, socket and spring. It contains more than 130 photographs and deals with bayonets from 22 countries.

Arms and Armour Press, 30*s*

"*Design and Development of Fighting Vehicles*" (*R M Ogorkiewicz*)

Armoured fighting vehicles—tanks, armoured cars, personnel carriers and the like—are the rough yardstick by which an army's efficiency and hitting power can be gauged.

The author reviews development in this field from the war chariots of the second millenium BC to the nuclear age but concentrates on the development of tanks and other fighting vehicles since World War Two and on the current state of their design.

It is in fact the first book of its kind to be published in English, or indeed in any other language, and it contains a great deal of hitherto unpublished material.

It is essentially a book for the expert and will be valued as such since it embraces developments in Britain, Russia, United States, Canada, Czechoslovakia, Poland, Japan, Switzerland, Italy, India, Austria and Sweden.

Mr Ogorkiewicz examines the evolution of battle tanks since 1945, tank weapons, design of turrets and hulls, automotive components, methods of evaluating tank designs, the management of tank projects, armoured personnel carriers and wheeled armoured vehicles, and closes with comparative data tables on the main vehicles he has discussed.

Macdonald, 50*s*

"*Collecting Medals and Decorations*" (*Alec A Purves*)

"There is something thrilling and satisfying in having in your collection medals won by men who stormed the fortress at Badajoz, who took part in the Charge of the Light Brigade . . ." Thus Mr Purves sums up the motive of the medal collector.

He concentrates on practical information, describing the pitfalls for the inexperienced, how to spot fakes and renamed medals, how to buy and sell, set up a reference library and mount a collection.

"Be very wary," cautions the author, "of medals to Light Brigade regiments unless impressed (with the recipient's name) and verified." There is no official roll of the Charge but it has been possible to compile a fairly accurate list, particularly of those killed, wounded, taken prisoner or decorated, and to eliminate men on detached duty or sick.

The safest course for a beginner is medals from a reputable dealer.

Seaby's Numismatic Publications, 35*s*

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Army Scholarships carry a grant of up to £260 a year, tax-free, for two years; they are intended to help able boys stay on at school to study for their 'A' levels (Higher Grade for Scotland). The money is made up of a refund of tuition fees up to £160 p.a., plus a maintenance grant, dependent on parents' income, of up to £100 p.a.

The scholarships carry with them, for the successful, the assurance of a place at Sandhurst — and can therefore be a boy's first step to a career as an Army Officer.

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For full details of the scheme, write to:
Major T. W. Tilbrook, Army Officer Entry, Dept. 414, Lansdowne House, Berkeley Square, London, W1X 6AA

K.I.

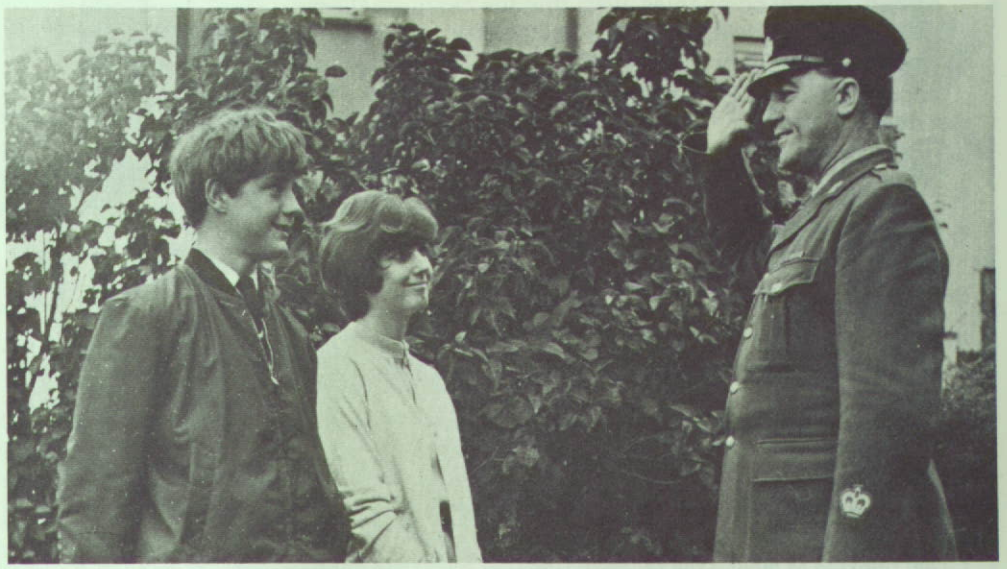
PURELY PERSONAL

LIKE FATHER LIKE SONS

Gordon Aitkenhead signs on 24 years to the day after his father's enlistment. The ceremony, in the Ordnance Depot, Cyprus, was witnessed by father **Captain Bob Aitkenhead** (second from right) and brother **Craftsman Alex Aitkenhead** (far right). Gordon is to do a three-year apprenticeship before joining the Royal Engineers. Captain Aitkenhead is supplies officer of Supplies Sub-Depot, Dhekelia.

TOP MAN OSMAN

Coloured **Corporal Osman Peters** (above) has established a record by winning all five top awards at the United States 7th Army NCO's Academy at Bad Tolz in Bavaria. Corporal Peters, who comes from the Caribbean island of Dominica, is serving with 24 Squadron of 4th Divisional Royal Engineers in Paderborn. He was presented with the General Patton Award for Excellence, the General Douglas MacArthur Distinguished Leadership Award, Commander-in-Chief USAREUR and 7th Army Distinguished Graduate Award, the Honor Graduate Award for map reading and military tactics, and the overall Distinguished Graduate Award. He won them in competition with 130 Americans equivalent in rank to British sergeants and staff-sergeants.



LIKE FATHER LIKE SON AND DAUGHTER

Army recruiter **Warrant Officer II Leonard Chandler** did not need to tell two recent recruits (above) about the advantages of Army life. They knew it already. For they were his son **John** and daughter **Pamela.** He supervised their signing on at Exeter Army Careers Information Office. Pamela, 18, is to join Queen Alexandra's Royal Army Nursing Corps and 15-year-old John will train for the Royal Engineers at the Army Apprentices College, Chepstow. WO II Chandler is in the Royal Engineers and so was his father, **Captain F A Chandler.**

FOOT FEAT

Two hundred miles for a kiss and a glass of champagne (above). These were victory tokens when **Warrant Officer II Louis Gibson** broke the World non-stop walking record. The kiss was provided by his wife **Phyllis** and the champagne by his colleagues of 16 Parachute Brigade. WO II Gibson began the marathon, round the perimeter track of Royal Air Force Odiham, Hampshire, on a Friday morning and completed it the following Sunday morning. The previous record of 179 miles was set in South Africa in June this year.

PIPPED OTHER PIPERS

It may sound a bit Irish, but **Sergeant Norman Dodds** (left) of 1st Battalion, The Royal Irish Rangers, has won more than 30 piping competitions—all on Scottish bagpipes. His most significant success was winning the 1968 all-Ireland senior piping competition, which he has already won on three previous occasions. Sergeant Dodds, who is 27 and has been in the Army for seven years, is acting pipe-major of the battalion.

Below: With the 2nd Battalion at Münster and (above) arriving at Celle.

THAT OLD TERRITORIALS SPIRIT

WHEN five young non-commissioned officers of that doomed organisation the Territorials applied for an Army Land-Rover to take them to train with parent Regular battalions in Rhine Army, Authority said "No." So they decided to go it alone—in an old Wolseley police car.

The refusal came even though the men—all East Londoners of 5th (Territorial) Battalion, The Royal Green Jackets, based in the City of London—offered to pay their own expenses and were, in fact, on the eve of transferring to the still-thriving 4th (Volunteer) Battalion of the Regiment.

Regimental Sergeant-Major Leslie Airey bought the Wolseley—"big enough for six and fast for the autobahns"—and led by him the party set off under its own steam.

The men were Lance-Corporals Raymond Prince, Barry Stanford, Tony Charles, Edward Cregan and John Airey, the RSM's brother.

At Münster they were attached to the support company of 2nd Battalion, The Royal Green Jackets, for four days and then moved to Celle where they trained with A Company of the Regiment's 3rd Battalion with a visit to 3rd Royal Tank Regiment thrown in.

When they returned to London they had covered 1600 miles and spent more than £100 in order to become better soldiers.

Then they joined their new battalion. Regimental Sergeant-Major Airey, a Regular soldier, is not so lucky. He is due to leave the Army after being made redundant. The 5th Battalion is on its last legs—it now exists only on a social basis and most of its members have gone over to the 4th Battalion. It is a sad victim of defence cuts.

COMPETITION 126

WHAT WHERE AND WHAT ?

THE resettlement panel had a busy day ahead to 1600 hours—six officers and non-commissioned officers to interview at intervals of three-quarters of an hour, the first interview starting at 0930. All the officers and then a non-commissioned officer were to be seen before the two-hour break for lunch and it soon became obvious that the panel would have to concentrate hard to avoid confusion.

Each interviewee wanted to settle and work in one of the six cities or towns from which a fellow interviewee hailed. Each had a different rank, surname, corps and intended vocation. Two bore the same names as two of the places involved but neither came from nor wanted to go to either. The civilian jobs sought by two of the interviewees were akin to the names of two of their fellows.

The non-commissioned officer interviewed in the morning intended to forsake Keswick (the captain's destination) for a heavily industrial city. The interviewee from a coastal town wanted to be a taximan although he was not serving in the Royal Corps of Transport nor was his name Driver.

Because he was born in Beddgelert the prospective licensee chose to continue living in the heart of the mountains; on the other hand the interviewee called Leeds wanted to live in a flat inland area.

Black had decided to pursue his Army trade of photographer in Coventry, the birthplace of the Royal Artilleryman who, apart from White (the Royal Army Pay Corps man) was the only one heading north.

Lieutentant York, who had no interest in accountancy, neither came from the city of his name nor wanted to settle there; indeed neither had he any adherence to Leeds which was also the name of the fifth interviewee.

The major, interviewed at 1015, immediately before White, wanted to leave his native York to run a village store in Beddgelert where he could pursue his hobby of mountaineering. Heading for Leeds was the sergeant from the Lake District whose surname sounded like one of the chosen careers, while the corporal intended to move south to Coventry.

One of the six planned to be a clerk, another an accountant and another a shopkeeper. The staff-sergeant, serving in the Royal Signals, was born in Ayr; the second on the interview list served in the Royal Engineers.

From this mass or perhaps morass of information can you deduce:

(a) What was the lieutenant's chosen vocation?
(b) Where was Black born?
(c) What was the would-be accountant's corps?

Send your three answers, on a postcard or by letter, with the "Competition 126" label from this page and your name and address to:

The Editor (Comp 126), SOLDIER, 433 Holloway Road, London N7.

This competition is open to all readers at home and overseas and closing date is Monday, 20 January 1969. The answers and winners' names will appear in the March 1969 SOLDIER. More than one entry can be submitted but each must be accompanied by a "Competition 126" label. Winners will be drawn from correct entries.

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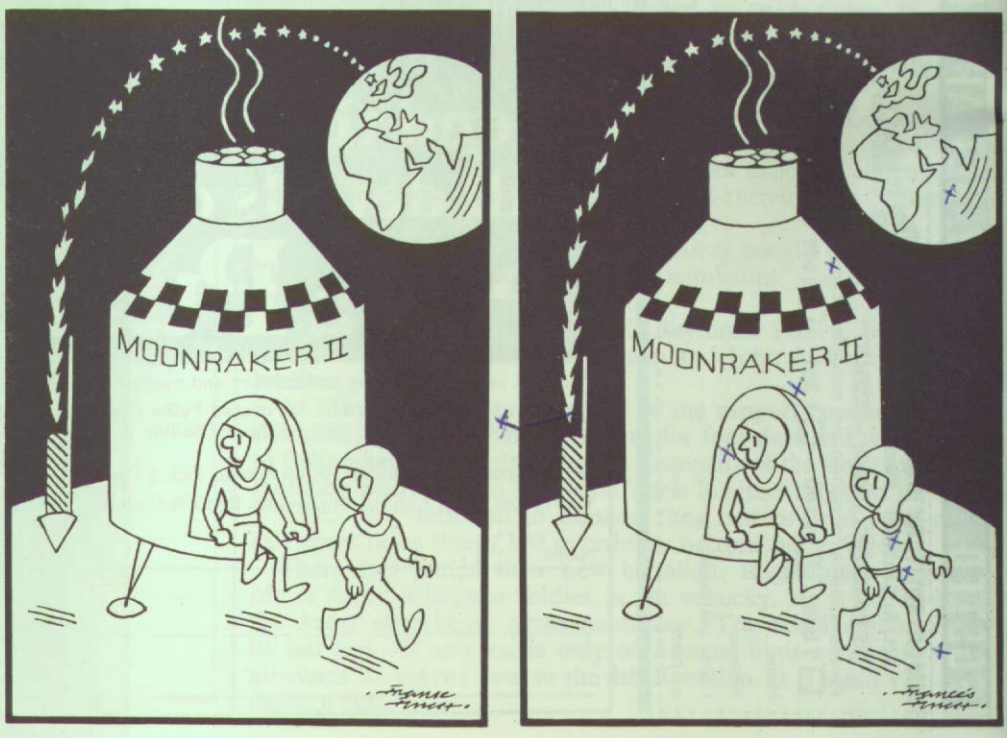
HOW OBSER-VANT ARE YOU?

These two pictures look alike but they differ in ten details. Look at them carefully. If you cannot spot the differences see page 37.



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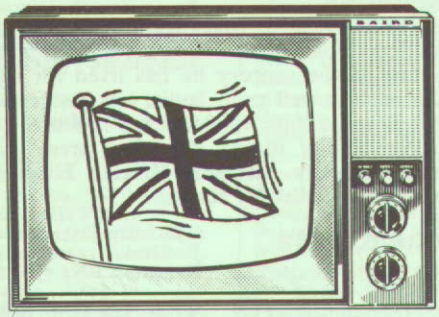

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LETTERS

Oldest old soldier?

It may interest readers to learn that Mr Charles Macguckin, the oldest UK citizen in India, celebrated his 105th birthday at his home, Peace Haven, Main Road, Whitefield, near Bangalore, Mysore State, India, on 19 September.

Born in Dundee in 1863, Mr Macguckin first came to India in 1884 with The Royal Scots Fusiliers and since his retirement from the Army just after the turn of the century he has lived for short periods in Britain and Australia as well as in India. He has however been continually resident in India since 1939 and is a much-respected member of the British community in the Bangalore area.—**Lieut-Col J E Tull, Assistant Military Adviser, British High Commission, Chanakyapuri, New Delhi 11, India.**

Tank Regiment rose

For some years I had the thought of a rose named after The Royal Tank Regiment in which I served. During my term as chairman of The Royal Tank Regiment Association at Maidstone I approached Messrs R Harkness and Co, of Hitchin, Herts, and have now heard from the firm that last year—the 50th anniversary of the Regiment—a new rose was registered in the name of "Fear Naught," the regimental motto.

Fear Naught, a bold hedging rose in a deep warm red, is a cross between Queen Elizabeth and Ena Harkness and is obtainable from Messrs Harkness at 10s 6d.—**L H Pearce, 84 Old Tovil Road, Maidstone, Kent.**

Rarin' to blow

The Army Cadet Force Detachment here at Winsford in Cheshire is endeavouring to raise a drum and bugle/trumpet band. In order to get the band "off the ground" while we raise money for new instruments, we would be most grateful for any old instruments, condition immaterial, that SOLDIER readers may have had for which they have no further use. We are willing to collect within 100 miles of Winsford.—**Lieut Ian B Jolly, OC 45 (Winsford) Detachment, Cheshire Army Cadet Force, ACF Centre, Dean Street, Winsford.**

"Royal Infantry Regiment"

I agree with Mr P T Stevenson (Letters, August) that there should be a Royal Regiment of Infantry. Perhaps if the powers that be had reduced each infantry regiment to company strength and reverted to the old numerical titles (eg The Royal Scots—1 Company, The Queen's—2 Company, The Buffs—3 Company etc) each unit would have kept its own regimental ties and traditions. No one would have been disbanded or amalgamated and everyone would have had peace of mind.

At present, perhaps, the only answer is to disband all units and start afresh.—**Alec Coleman, 18 Clifford Road, Walthamstow, London E17.**

Mr Stevenson's idea of a "Royal Infantry Regiment" is such a simple solution to the vexed question of retaining the identity of famous regiments that it borders on genius. If identical cap and collar badges were worn by this new regiment might I suggest the "old" regimental badge be worn over the left breast in much the same way as adopted by the Auxiliary Territorial Service in World War Two when attached to different corps.—**J Sims, 111 Hollingbury Road, Brighton BN1 7JN, Sussex.**

The Heavy Brigade

In addition to the three squadrons of the Greys and Inniskillings mentioned in Mr Brooke's letter (September), the following regiments also took part in the charge of the Heavy Brigade—4th and 5th Dragoon Guards and 1st Royal Dragoons, a total of about 100 sabres each.

The Royal Dragoons' part in the charge was particularly noteworthy for at a critical moment they attacked the flank of the Russian squadrons, which were trying to envelop the Greys, and broke and dispersed them thus completing the rout of the Russian cavalry.

Each of the five regiments which took part in the charge was granted the battle honour Balaklava.—**Lieut-Col R North, Halton, Blandford, Dorset.**

Army cyclists

I have read with much pleasure the correspondence prompted by "Revolutionary War Machine" (March). The regiment in which I served in World War One—The Duke of Lancaster's Own Yeomanry—had cycles instead of horses. Other regiments in our brigade equipped with cycles were The Lancashire Hussars Yeomanry, Westmorland and Cumberland Yeomanry and the Highland Cycling Brigade (Highland Light Infantry).—**Thomas Barrett, 1993, East 29th Street, Brooklyn, New York, USA.**

Public duties

Left, Right and Centre (August) wrongly states that the Royal Air Force Regiment carried out guard duties at Buckingham Palace, St James's Palace, Tower of London and Bank of England for the first time. The Regiment mounted the ceremonial guards in London in April 1943 when the Royal Air Force celebrated the 25th anniversary of its formation.—**C Cavadino, 67A Shirley Road, Addiscombe, Croydon CR0 7CQ.**

★ *Thank you Mr Cavadino and other readers. You are right—SOLDIER was misinformed.*

YOUR BALL

Some competitors got off to a false start in Competition 122 (July) by wrongly identifying the sporting "weapons," and others did not submit answers of seven letters, one from each sport. The sports indicated were squash, cricket, hockey, lacrosse, table tennis, golf and tennis, a letter from each of these giving hurling, karting, netball, curling, snooker and skating.

Unacceptable answers proffered were Rugby, athletics, croquet, fencing, walking, cycling, marbles, racing, cano(e)ing, brag, polo, gin, ski, grab, badminton, chess, fishing, running, sailing, lacrosse and conkers.

Prizewinners:

1 Master C Bartlett, 12 College Lane, Littlemore, Oxford.

2 Mrs A Rose, 2 St Margarets Road, Medway Park, Singapore 5.

3 Stewart W Falcolner, 199 Strathtay Road, Letham, Perth, Scotland.

4 Philip Simpson, The Rectory, Mepal, Ely, Cambs.

5 L/Cpl H Norton, 3 Coy, 1st Bn, Coldstream Guards, Chelsea Barracks, London SW1.

6 Richard G Walker, Tanfield House, 226 Spen Lane, Gomersal, Cleckheaton, Yorks.

7 Sgt D Frank, HQ 37 Coy RAMC, BMH Dhekelia, BFPO 53.

8 Spr Haworth, 3 Trg Regt RE, Southwood Camp, Farnborough, Hants.

9 G Smith, Laws Croft, Luthermuir, Laurencekirk, Kincardineshire, Scotland.

10 A/T Macdonald, Senior Term, Rawson Sqn, Uniacke Barracks, Harrogate, Yorks.

11 D C Lawton, 17 Eastwood Road, London N10.

12 L/Cpl P J Hilton, SWS Troop, 1 Sqn, 21 Sig Eegt, BFPO 43.

13 Sgt D Godber, HQ SIB UK, 5 Great Scotland Yard, Whitehall, London SW1.

14 D R Hordle, Kingston, 127 Lydyett Lane, Barnton, Northwich, Cheshire.

15 Sgt Story, Sergts Mess, 20 Armd Bde HQ and Sig Sqn, BFPO 41.

HOW OBSERVANT ARE YOU?

(see page 34)

The two pictures differ in the following respects: 1 Length of rocket stick. 2 Lines on earth. 3 Height of space craft's exit. 4 Top right black square on space craft. 5 Shape of flame as it leaves rocket. 6 Left man's nose. 7 Right man's neckline. 8 Right man's left foot. 9 Right man's belt. 10 Artist's signature.

COLLECTORS' CORNER

P G Buffen, 51A Handel Walk, Netherstowe, Lichfield, Staffs.—*Collects badges of British civilian police forces. All letters answered.*

Pte P H Starling, Op Theatre, Royal Herbert Hospital, Woolwich London SE18.—*Requires US Army tropical combat shirt and trousers; two US Army M14 web pouches; US Army World War Two "Stars and Stripes" shoulder flash as worn on field jackets.*

G W E Adamson RAPC (TA), 10 Newton Terrace, Bishophill, York YO1 1HE.—*Purchase or exchange all types British and foreign military badges. All letters answered.*

TW Bellefroid, 7 Rue de Centre, St Nicolas 1, Liège, Belgium.—*Requires worldwide badges, shoulder titles, flashes, wings and cloth shoulder titles especially Commando, Chindits, SAS, Para, Royal Marines and Long Range Desert Group. Exchanges considered.*

I A W Bunn, 344 London Road South, Lowestoft, Suffolk.—*Urgently requires copy "Heraldry in War" (Lieut-Col Howard N Cole). Write stating price; all letters answered.*

William S Mills, 4104 Ingalls Street, San Diego California USA.—*Purchase or give good swop for 87th glengarry badge pre-1881 with "87" on grenade ball.*

Anthony J Murphy, 42 Ashburnham Road, Hastings, Sussex.— *Wishes trade regimental badges etc, philatelic items and coins for UK and Commonwealth coins (would consider others).*

F Fortune, Smithfield House, South Lane, Elland, Yorkshire.—*Requires RCMP scarlet tunic in mint condition, chest 38½-39 inches.*

S Mann, M N Forrest's Esq, Eton College, Windsor, Berks.—*Wishes purchase Regular British Army webbing, pouches, packs of modern design.*

John Martin (*aged 13*), Manor House, Great Wymondley, Hitchin, Hertfordshire.—*Requires British medals, particularly of Indian wars, and certain British badges; foreign medals and badges in exchange. All letters answered.*

Roger L Geach, 18 Lower Park Tresillian, Truro, Cornwall.—*Requires decorations, campaign medals, LSGC medals, badges, insignia of Duke of Cornwall's Light Infantry, Regular, Militia, Volunteer, Territorial, "South Arabia" to SCLI. All letters answered.*

André Coilliot, 71 Rue Raoul-Briquet, Beaurains par Arras, Pas-de-Calais, France.—*Requires British and Commonwealth insignia both world wars; will exchange French insignia, German Signal magazines (World War Two) and French military jackets of 1939 infantry, 1939 air force and colonial infantry.*

REUNIONS

70 Medium Battery, Royal Artillery (107 Battery, 7 Pack and Mountain Battery). Because of the disappearance of the title of 70 Medium Battery in February 1969 it is proposed to hold a parade and buffet lunch followed by reunion dinner at Dortmund on Friday, 31 January 1969. All past members of the Battery very welcome Those wishing to attend or wanting further details should write to Battery Captain, 70 Medium Battery RA, 45 Medium Regiment RA, Ubique Barracks, BFPO 20.

The Royal Inniskilling Fusiliers Association. London branch annual general meeting Saturday, 30 November, 8pm, Artillery Arms, Rochester Row, London SW1.

Olympic Games

In April Brigadier G A Rimbault, Director of the Army Sport Control Board, sent out to the Army an appeal by Lord Rupert Nevill, chairman of the British Olympic Council, for funds to send a British team to Mexico. The response from the Army was £2904 9s 10d.

Lord Nevill has written to Brigadier Rimbault to say how sincerely grateful he is for this splendid effort.

Army representatives selected for Mexico were: Athletics—Staff-Sergeant Instructor W R Tancred, Army Physical Training Corps (discus); Boxing—Gunner J McGonigle, 7 Para Regiment, Royal Horse Artillery (flyweight); Equestrian—Staff-Sergeant B Jones, King's Troop, Royal Horse Artillery (three-day event); Fencing—Lieutenant R Craig, Royal Corps of Transport (sabre); Modern pentathlon—Captain M Howe, The Parachute Regiment, Staff-Sergeant J Fox, Royal Electrical and Mechanical Engineers, and Lance-Corporal B Lillywhite, Royal Corps of Transport; Sailing—Captain S Jardine, Royal Engineers (Star class).

It happened in NOVEMBER

Date		Year
5	William of Orange landed at Torbay	1688
8	Hitler's Munich Putsch	1923
9	Kaiser abdicated; German Republic proclaimed	1918
9	Independence of Poland proclaimed	1918
10	Alois Sennefelder discovered lithographic process	1798
14	Czechoslovakia declared a republic	1918
21	Vulcanisation of rubber patented	1843
21	German fleet surrendered to Allies	1918
23	General Medical Council's first meeting	1858
25	British troops evacuated New York	1783

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CHINESE BOYS BRIGADE

IN Hong Kong this year the Army has taken 1000 Chinese boys from the colony's teeming urban areas down on the farm. Far East Farm recreational camp near Castle Peak—sponsored by 18 Light Regiment, Royal Artillery, and run by 48 Gurkha Infantry Brigade—introduced the boys aged 15 to 17, to organised sporting, recreational and educational outdoor activities.

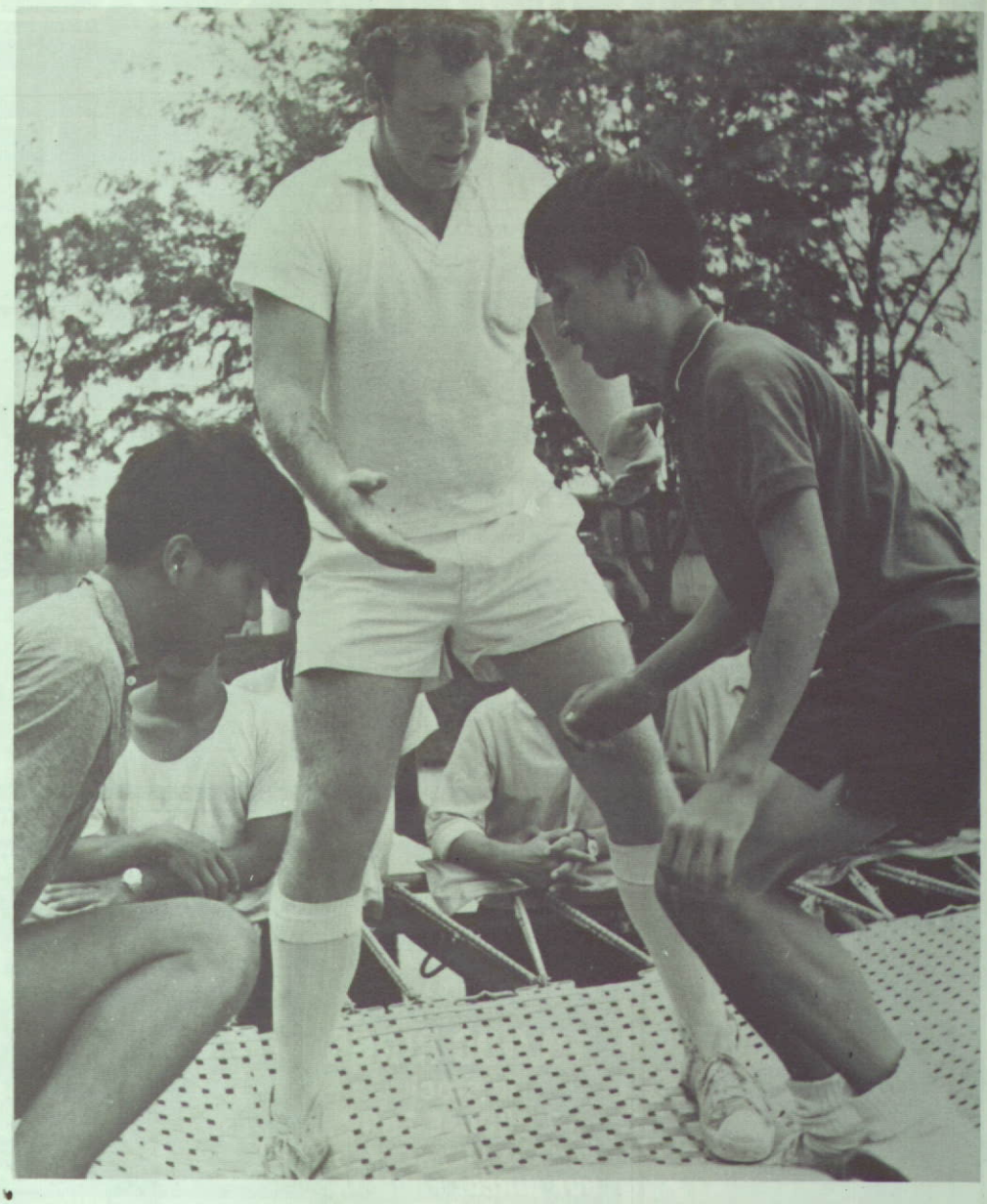
Commander of the camp, Major John Pegg, a gunner, had a staff of officers and non-commissioned officers from every unit in the Brigade. Assisted by Chinese civilians, they put 200 boys a week through a programme considered mentally and physically stimulating.

Divided into 16 groups of 12, the boys competed for soccer, volleyball and basketball prizes and took part in practical initiative and obstacle course tests. Water activities involved the use of Army landing craft, assault boats and rubber dinghies for races, water fights, treasure hunts on offshore islands and visits to a passenger liner laid up awaiting sale. The boys also swam in the Brigade pool at Sek Kong and hiked to hills to camp out at night.

They were taken on a tour of two breweries and an experimental farm and in the evenings they played Chinese billiards, table tennis and badminton.

The week's highlight was the Thursday evening concert at which the boys' presentations showed a surprisingly high standard of singing, comedy and instrument playing —all with backing by 18 Light Regiment's beat group.

An indication of the camp's popularity was that 12 boys travelled from Kowloon to Fanling to visit their group instructor, Sergeant Bob Davies, at his home. They wanted him to try to get them on the next course as well.



Above: Corporal Tom Muir of The Life Guards encourages two Chinese youngsters on the trampoline and (left) Bombardier Peter Pegg of 18 Light Regiment discusses basketball with a group of eager boys.

Story and pictures by Army Public Relations, Hong Kong

This is another example of 18 *Light Regiment's outstanding work for the civil community in Hong Kong. In September SOLDIER reported the presentation by Mr Denis Healey, Secretary of State for Defence, of the Wilkinson Sword of Peace to the Regiment for charitable work in the colony.*

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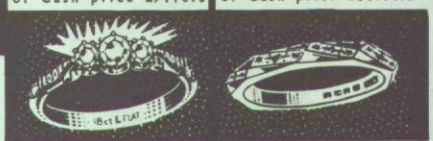

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BOMBS AWAY!

Story by John Wright

Sirens screamed their warning, searchlights criss-crossed the sky and England braced itself for yet another air raid. This night, as on so many other dreadful nights, most of the bombs dropped by the Dorniers and the Heinkels would cause swift death and destruction, but by accident or design some would fail to

London 1940: A sapper lieutenant searches for the fuse of a German 1200-pound time bomb.

explode on impact. These were called the UXBs. The unexploded bomb—delayed by a time fuse, jinxed by mechanical failure not armed by a harassed Luftwaffe pilot or possibly sabotaged by a far-off slave worker—would lie several feet underground awaiting the chain of circumstances, which could occur in a few hours or in 20 years, that would detonate its destructive power. Mr Churchill wrote: "The rapid disposal of unexploded bombs is of the highest importance"—and the Royal Engineers began a job that still goes on.

In July this year men of the Bomb Disposal Unit, Royal Engineers, went to a gasworks in London's Old Kent Road. Local rumour maintained a bomb had fallen through one of the gasholders in 1940 and the local Gas Board took advantage of a major overhaul of the gasholder to make sure. The sappers discovered a 1000-pound bomb, in pieces but still capable of blowing up the gasworks and a large chunk of South London as well.

Man first dropped bombs from aircraft in 1911 when the Italians released containers of nitro-glycerine on Tripoli. Then there was no UXB problem as all these highly unstable bombs exploded, many before they even reached the enemy.

World War One did not present much of a UXB hazard—the bombs dropped from airships and biplanes were small and designed to explode on impact, and those that did not were found on or near the surface and easily dealt with.

The sinister menace of the UXB became apparent during the Spanish Civil War when bombs buried themselves deep into the earth and exploded several hours later. In the trauma of the late thirties the lesson went unheeded in Britain and when the German Blitz started there were no means to deal with the thousands of UXBs (it is estimated that of all bombs dropped on this country ten per cent failed to explode). The sappers stepped in.

From the primitive beginning of training men to build sandbags around UXBs, the sappers developed highly sophisticated techniques to deal with sleeping Nazi bombs, many of which were booby-trapped with Machiavellian cunning. The Germans even dropped land mines expressly designed to kill bomb disposal workers and so discourage such activity.

Overnight, field and construction companies were converted into bomb disposal units. They had to deal with bombs of which they had little or no knowledge and which penetrated up to 60 feet; their losses were tragic but civilians among whom they worked regarded them as heroes.

Eventually the total strength of the Royal Engineers' bomb disposal force was 25 squadrons, each of about 200 men, working both in the United Kingdom and abroad. They are said to have cleared about 45,000 UXBs during the war.

While Hitler's bombers pounded Britain's cities his troops prepared for the invasion-that-never-was and all along this country's shores the beaches were laced with mines in readiness. On scattered ranges the Army practised with artillery

Above: Ace UXB man Major Bill Hartley—"Rather mess with a bomb than a bayonet."

Left: A hammering for *Herman*, 2000-pounder found on Shell skyscraper site.

Right: 500-pound UXB comes from the Thames near Blackfriars Bridge in 1966.

Top right: The end of *Satan*, 4000-pounder 38 feet deep in Croydon timber yard, 1945.

Below: Territorials dig for UXBs on north bank of the Thames at Marlow, Bucks.

and small arms and inevitably left "blinds" by the thousand.

Today World War Two is still being fought by sappers who were not even born when it officially ended. The main task now of the Bomb Disposal Unit, Royal Engineers, based at Chattenden in Kent, is making safe those wartime ranges—last year 2662 acres were cleared—and the commanding officer, Lieutenant-Colonel I T C Wilson, says there is still 20 years' work left.

Day after day, month after month, men of the unit's operational force, 49 Bomb Disposal Squadron—who are, in fact mainly civilians—toil on some bleak moorland in Yorkshire or on farmland in Suffolk on tasks rarely making the headlines but essential if the land is to be used for forestry or agriculture.

But still on occasions the "crash crew" in its red-daubed vehicles with blue flashing lights scrambles into the limelight when another German bomb is unearthed. . .

April 1959. Six hundred men were on night shift digging foundations for the Shell Building near the Festival Hall in London when a 2000-pound *Herman* bomb (named after Goering) rolled menacingly from the earth, dislodged by the dragline of a mechanical excavator. Train, bus and underground services in the area were stopped; Charing Cross railway station was closed. Men of the Bomb Disposal Unit, who had rushed from Horsham, Sussex, their former headquarters, tried unsuccessfully for several hours to defuse the bomb, which was probably one of those aimed at the Thames bridges. Eventually it was loaded by giant crane on to a three-ton lorry and taken over Waterloo Bridge and away from London to be exploded in the sea near Foulness Island. It could have blasted County Hall, the Festival Hall, Waterloo Station and Hungerford Bridge, but the Army experts said, there was never any danger of its exploding.

July 1959. Council workmen repairing Bedemeer Road, Putney, South London, discovered a 500-pound bomb. The Bomb Disposal Unit said it was guarded by a booby-trap and very dangerous; 16 families were evacuated, ten streets closed to traffic. The sappers removed the bulk of the explosive by steam and then detonated the remainder on the spot—the blast shattered the windows of shops and houses.

August 1960. Whelk and bingo stalls hurriedly closed at Hastings when a fishing boat caught a 500-pound German bomb in its trawl and landed it on the harbour sands. The Bomb Disposal Unit neutralised the bomb and bingo began again.

March 1965. Three London tube stations were closed when a 500-pounder was unearthed by a mechanical shovel on the site of the new Tower Hill underground station. The fuse came apart in the hands of the bomb disposal men and the bomb became dangerous. It was decided to take it out of London and eight sappers carried it to a Land-Rover lined with sandbags. Police cars escorted the dangerous cargo through

Grand Slam, ten-ton British reply to the Blitz—on display at Bomb Disposal HQ.

the Home Counties to Horsham where the bomb was rendered safe.

The bomb disposers insist that their work is not dangerous *if* they know what type of bomb they are dealing with—and recognition is a large part of their training. The Joint Services Bomb Disposal School, sponsored by all three Services but administered at Chattenden by the Royal Engineers Bomb Disposal Unit, exists to ensure safety through knowledge. At Chattenden there is a big library of bomb books and a museum containing, in addition to many bombs, a V1 and V2.

It was to the museum that a witness of the bomb dropping on the Old Kent Road gasworks was brought. At the time he had picked up a piece of tail fin and from his identification at the museum the unit knew with what bomb they had to deal.

In 1967 the unit dealt with 11 bombs and 8699 missiles such as mortar blinds. Since 1950 it has rid the country of 200 bombs and 125,000 missiles.

A plaque at the bomb disposal men's headquarters speaks louder than words of their heroism—it records that since 1953 they have won four George Medals, five British Empire Medals and an Order of the British Empire and that one of their number was made a Member of the Order of the British Empire. In the more hectic earlier days, medals came thicker and faster and a 1947 SOLDIER stated that Number 4 Bomb Disposal Squadron had earned 14 George Medals.

Their last fatality was in 1962 at Lympne Airport in Kent. Ironically it was a German ex-prisoner-of-war who died; ironically, too, he was killed by a British anti-invasion pipe mine.

On its books the unit has some 300 abandoned bombs, investigated but untouched for various reasons—because the owners of the land did not want them removed or because they were on mud flats or in other remote areas.

Many people who know they have a UXB for a neighbour have never bothered to report the fact, like the farmer who did not report the V1 in one of his fields for 20 years until he wanted to plough.

The UXB that has been underground since the war becomes a danger only when people want to change the use of the land. In the last 12 months a Hampshire farmer has been killed while ploughing when he unearthed and handled a two-inch mortar bomb. The field had not been a registered Army range but the Home Guard had practised there. And a farmer ploughing in Lincolnshire was injured when he unearthed a German anti-personnel bomb near a Royal Air Force airfield.

The Bomb Disposal Unit's operational squadron is a strange mixture. Five of its six sections, which are based as far apart as Scarborough in Yorkshire and Felixstowe in Suffolk, are civilian. Two are made up of Ukrainians, tough exiles who live like soldiers; a third is largely formed of German ex-prisoners-of-war who never returned home; and the other two are locally recruited men.

The sappers posted to the unit are not necessarily volunteers although there is a wartime regulation, never revoked, that after six months' bomb disposal work a man may ask for a posting.

Bomb disposal has had its characters, men who have become a legend. The first was the Earl of Suffolk who as a civilian led one of the first bomb disposal teams during World War Two and was awarded the George Cross posthumously for his pioneer work. He was killed with his secretary and a party of soldiers while attempting to defuse a bomb at Erith in Kent—his thirty-fifth UXB operation.

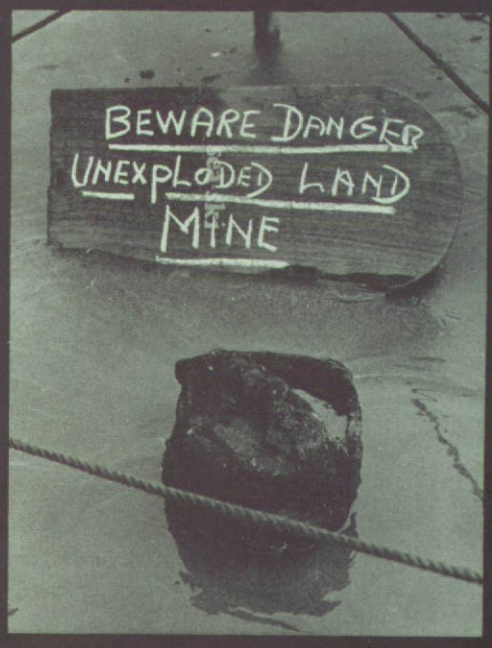
Perhaps the best known sapper in post-war bomb disposal was Major Bill Hartley who spent 19 years in bomb disposal and 19 years in and out of newspaper headlines. He was forever being pictured working on one of the crop of bombs that has made London hold its breath on occasions since the end of the war, and won the George Medal for "many hours of difficult work in appalling conditions" on the Putney bomb. Earlier he was made an MBE for clearing beach minefields.

The major, burly, spectacled and rather like a friendly schoolteacher, once said: "To other people bombs are dangerous. Not to me. I'd rather mess about with a

Above: Sappers in the Blitz. Losses tragic but the civilians regarded them as heroes.

Right: *Hippo*, water cannon used to rid Britain's beaches of deadly wartime mines.

Below: Death trap for bucket-and-spade brigade—mine encrusted with barnacles.



bomb than a bayonet." Typical of the scrapes he landed in was the time he trod on a beach mine and felt the lid sink. He ordered another officer out of range and delicately transfered his weight from one foot to the other. It took five very long minutes but he survived.

Bomb disposal experts have always been amazed by the risks people take with highly lethal rotting explosives. The stories are legion—the woman who tried to peel the rubber from a mine, lost patience and proceeded to jump on it (fortunately the mine was not armed); the man who built a wall of 30 mines propped on their sides; another man who used two live grenades as candlesticks; and the boy who carried a small but highly dangerous bomb to school inside his shirt.

Immediately after the war bomb disposal's main task was getting Britain's beaches fit for the sandcastle brigade once more. From one four-mile stretch of beach 4000 mines were extracted and 14 armoured bulldozers were blown up in the process. The only campaign medal issued for soldiering in this country was a General Service Medal with a special clasp for work on clearing anti-invasion minefields. Now there is only one beach—in Norfolk—still closed because of mines and they are embedded in a collapsed cliff face and too difficult to remove until the cliff has further eroded.

One thing that puzzles many people is the division of responsibility for bomb disposal. The Army is responsible for enemy bombs above high-water mark and all bombs on Army property. The Royal Engineers undertake disposal that involves engineering work, as in the case of deeply-buried UXBs, or searching an area. The Royal Army Ordnance Corps deals with stray ammunition, booby traps or explosives used in crime.

The Royal Navy takes over below high-water mark and deals with enemy bombs on naval property; the Royal Air Force responsibility is for allied bombs above high-water mark and all bombs on RAF property. Such complication suggests that a single combined Services bomb disposal unit would be a good plan, although the Joint Services Bomb Disposal School is a step in the right direction.

The Bomb Disposal Unit at Chattenden does not believe that there are many German UXBs remaining in Central London, although there are some still buried in the Thames.

The menace of the UXB, unimagined before the 1930s, was beaten with the loss of the lives of nearly 250 officers and men plus another 150 killed while clearing our own minefields. And in 1960 the Bomb Disposal Unit decided to commemorate this gallantry with a silver centrepiece for the officers' mess. Money poured in from serving and retired officers and firms from whose premises sappers removed UXBs.

The model depicts a timbered excavation on top of which is a 1000-pound German UXB. An officer is handling a clockstopper magnet while a sapper listens for the ticking of a clockwork fuse. Over the pair is a gin and tackle of wartime pattern.

It is a proud memorial to brave men!

back cover story →

This summer there was a bit of a barney down the Old Kent Road. The Bomb Disposal Unit, Royal Engineers, was called to a gasworks to investigate a rumour and ARTHUR BLUNDELL's picture shows the sappers digging for the truth—a German bomb in a gasholder. An officer of the unit discovered two conflicting stories of what happened after the bomb fell. The first stated that at the time a bomb disposal squad examined the gasholder and said the bomb had gone off; the other story maintained the squad said it had "lost half a section on one like that last week" and had instructions not to touch another. Whatever the truth the hole was covered with concrete and left until major work on the gasholder 28 years later when somebody decided it would be a good idea to get to the bottom of things.

Left: And this is what the sappers found down the Old Kent Road—1000 very unfriendly pounds.