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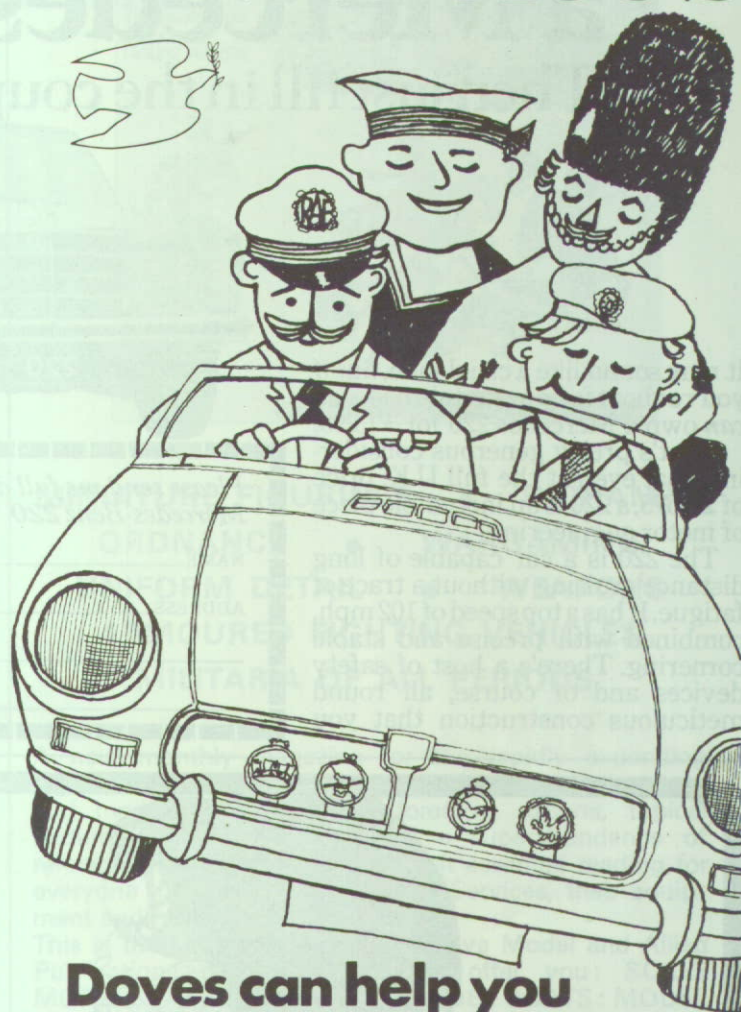
SCORE SHEET by DIK

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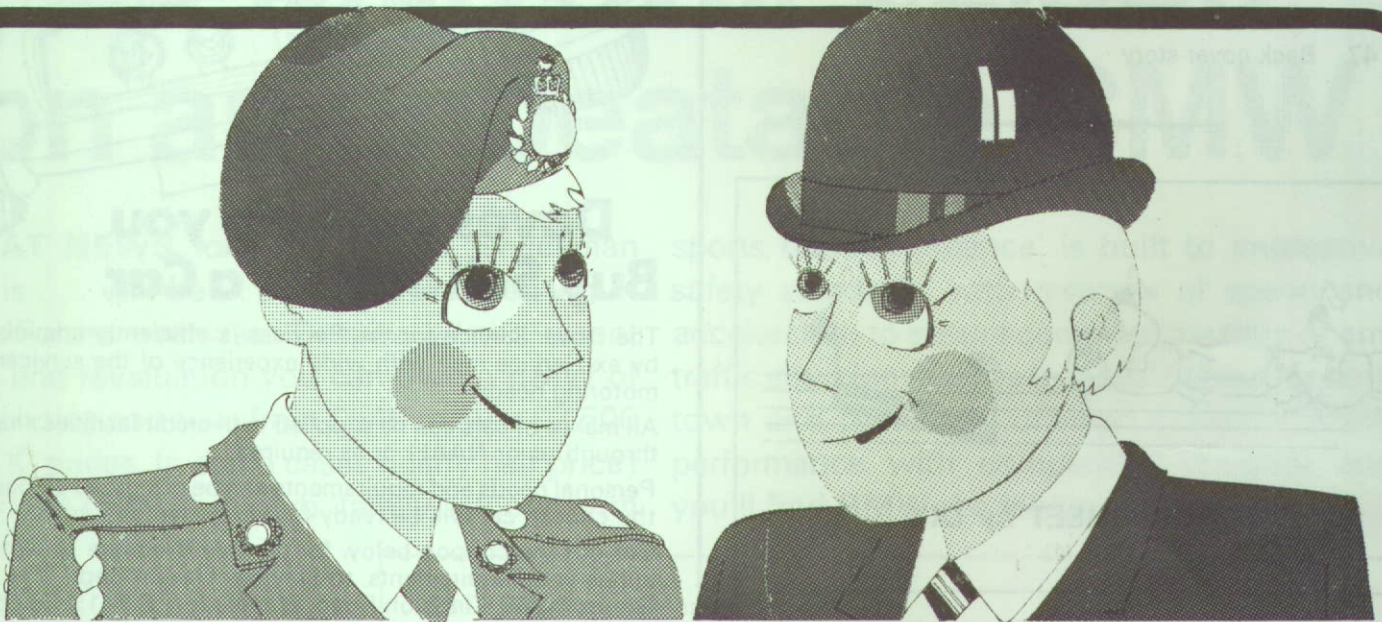
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SEE - THE - ARMY DIARY

In this regular feature **SOLDIER** keeps you up-to-date on tattoos, open days, exhibitions, at homes, Army displays and similar occasions on which the public is welcome to see the Army's men and equipment. Amendments and additions to previous lists are indicated in bold type.

APRIL 1971

- 9 Air show, Lydd (9-10 April) (band, Blue Eagles helicopter display, free-fall team).
- 25 Open day, Women's Royal Army Corps Centre, Guildford.

MAY 1971

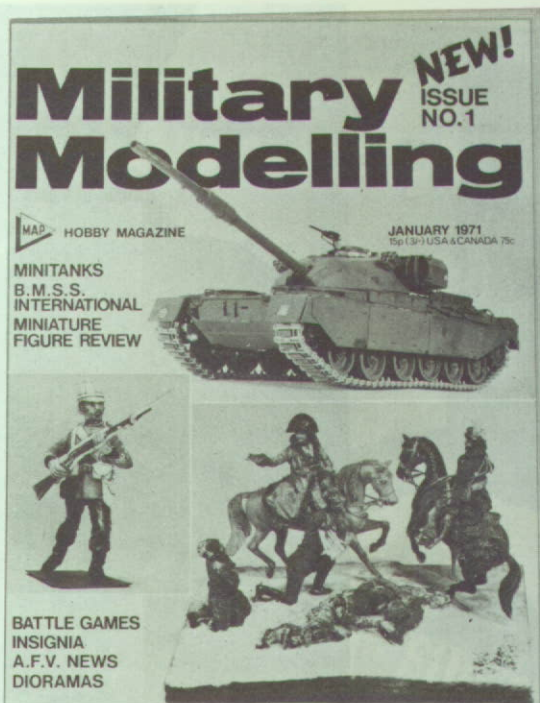
- 19 Army recruiting display, West Midland show, Shrewsbury (19-20 May) (Red Devils free-fall team, Royal Signals White Helmets motorcycle team, bands).
- 22 Lord Mayor's show, Belfast.
- 27 Royal Ulster Agricultural Society show, Balmoral, Northern Ireland (27-30 May) (bands).
- 28 Military display, Dundee (28-30 May) (band, pipes and drums, motorcycle team, free-fall team).
- 28 Massed bands parade, Bielefeld, West Germany (28-29 May).
- 29 Tidworth tattoo (29-31 May).
- 29 First rehearsal, Trooping the Colour, Horse Guards Parade, London.
- 29 Watford carnival and fete (29 and 31 May) (band).
- 31 Aldington carnival (band).

JUNE 1971

- 2 Glasgow military display (2-13 June).
- 3 Massed bands parade, Dortmund, West Germany (3-5 June).
- 4 11th international festival of military music, Mons, Belgium (4-8 June).
- 5 Second rehearsal, Trooping the Colour, Horse Guards Parade, London.
- 5 Nuneaton carnival (5-6 June) (band and drums, Red Devils, Royal Artillery motorcycle team, Blue Eagles).
- 5 Open day, Army Apprentices College, Harrogate.
- 5 Lord Mayor's parade, Sheffield (band).
- 7 Scottish Division massed pipes and drums beat Retreat, Horse Guards Parade, London.
- 9 Royal Tournament, Earls Court, London (9-26 June).
- 11 Army recruiting display, Leigh, Lancashire (11-12 June).
- 11 Open day, School of Infantry, Warminster (or 12 June).
- 11 Gosport cadet tattoo, St George's Barracks, Gosport (11-13 June).
- 11 Military tattoo/trade fair, Sidcup (11-13 June) (band).
- 12 Chingford bonanza (band).
- 12 Portchester carnival (bands, arena events).
- 12 Trooping the Colour, Horse Guards Parade, London.
- 12 Army display, Catterick.
- 19 North Wilts cadet tattoo, Swindon.
- 19 British Legion (County of Northumberland) jubilee celebrations, Whitley Bay (band).
- 19 Frimley/Camberley cadet fete (two bands, two arena events).
- 24 Carisbrooke Castle tattoo, Isle of Wight (24-26 June).
- 25 Massed bands parade, Minden, West Germany (25-26 June).
- 26 Open day, Depot The Queen's Division, Basingbourne.
- 26 Open day, 39 Engineer Regiment (Airfields), Waterbeach.

JULY 1971

- Opening of National Army Museum, London.
- Open day, Royal Corps of Transport, Northern Ireland.



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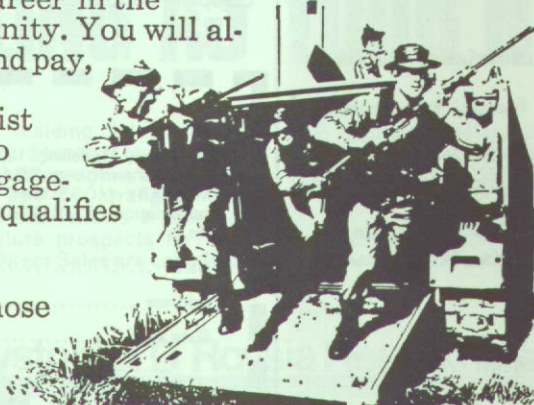
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DIARY continued

JULY 1971

- 3 Army display, Tewkesbury festival.
- 3 Military musical pageant, Wembley Stadium (in aid of Army Benevolent Fund).
- 3 Civic weekend and carnival, Doncaster (3-4 July) (band, motorcycle team, Red Devils).
- 7 Colchester tattoo (7-10 July).
- 9 Southampton show (band and drums) (9-10 July).
- 10 Aldershot Army display (10-11 July).
- 10 Pudsey show (band).
- 15 Army recruiting display, Liverpool (15-17 July).
- 16 Army recruiting display, Birmingham (16-18 July).
- 17 Artillery day, Larkhill (changed from 31 July).
- 17 Weston-super-Mare dairy festival (17-24 July) (three bands).
- 21 Combined services tattoo, Gosport.
- 22 Army recruiting display, Manchester (22-24 July).
- 23 Army recruiting display, Stoke-on-Trent (23-25 July).
- 27 Dover tattoo (Dover Army week) (27-28 July).
- 29 Borough show, Northampton (29-31 July) (band).
- 30 Cardiff tattoo (30 July-7 August).
- 30 Suffolk tattoo (30-31 July) (now cancelled).
- 30 Hull show (30-31 July) (Red Devils).
- 30 Folkestone tattoo (Dover Army week) (30-31 July).
- 31 Army air day, Middle Wallop.

AUGUST 1971

- 1 Open day, Royal Armoured Corps Centre, Bovington.
- 3 Tyneside summer exhibition, Exhibition Park, Newcastle-upon-Tyne (3-7 August) (bands, Red Devils, motorcycle team).
- 4 Open day, School of Signals, Blandford (4-8 August) (now cancelled).
- 9 Darlington Army week (9-14 August).
- 14 Darlington show.
- 20 Edinburgh tattoo (20 August-11 September).
- 20 Army recruiting display, Crewe (20-21 August).
- 21 Eston play week, Middlesbrough (21-30 August) (band, motorcycle team, Red Devils).
- 27 Glasgow military display (27-29 August).
- 28 Leeds gala (28-30 August) (band, motorcycle team or Red Devils).
- 31 Watford gala (White helmets).

SEPTEMBER 1971

- 3 Army recruiting display, Blackburn (3-5 September).
- 2 Sheffield show (2-4 September) (band).
- 4 Keighley show (band).
- 4 Guildford town show (two bands, arena event).
- 13 York tattoo (13-18 September).
- 24 Berlin tattoo (24-25 September).
- 27 The Queen's Division exhibition, Army Careers Information Office, Strand, London (27 September-31 October).
- 28 Kettering show (28 September-1 October) (band).

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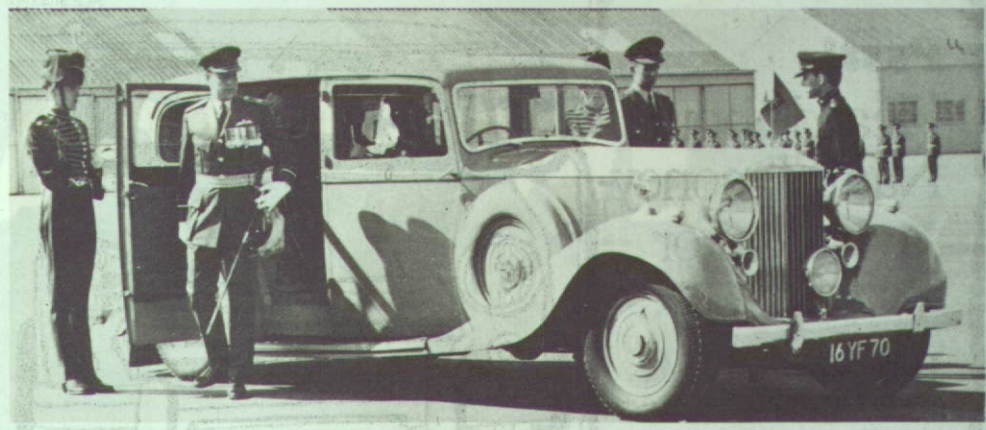
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The vehicle is a rare Rolls-Royce, a vintage Phantom III, and it is the mascot of the Junior Tradesmen's Regiment at Troon in Scotland.

This 1936 saloon was originally presented to Scottish Command by the late Lord Craigmyle after four years' use. Some 700,000 miles and 25 years later it was given to the regiment by General Sir George Gordon-Lennox, then Army Commander in Scot-

land. The junior tradesmen adopted it as their mascot at a special parade.

Since then it has been on parade six times a year, on passing-out and parents' days. As the waves break on the nearby beach and the junior tradesmen give a smart salute, the Rolls moves majestically over the square and draws to a halt by the saluting dais. Then the doors are opened by two young soldiers dressed in Royal Horse Artillery uniform of busby, spurs and white gloves. And out step the commanding officer and inspecting officer.

Visitors of VIP status are driven around in it as the camp is a mile across. Once, decked with white ribbons, it took a sergeant-major's daughter to church to be married to a sergeant by the regimental chaplain. But it

also has a more pedestrian role of being taken to pieces and put back together again by trainee mechanics. It has no insurance since it is never taken out of camp and no work ticket because it is on charge as plant and not as a vehicle.

Its doors are emblazoned with the Junior Tradesmen's Regiment crest of a silver cross on a blue background surrounded by thistles. Generations of enthusiastic owners have burnished its coachwork and chromium plate till they gleam like mirrors. Yet despite all the beauty treatment the old grey Rolls is showing signs of senility. She now fires on only 11 of her 12 cylinders and needs a new exhaust and cooling system. They say £1000 should be spent on her. And junior tradesmen do not have that kind of money.

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British Army headdress

Infantry officer's home service helmet 1900

Pattern sealed 7 December 1898

The home service or blue cloth helmet was introduced by General Order 40 of 1878. Its body was made of cork covered in blue cloth in four seams, two on each side. There were two peaks, that at the front being pointed and edged in brass and the one at the back being square and edged in patent leather. Above the peaks and encircling the helmet was a cloth band three-quarters of an inch wide sewn top and bottom. Down the centre of the back of the helmet was a gilt convex bar quarter of an inch wide and attached to the helmet at the back peak by two studs and a flattened prolongation of the bar which bent under the back peak and was secured by two studs.

The top of the helmet was ornamented with a gilt spike and crosspiece base. The base was decorated with a large rose in the centre, into which the spike screwed, and a smaller rose on each of the arms. The total height of the spike and crosspiece was 3½ inches, the height of the spike being 2½ inches.



The chin chain was of burnished gilt interlocking rings backed with leather and lined in velvet. When the chin chain was not being worn it was attached to a gilt hook at the back of the crosspiece on top of the helmet. The helmet plate was in the form of an eight-pointed star, in gilt or gilding metal, surmounted by a crown. On the star was a laurel wreath surrounding a Garter belt inscribed *Honi Soit Qui Mal y Pense*. Within the Garter, on a background of regimental pattern, was the Territorial badge of the regiment, eg a bugle with strings. On the bottom of the wreath was a silver scroll bearing the regimental title, eg *The Durham Light Infantry*.

In the light infantry the helmet was covered in dark green cloth and in the rifles with rifle green cloth. The Rifle Brigade star was of a slightly different shape with the crown omitted and in black and not gilt. In the 60th Rifles the plate took the shape of a Maltese cross surmounted by a crown.

C Wilkinson-Latham

SMART MOVE



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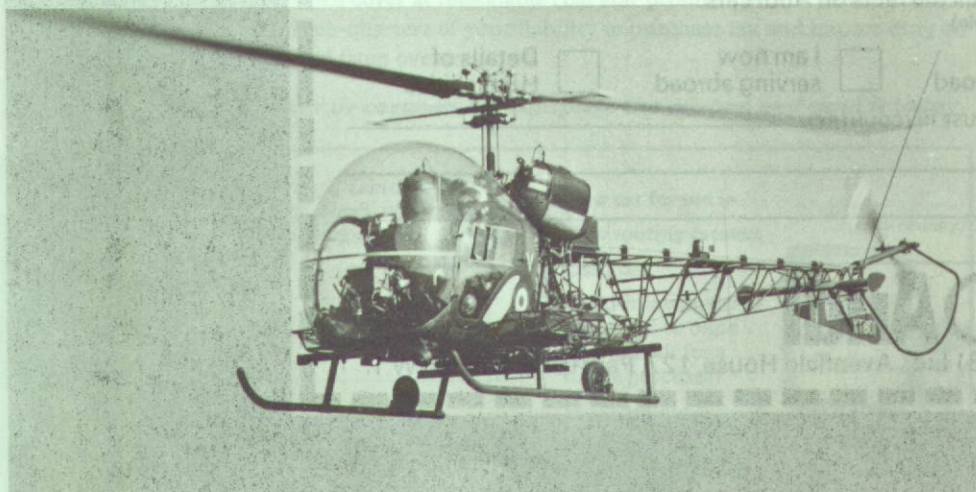


Chipmunk trainer banking to port.

Story by Hugh Howton



Above: Hovering waspishly, the Scout imparts its deadly sting—an SS11 guided missile. Below: With whirring rotors a Sioux takes to the air. Helicopters provide the Army with its own eye in the sky.



TRAINEE pilot Sergeant Paul Farrell made a neat take-off and was conscious of the reassuring “chop-chop” of the rotors as his Bell G-4 helicopter rose to 200 feet. Suddenly the instructor turned off the throttle and shouted: “Practice engine failure!”

The 30-year-old sergeant had less than five seconds to act. If not, the rotors would fold up like an umbrella in a gale and the helicopter would plummet into the ground.

“It was a pretty awful feeling,” he recalled later. “I was sitting there quite happily. Then the next moment the old adrenalin started circulating and I was thinking very clearly, ‘You have got to keep the right airspeed and pick an area to land in.’”

Instinctively he pressed the rotor collective pitch lever down with his left hand and pushed the tail rotor pedal with his right foot. The wind was rushing through the rotors and they were now down to 100 feet. The engine rpm needle on the tachometer was swinging back alarmingly but the rotor needle was holding steady at 350. He breathed a sigh of relief—the rotors were autorotating.

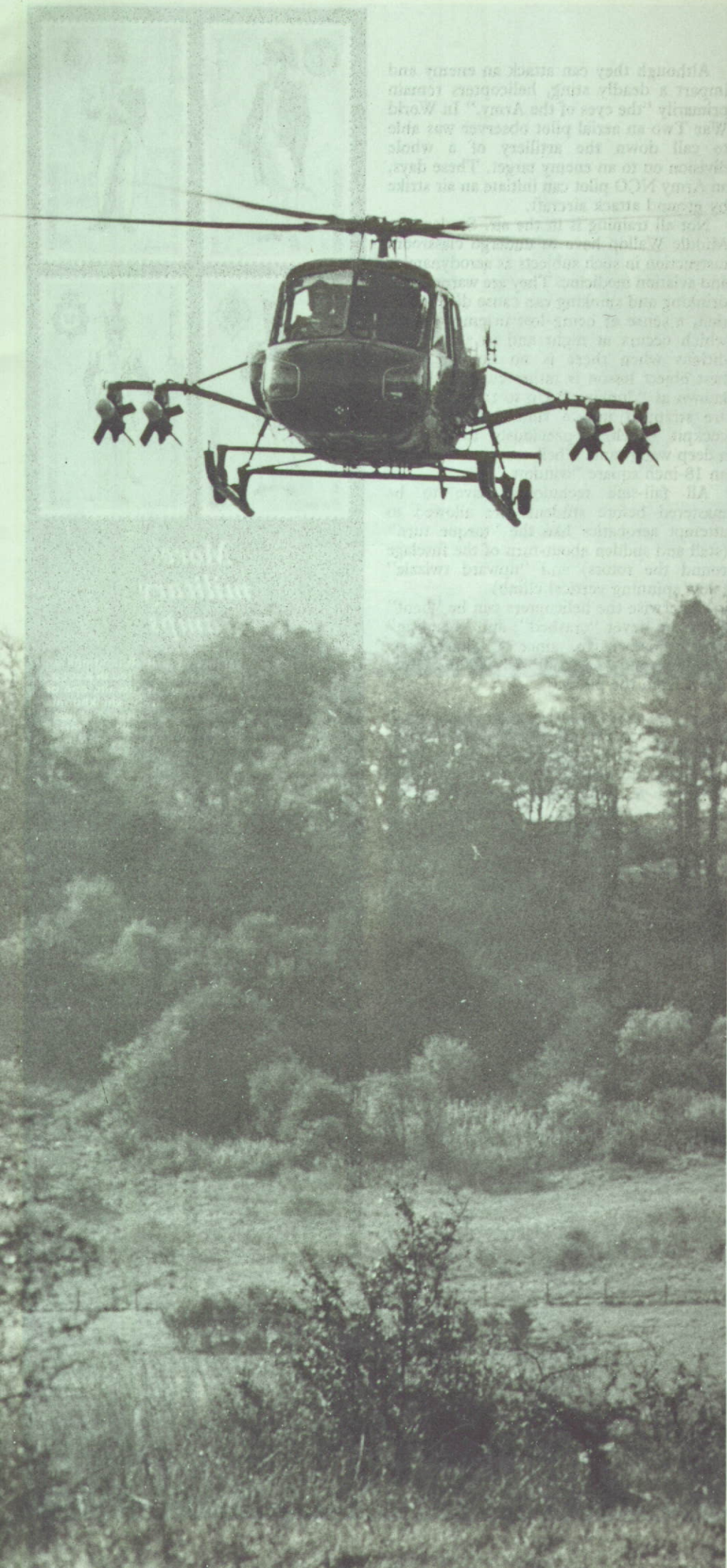
An adjustment of the cyclic stick (joy-stick) and collective lever and they landed with a slight bump on the firm turf, sliding forward ten yards before coming to a halt. It was one of the trickiest helicopter operations and he had done it. He—Sergeant Paul Farrell, a REME aircraft technician who had always longed to fly the planes he merely repaired. Sometime later he noticed the date was 13 April . . .

It is not luck that wins men like Sergeant Farrell a £20,000 course at the School of Army Aviation, Middle Wallop. Candidates are carefully checked. They need keen sight and hearing, instant reactions, and complete co-ordination of mind and muscle since a helicopter pilot has to operate, push, pull and twist controls all at the same time. One aptitude testing device is like the sixpenny slot machine which involves steering a model car along a winding road on a revolving drum.

Only moderate academic attainment is necessary. Educational qualification is second class Army Certificate of Education with first class map-reading and mathematics. Neither is the course restricted to officers. About half are from the ranks; they are automatically made up to temporary sergeants and rub shoulders with lieutenants and captains as equals. As the commandant, Colonel Robert Begbie, pointed out: “Rank has nothing to do with flying an aeroplane. Some of our best Spitfire pilots were sergeants.”

Middle Wallop, their home for nine months, is a former Royal Air Force airfield deep in the Hampshire countryside which was a base for “The Few” in World War Two. Unlike their predecessors they wear khaki, but they are the same keen, clean-cut young men with an undefinable fascination for flying. Men like Captain James Roberts, 27, who made diesel-powered model airplanes at prep school and wanted “something more practical” than his desk job with the Army Catering Corps. Whose uncle was a Blenheim pilot, holder of the Distinguished Flying Cross, shot down and killed at the age of 21.

Students start on a conventional fixed wing trainer, the Chipmunk, with an in-



Although they can attack an enemy and target a deadly sting, helicopters remain primarily "the eyes of the Army." In World War Two an aerial pilot observer was able to call down the artillery of a whole division on to an enemy target. These days, an Army NCO pilot can initiate an air strike by ground attack aircraft.

Not all training is in the air. At the Western Army School of Helicopter Operations in Fort Belvoir, Mo., the Army's helicopter school, trainees learn the intricacies of the helicopter's systems and the art of flying. They are taught to land and take off in various conditions, to maneuver and to perform the complex tasks of a helicopter pilot. The school is one of the most advanced in the world, and it is here that the Army's helicopter pilots learn the art of the helicopter.



Left: Low-level observation, hugging the tree-line. Above: Operating the green landing light.



Care and concentration. Above: Pre-flight check. Below: Trainee air gunner operating simulator.



Whirlybird warriors *continued*

structor operating dual controls. Sergeant John Gould, a corporal marine engineer with the Royal Corps of Transport the week before, enthused about his first flight: "It was smashing. Very exhilarating. The instructor let me take the controls for five to ten minutes in level flight. I could see sky and clouds, and the ground looked like a coloured map."

After 40 hours in Chipmunks, they do 80 in the Bell G-4 and 65 in the Sioux before winning their "wings." Finally comes 40 hours' tactical training in such roles as artillery observation, aerial photography, reconnaissance, signals and air gunnery. As might be expected the course sets high standards which some students fail to meet. "But there is no stigma attached to failure," stressed an officer instructor—it could be for ordinary minor defects of sight or hearing. Anyway, Army Sioux pilots have to clock 225 flying hours before leaving Middle Wallop. A private civilian pilot's licence requires only 35 to 40 hours.

The School of Army Aviation provides additional courses for the Beaver "fixed-wing" and Scout "rotary-wing" aircraft. And the very first intake of air gunners is just about to graduate. The air gunner's main role will be to fire the SS-11 anti-tank missile fitted to the Scout, but he is also trained to help in navigation and land the helicopter if the pilot is incapacitated.

Although they can attack an enemy and impart a deadly sting, helicopters remain primarily "the eyes of the Army." In World War Two an aerial pilot observer was able to call down the artillery of a whole division on to an enemy target. These days, an Army NCO pilot can initiate an air strike by ground attack aircraft.

Not all training is in the air. Students at Middle Wallop have to undergo classroom instruction in such subjects as aerodynamics and aviation medicine. They are warned that drinking and smoking can cause disorientation, a sense of being lost in empty space which occurs at night and in snow conditions when there is no horizon. The best object lesson is rather euphemistically known as "dunking." Up to three students are strapped into a simulated helicopter cockpit which is previously tossed into a deep water tank. Their escape route is via an 18-inch square "window."

All fail-safe techniques have to be mastered before students are allowed to attempt aerobatics like the "torque turn" (stall and sudden about-turn of the fuselage round the rotors) and "upward twizzle" (slow spinning vertical climb).

Otherwise the helicopters can be "bent" (they are never "crashed") and "bending" can be expensive, since a Sioux costs £26,000 and a Scout £100,000. Quite apart from the pilots.



Above: Trainee plots a flight with instructor. He has to share air space with Jumbos and VC10s.



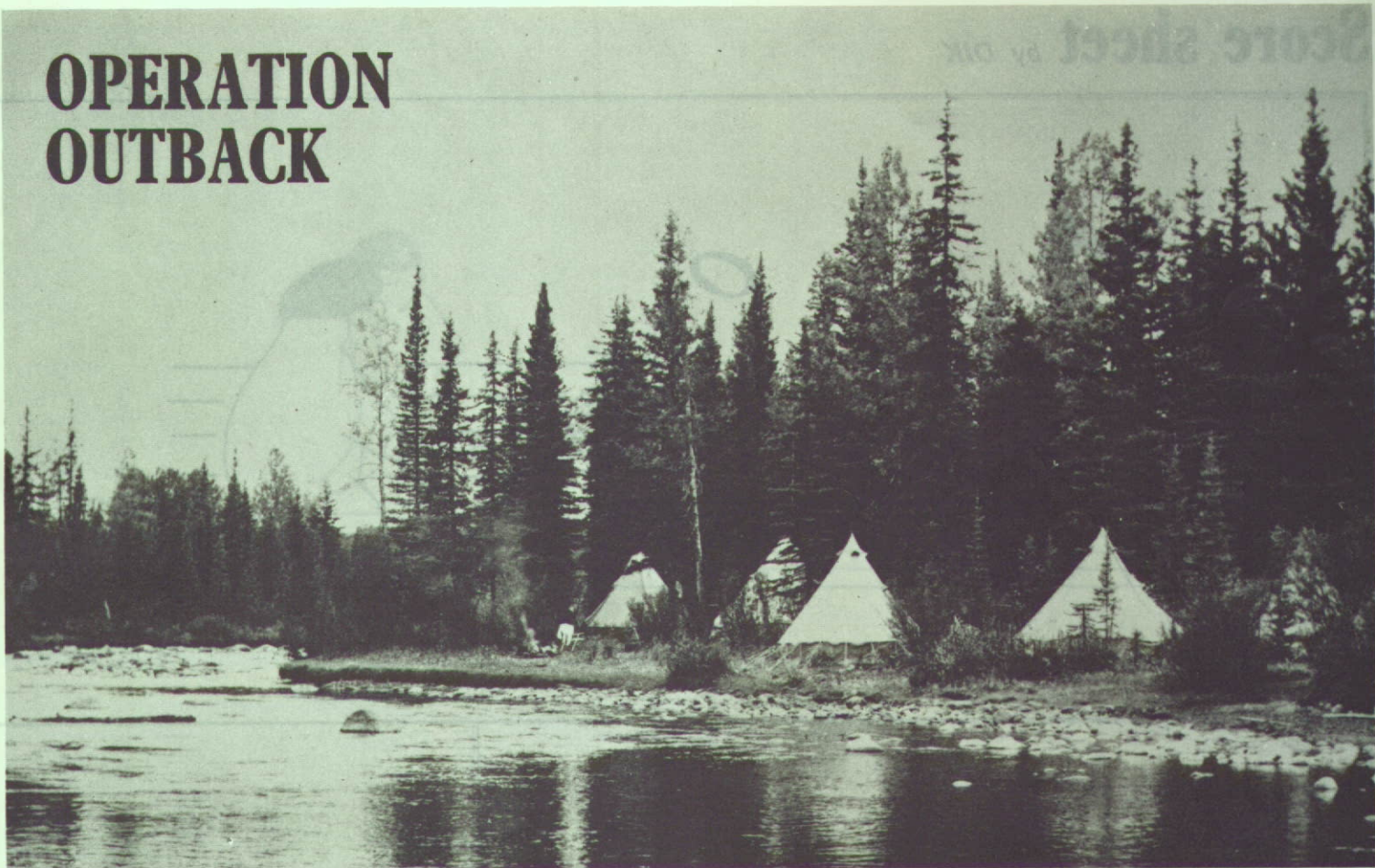
More military stamps

The 150th anniversary of British landings on the Trucial Coast is commemorated in a set of six stamps issued by Umm Al Qiwain, one of the seven independent Arab sheikhdoms which make up the Trucial States. Subjects and values of this set, which depicts uniforms of two regiments and the Royal Navy involved in the landings, are: Private (value 10 dirhams) and officer (30 dirhams), The Loyal Regiment (North Lancashire); private (50 dirhams) and officer (1 riyal), The York and Lancaster Regiment; seaman (20 dirhams) and officer (75 dirhams), Royal Navy. These six stamps are also available in two souvenir sheets.

St Helena has issued a further four stamps continuing the military theme of last year's set which depicted dress uniforms of eight British regiments garrisoned on the island (front cover, November SOLDIER). The new stamps feature an officer's shako plate, 20th Foot, 1812-16 (4d); officer's breastplate, 66th Foot, pre-1818 (9d); officer's full dress shako, 91st Foot, 1816 (1s 3d) and ensign's shako, 53rd Foot, 1815 (2s 11d).



OPERATION OUTBACK



AT night the temperature drops to minus 20 fahrenheit in the forests of Canada's Rocky Mountains. And you live by snaring rabbits, spearing fish and eating edible berries. This was what soldiers of B Company, 1st Battalion, The Duke of Edinburgh's Royal Regiment, found when they spent two weeks there living like outback trappers.

They were in Jasper National Park where they set up camps deep in the pine forest and, under the eye of instructors from the nearby Canadian Armed Forces

Survival School, learned how to make snares from branches, clean and cook rabbits they had caught, spear fish with a stake of sharpened pine and recognise edible berries and cook them. At dusk they cooked their catches over log fires and spent the night in shelters of branches and leaves.

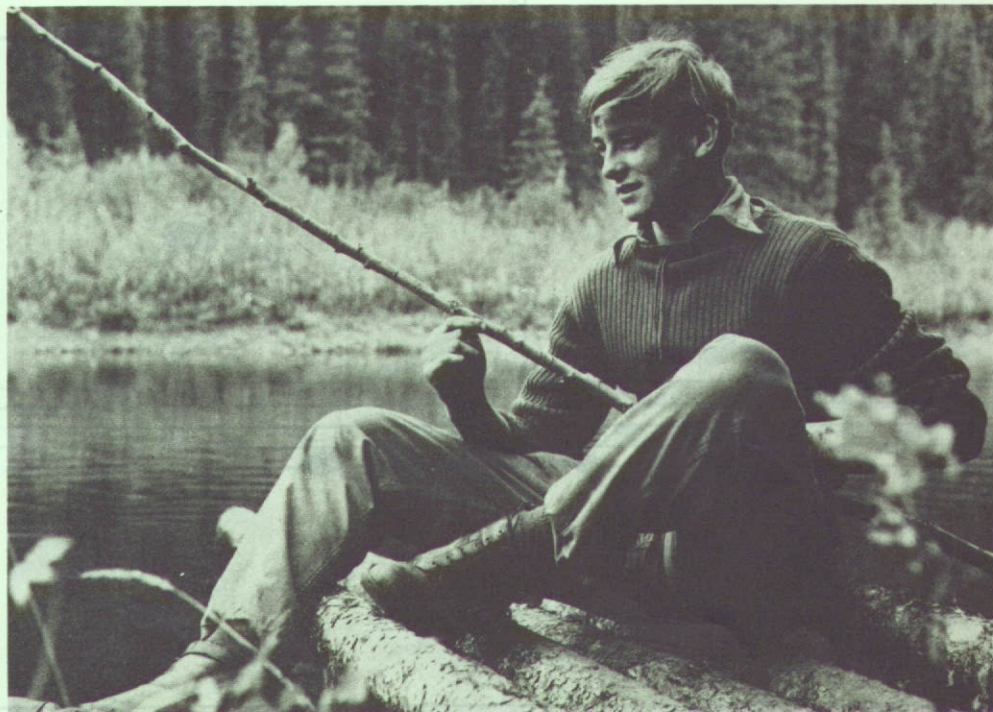
Meanwhile, 250 miles south in Banff National Park, soldiers of A Company were skiing, rock climbing, canoeing and trekking.

Such was the adventure and survival training phase of the three-month exercise

Pond Jump West. Later the battalion drove to Camp Wainwright, a Canadian Army training area in Alberta, for an Anglo-Canadian exercise. The "enemy" was provided by the Canadian Airborne Regiment. But The Duke of Edinburgh's Royal Regiment had allies—5th (Gibraltar) Battery of 14 Light Regiment, Royal Artillery, and 2 Troop, 24 Field Squadron, Royal Engineers. They too had made the 18-hour flight from England for the exercise.

Report and pictures from Public Relations, Army Strategic Command.

Below: Catching fish the hard way. Above: Brewing tea by the "teepees"—one of B Company's camps by the riverside in Jasper National Park.

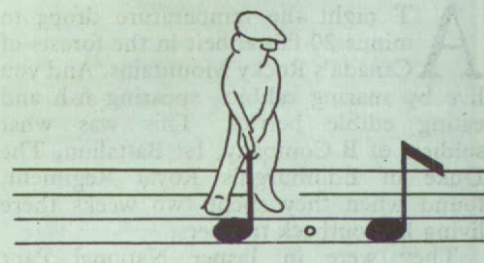
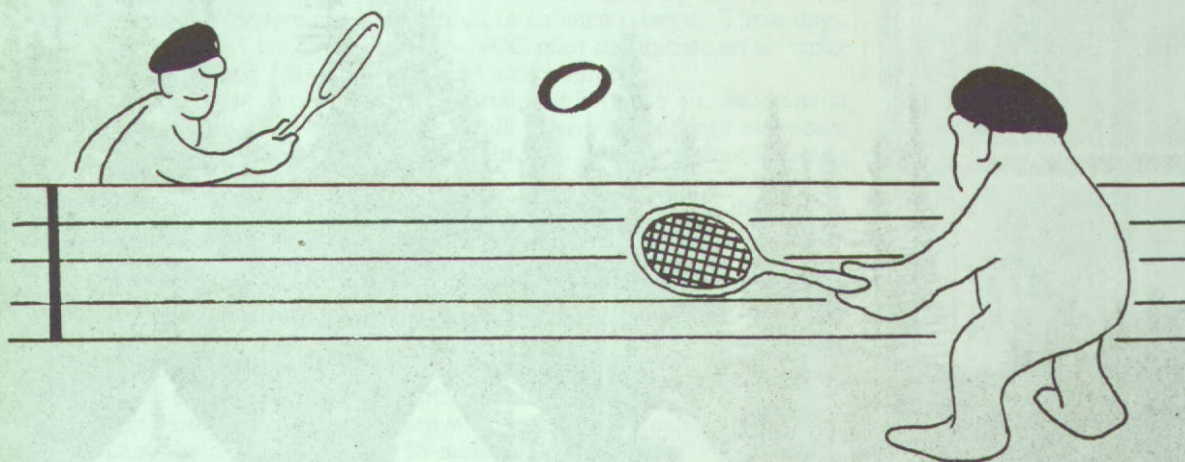


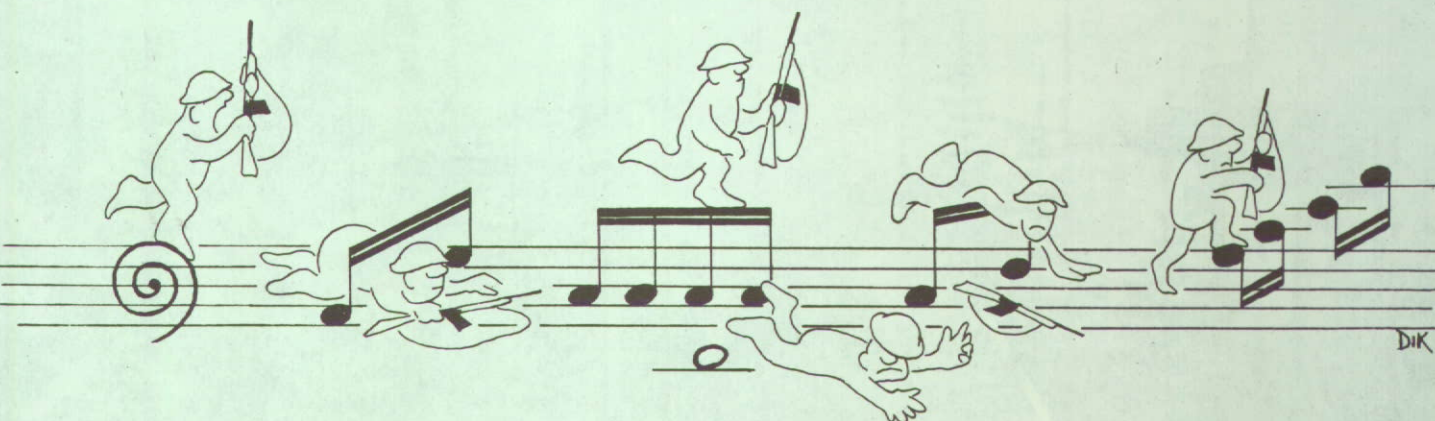
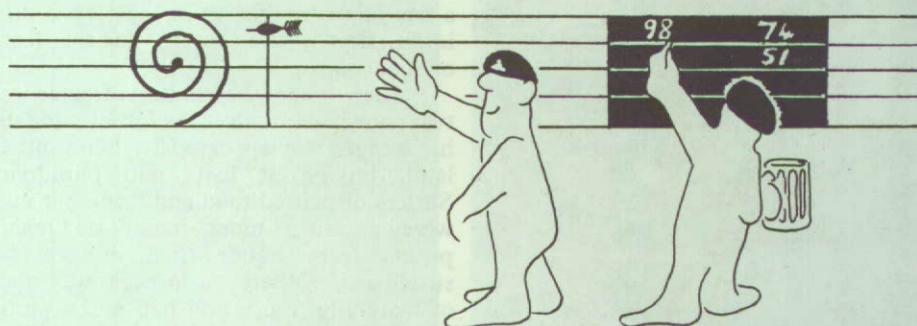
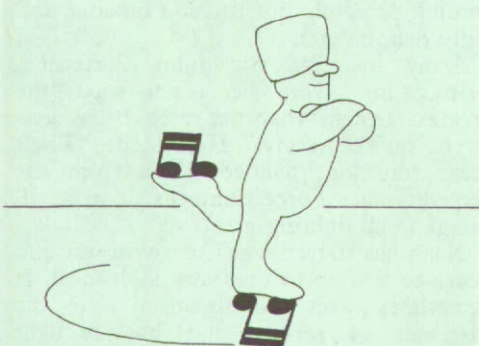
FRONT COVER



A shimmering lake, snow-capped peaks and verdant forest. This breathtaking view was the reward of this soldier of 1st Battalion, The Duke of Edinburgh's Royal Regiment, after a climb in the Canadian Rocky Mountains. Picture by Sergeant Garry Capes.

Score sheet *by DIK*





**NAAFI's
GOLDEN
JUBILEE**



Serving the Services

Story by George Hogan



The wide variety of pre-packed meat on sale at Rheindahlen, Germany. Below: Christmas display at Aldershot. Purchases are delivered free.

A GROCER trudged across Belgium, moving northward and westward from his ruined shop. A grocer in khaki with RASC/EFI on his shoulders and a Naafi canteen manager with his personal possessions in his pack—among them the account books of his business and a bag of cash.

It was 1940 and the British troops were retreating on Dunkirk with the Nazis hard on their heels. Many Naafi managers who had been serving the troops were now fighting alongside them, making their way doggedly towards the English Channel. They might have made their march easier if they had dumped their account books, they might have used their cash to buy favours or they could have remained behind with French or Belgian friends.

Instead these stalwarts of the Expeditionary Force Institutes, shopkeepers and storemen who had received some basic military training as EFI members of the Royal Army Service Corps, brought 6,000,000 francs out of Belgium and France and thus saved several hundred thousand pounds for Naafi and the troops' rebate.

This was the twentieth year of the Navy, Army and Air Force Institutes and its first test of rapid expansion in war. Naafi had been founded at the end of 1920, succeeding the Navy and Army Canteen Board, itself the successor of the Canteen and Mess Co-operative Society founded by a trio of Army officers in the 19th century in an effort to use canteens for the benefit of the troops.

Earlier, when the soldier received only two poor meals daily—the last at midday—his hunger was appeased by living off the land, buying at halts and plundering. Sutlers dispensed food and drink but many were parasites more intent on making profits from liquor than in providing sustenance. Others made their way ahead of marching troops and had meals waiting for tired soldiers at camping places. From these a unit contractor system eventually developed but it was not until late in the 19th century that canteen profits were harnessed for the troops' benefit.

A worldwide system that could follow the Army in peace and war, be equally beneficial and efficient on camp site and in barracks, at home and abroad, for formations large and units small, was a difficult ideal to achieve. A normal trading concern can cut out unprofitable small branches but a military service must "carry" smaller canteens operating at a loss.

Such an organisation must be keyed to move with the troops, to provide mobiles when necessary and be prepared and able to expand enormously on mobilisation. The Expeditionary Force Canteens had been successful in World War One with a turnover of £160,000,000 and eventually benefited Service funds by £8,000,000.

Their amalgamation with the Navy and Army Canteen Board was thought to be a good basis for a permanent organisation. A committee set up by Winston Churchill, when Secretary of State for War, advised an organisation to serve all three Services and in December 1920 the Naval Canteen Service joined the association and Naafi was incorporated.

There was no written constitution but the Services believed that here was an organisation committed to trade in their interests, not for its own profit, because there were no private shareholders, but to provide catering and entertainment services and goods for sale to servicemen and their families. Its motto, *Servitor servientum* (Servant of those who serve), was and still is its guiding principle but it has a broader and more definite aim.

Army historian Sir John Fortesque, writing in 1928, said Naafi was "the greatest benefit that has ever been conferred on the Army." He added: "Their great tradition, handed down from the Expeditionary Force Canteens, is to be all things to all fighting men."

Naafi has striven consistently in war and peace to live up to that very high ideal. It sometimes takes the organisation to the extremes of service and has brought exciting new interests to the everyday life of the serviceman and his family as pay and standing have improved in recent years.

In 1920, with pay at 2s 9d a day and beer





Above: 3rd Carabiniers in Kuwait rush to the Naafi mobile canteen during a break in desert training. The date: July 1961.

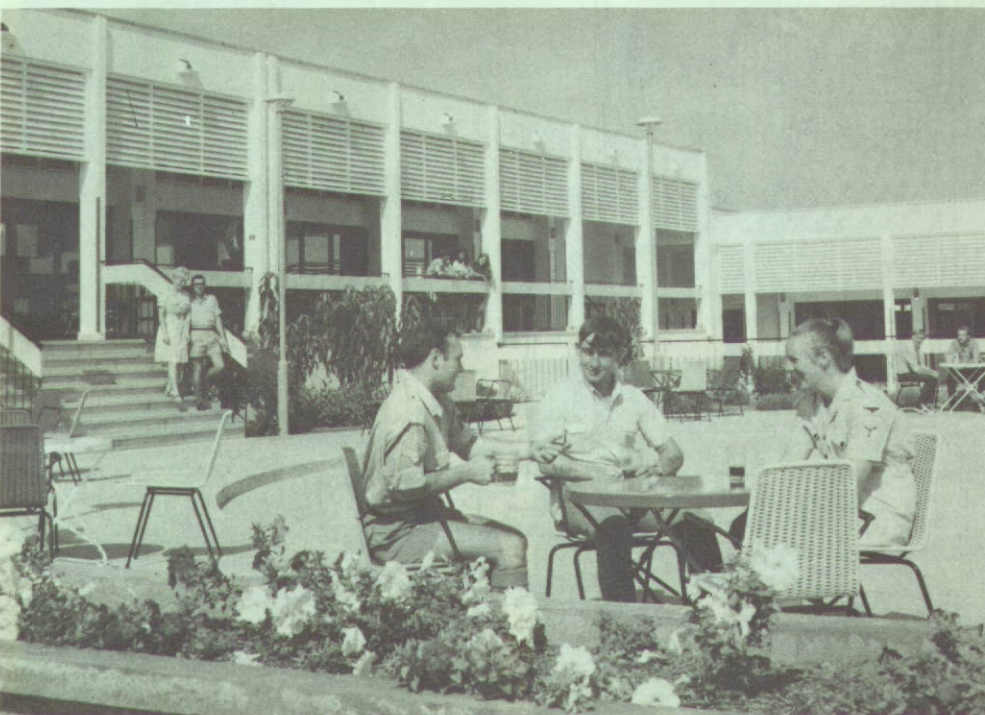


Left: Naafi arranges fashion shows and other facilities for servicemen's wives in Germany. This was a make-up display.

Right: For the men there is a special tailoring service with suits made up in London's Savile Row. Credit is available.



Below: The Sovereign Club at Episkopi, Cyprus, recently opened by Duchess of Gloucester, cost £100,000. Caters for 300.



NAAFI'S GOLDEN JUBILEE



at 4d a pint, the soldier could afford little more than "cha and wads" as a supplementary evening meal in the Naafi. Canteens, now superseded by clubs, were sparsely furnished with wooden barrack tables and six-foot forms. There were no curtains; notices and unit orders were pinned to the wall. Naafi responsibility ended at the counter—the unit kept the floors scrubbed and the tables clean. Non-commissioned officers attended to keep order and report breakages.

In the decade between the early 1920s and 1930s Naafi set out to change bare-boarded nissen huts and barrack rooms into decent-looking restaurants by providing pictures, clocks, mirrors, menu frames, 11,500 tables, 51,350 chairs, armchairs and easy chairs, 30 acres of floor covering and nearly 60 miles of curtaining. On the Rhine, two three-decker steamers were run to provide outings for the troops while in the Saar, where units were stationed during the tense days of the plebiscite, games were provided and concerts arranged.

Among other ways in which Naafi was endeavouring to be all things to all fighting men was the introduction in the Aden garrison of kippers, haddock, sausages and roast pork—nostalgic reminders of home that were fully appreciated.

There was a national money crisis in 1930 following the collapse of the dollar and King George V set an example by

ordering an economy drive in the Royal palaces. Naafi was called in to reorganise the staff catering at Buckingham Palace, Windsor Castle, Sandringham, Balmoral and Holyrood House and with its expertise and bulk-buying facilities halved the costs. Naafi still holds the contract.

When World War Two broke out Naafi had an advance party in France two days before the British Expeditionary Force landed. Later it was sometimes to get ahead of the main forces and in Naples in 1943 had a meal ready for the advancing troops when they entered the city. After the war the Daily Mail wrote "Morale is one of the most powerful of armaments" in emphasising that the Windmill theatre, the radio show Itma and Naafi were the three institutions that kept the nation going.

Expansion during the war lifted the number of employees from 8000 to 110,000, the trading establishments from 1350 to nearly 10,000 and the turnover from £8,000,000 in 1939 to £182,000,000 in 1945. There were many early difficulties, one of them being the drafting of experienced staff to fighting units just at the time when they were most needed to train and supervise newcomers and take charge of the greater number of canteens and supply depots.

The Naafi girl proved her sterling worth throughout the war. In 1939 some 55 per cent of the staff were women; by 1943 the girls numbered 85 per cent. They came from every class and background—from shops, factories, offices and restaurants; there were servicemen's wives and debutantes, raw teenagers from school and sophisticated fashion models.

They were all trained as members of the Auxiliary Territorial Service and subject to military discipline, as were the men. During the war more than 500 men and

women were killed on active service and more than 150 were decorated for courage and mentioned in despatches.

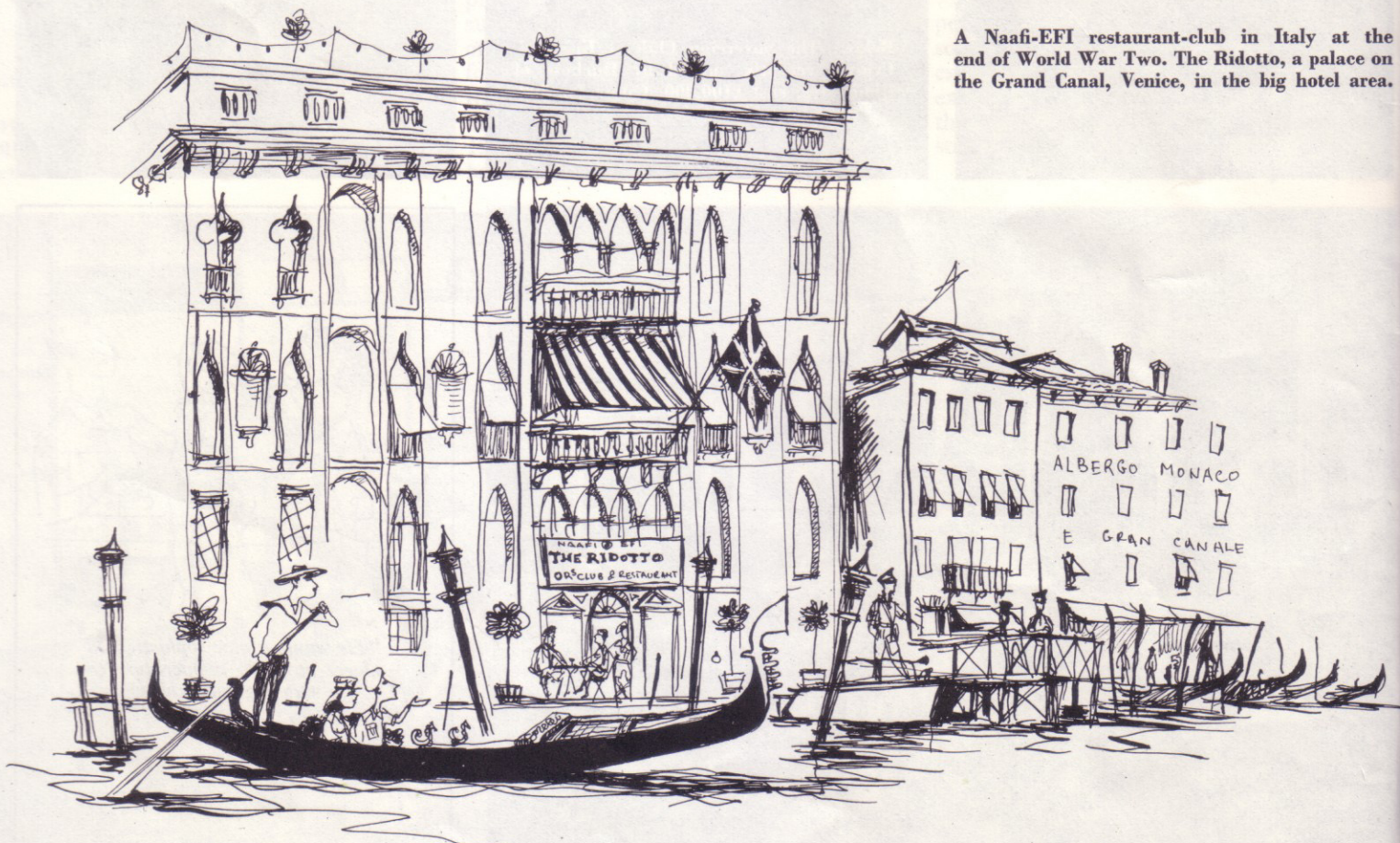
Naafi had an entertainments branch from its first year and took over the Theatre Royal, Drury Lane, when war was declared. ENSA (Entertainments National Service Association) was giving 100 shows a week by Christmas 1939 and by 1944 had 4000 artistes and was producing 13,500 stage shows and 20,000 film shows a month.

The ability to expand immediately for war needed to be matched by the capacity to contract when peace came. Naafi successfully reduced by 35,000 employees in two years and by 80,000 in ten years but under peacetime trading in 1957 sustained a loss for the first time although rebates totalling nearly £3,000,000 were still paid.

Difficulties included the abolition of national service, the loss of exchange concessions in Germany and the closing down of markets in Egypt, Africa and Korea. With the forces due to reduce from 690,000 to 375,000 by 1962 there was a need to close many establishments and take a new look at the consumer. Although there were to be fewer soldiers they were better paid, had a higher proportion of families than their predecessors and were seeking higher-priced goods and services.

Naafi was among the first of the big chain stores to introduce self-service grocery shops in Britain, having opened their first in Egypt in 1953 and their first in Europe—for the 15 nations at SHAPE—in 1956. Today, with a staff of 19,000, it not only runs fully serviced clubs in barracks and sells groceries to families with delivery free but is in effect the universal provider.

Its colour catalogue illustrates more than 1300 items ranging from toys and watches

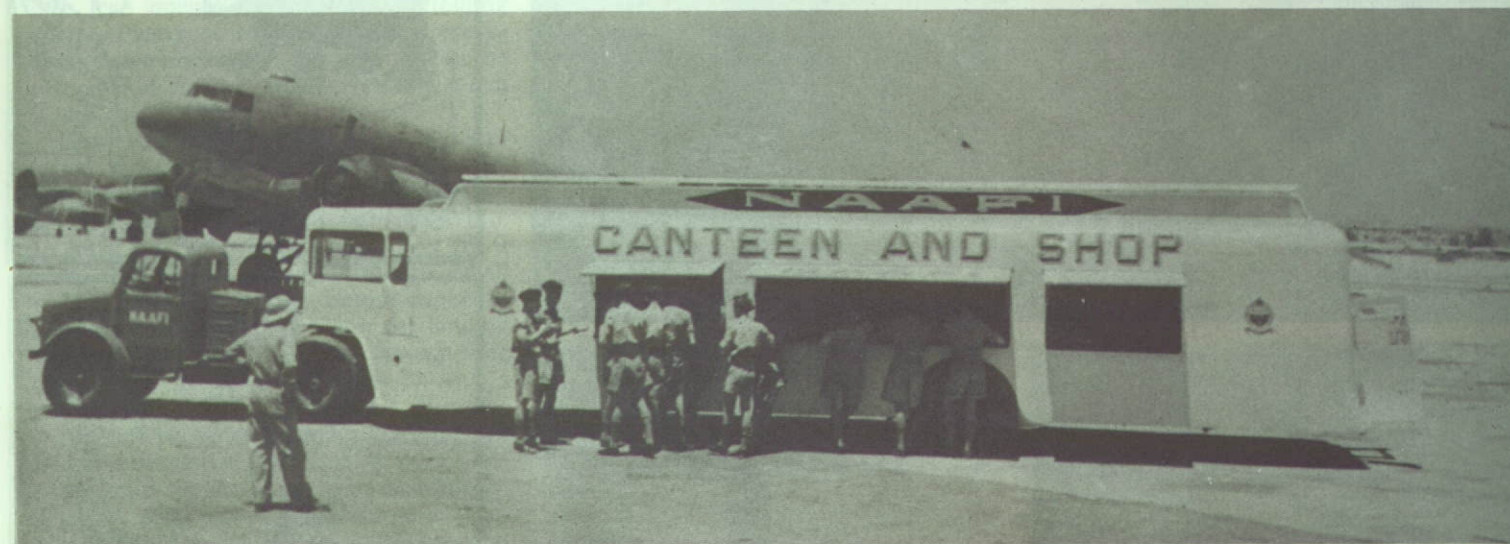


A Naafi-EMI restaurant-club in Italy at the end of World War Two. The Ridotto, a palace on the Grand Canal, Venice, in the big hotel area.



Above: The Castle Inn, a Naafi roadhouse in Korea. Left: Rickshaw delivery in Hong Kong.

Below: Naafi employees train for service. They are Royal Army Ordnance Corps: RAOC-EFI.



Naafi has provided many kinds of mobile canteens, including triecycles in Malaya. Above: "Tiny" was the biggest at 62 feet long and served the troops in Egypt and Palestine from 1946. Left: Middle East mobile of World War Two. Right: Note hard tyres for 1914-18 Expeditionary Force.



NAAFI'S GOLDEN JUBILEE



to sports clothing and stereograms. Cars and caravans are available on hire purchase, refrigerators, washing machines and articles of comparable value can be bought on an instalment credit system while even life insurance and unit trusts are now part of the Naafi service.

Naafi provides 30,000 different lines and the large range of groceries includes bread and pies baked in Naafi bakeries, meat prepared and parcelled in Naafi butcheries and 400 products marked with Naafi's own "N" symbol.

They include teas, coffees, biscuits, butter, custard, soft drinks, jams and soups and their popularity is such that they are outselling all other well-known brands in Naafi shops.

Behind the club and the self-service shop is a network of warehouses linked by a fleet of 1500 modern vehicles, the whole organisation being directed from Naafi's headquarters for 50 years, Imperial Court, Kennington, which is to be supplemented by a modern building.

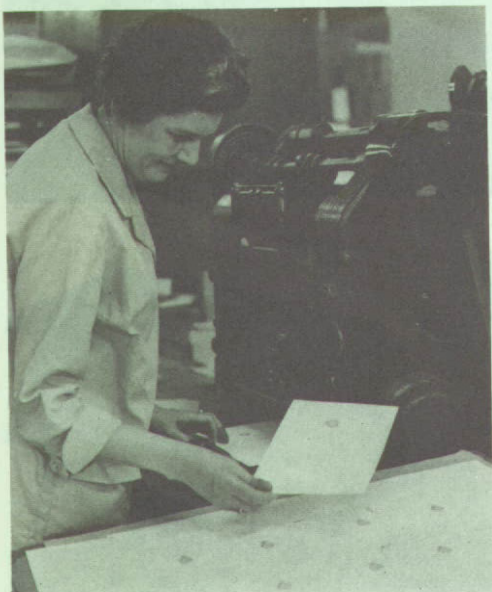
Evident throughout is the work of the Forces Press, Aldershot, also part of Naafi, which prints the millions of forms necessary in the running of the worldwide business as well as catalogues, price tickets and the annual report. Some Services journals are printed here and work is also carried out for Her Majesty's Stationery Office. This year the Forces Press has printed 610,000 Christmas cards, each die-stamped with a Service crest and in the process used 17 miles of ribbon!

In its 50 years Naafi has paid out £165,000,000 in rebates and discounts in addition to providing services in peace and war. Its scope has enlarged with the years but it is still seeking more ways to serve and is keen to know what changes the servicemen themselves wish. Its aim is still to be "all things to all fighting men"—and their families.



Fashion shows on Rhine include latest swimwear.

Left: Producing Christmas cards at Forces Press where all Naafi's printing needs are satisfied.



How Observant Are You?

These two pictures look alike but they differ in ten details. Look at them carefully. If you cannot spot the differences see page 45.



Home's where you take it

A STORY, they say, should start at the beginning. So this one, just to be different, begins at the starting. Starting up the engine of a motor caravan, that is. A motor caravan is the one that's all in one piece, not one of those that you tow behind your car.

Ignition key's in the steering column, said the man. No further instructions. There we were, on our own in the driving seat, perched what seemed to be 20 feet above ground level and looking out through a bay window of a windscreen. Several yards to the left of the huge cab the passenger door; behind, a frightening glance over the shoulder, a vista of furniture and furnishings reminiscent of Maples's huge showrooms.

This was the Bedford Brigand, and the Bedford Brigand, after driving a small car, seemed even bigger than its vital statistics of 6ft 4½in wide, 14ft 5½in long and 6ft 10½in high. The first problem was to negotiate a gateway that suddenly seemed to have shrunk to bicycle width and make a classic turn across the traffic into a busy road. All achieved without damage and we were off in London's rush-hour traffic from Brixton, south of the river, to Holloway in the north. And from Holloway home to a family council.

Right, we decided, no swotting up books and magazines but just sling in some stuff and off we go for the holiday weekend. So in went the food, cutlery, old crockery, sleeping bags, blankets and everything else needed should a two-month siege suddenly follow the long weekend. Binoculars, poker dice, can opener. Books, bucket, folding chairs. Plenty of room for almost everything so we loaded almost everything on the principle of "take it, you never know when it will come in handy."

Petrol OK? Oil? Water? Ah, the van water tank needs filling before we go. The screw cap is on the cab floor and we haven't a plastic funnel (Memorandum No. 1: Must have plastic funnel). So we fill it from the plastic bucket with the small watering can from the bathroom cupboard (yes, we keep it there to water the landing window plant pots) and add the watering can to the inventory. (Memo 2: And a plastic water container).

And off we go to Swanage. Driving the Bedford Brigand is great fun. On its impressively solid suspension it rides beautifully. The cab seats are very comfortable, visibility from the flight deck, as it was immediately christened, is tremendous—like lorries you can see over the cars ahead. Everything travelled unhurt, even the old crockery stacked loose in a cupboard. (Mem 3: Plastic crockery will travel more quietly).

So into Swanage, late at night, the roads still busy with everyone else south of the Fortnum-Mason line apparently deciding that Swanage was the only resort open on this weekend. After calling at two camp sites and trying to find an office in the dark (Mem 4: Big torch a must), we laid up in a layby. "You'll not get in anywhere," said

the Al Read character in the next-door caravan. "Tried seven and they're all full."

Up with the roof—simply unfasten four clips, push the roof up and clip it down at four points. Make up the bed. Supper and goodnight all.

First consideration in the morning was a proper camp site with the usual amenities. Old hands by now, we quickly turned the bedroom back into a living room, stowed away all the sleeping gear (a place for everything and everything in its place is an essential maxim), had breakfast and prepared to move home again. By now pre-flight checks had been added to flight deck procedure—roof down, back door locked, interior lights off, screen clean, lights and wipers OK, cupboards and wardrobe secure, table slotted away, windows close, no loose gear on seats . . .

First call a likely looking farm near Corfe. But no room. Mrs James is sorry but the council allows her to have three vans and 30 tents for 28 days in the year. She has three vans and 30 tents. Sorry, no more or she will be prosecuted. At last a word in edgeways. Could we just have a bottle of milk then? Sorry, but she's not allowed to sell milk—it all goes to the dairy . . . But we might get in at Harman's Cross. We try, but they're full too and there's a prosecution pending because the good lady accepted one van too many.

Third time lucky. Park where you like, says the lady of the manor. But we're a motor caravan? As far as I'm concerned, says she, you're a car until I'm told otherwise. Later in the day the situation is regularised with the arrival of the rest of the family by car and with a tent.

The selected site was central on flat ground. It needs very little practice to roll straight up and stop exactly where the van is level and water will drain from the sink!

Days were spent at Studland beach where the motor caravan became changing room, restaurant or, had it rained, lounge and games room. Snag in leaving a camp

site for the day is that one's site is likely to disappear. As a try-on, the area was marked with stones and a "reserved" note left on a tea towel. The site stayed though one car disdainfully drove straight across it, missed the tent but left its tyre imprint on the tea towel!

And so back home after a thoroughly enjoyable, free and easy weekend.

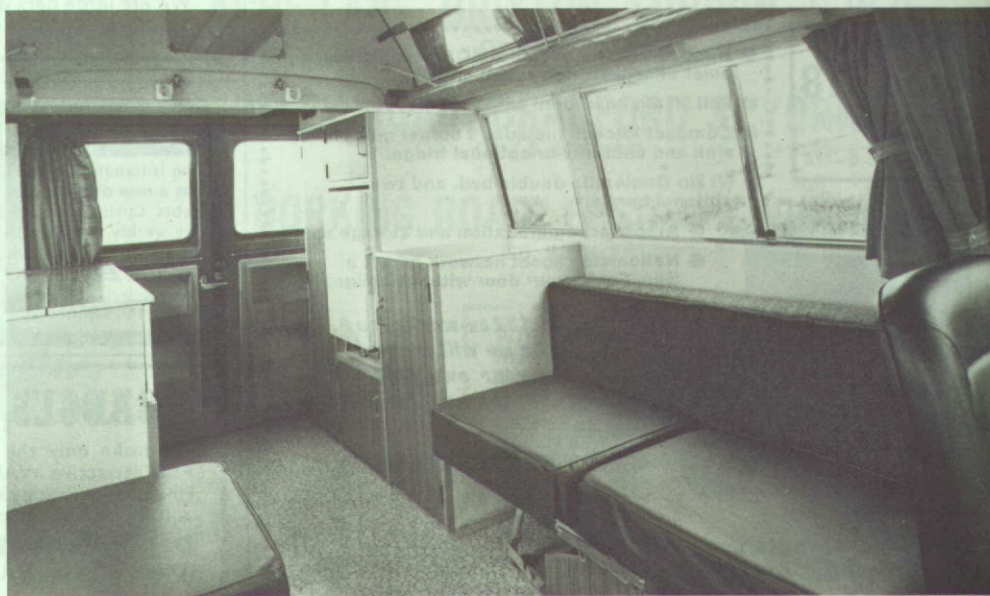
Next was the Brigand's big brother, the Bedford Bedouin, a coachbuilt caravan with a more powerful engine, wider, longer, higher and with a glorious holdall space over the cab. Most noticeable difference at first was that no stooping is involved in entering by the back door—a few sharp cracks on the head quickly teach caution in the Brigand and other vans with collapsible roofs.

The Bedouin was loaded like the Brigand plus a number of items missing and found wanted on the first trip. First came a couple of days in Cambridge—a last-minute weekend decision which needed no planning, suitcase packing or room-booking or anything beyond simply deciding there and then to go there then.

From Cambridge home again, a day at work and then away in the evening to Dover on the way to Belgium. No problems until passing through customs and joining the ferry queue. Then one tail light out and no spare bulb (Mem: Spare tail bulbs as well as spare sidelight bulbs!) Something of a pantomime then in re-entering Britain via lengthy explanations to various police, customs and immigration officials and with the minutes to sailing ticking away running to the garage where again a lady, again apologetic, knows exactly what is wanted but she sold the last bulb of that kind the previous night.

Back at the double, talk through police, customs and other officials and find the queue gone and a lonely looking one-eyed Bedouin and an anxious wife. On to Free Enterprise V, latest of the Townsend Ferries fleet, with no bother at all and away

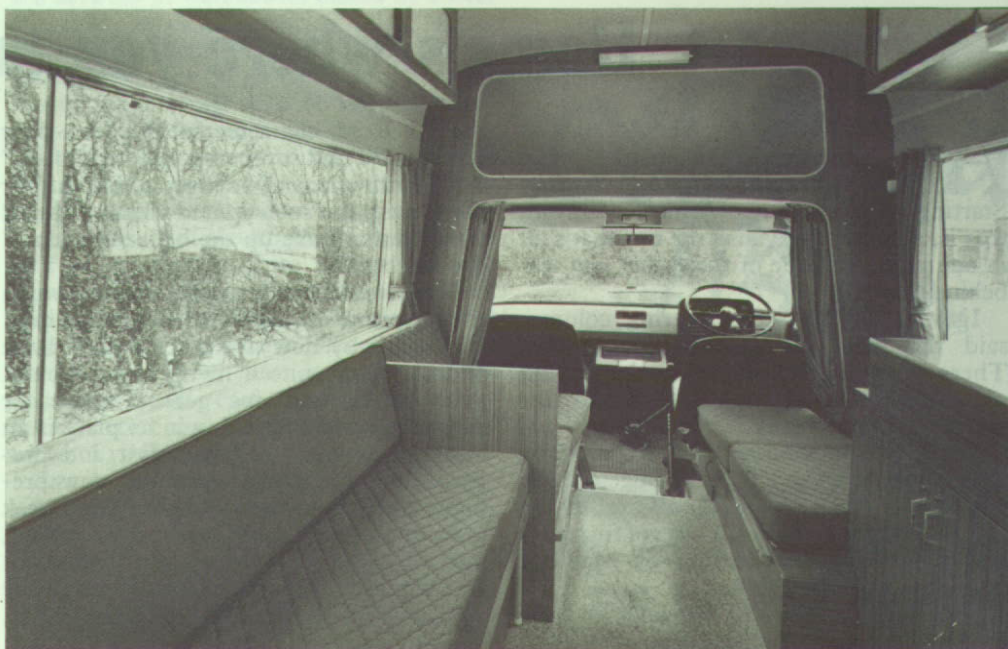
Bedford Brigand interior layout. Westbourne seats shown now replaced by moquette and bed boxes.



to Zeebrugge with the yellow Bedouin looking like mustard spread sandwiched between two mammoth continental lorries. The cab doors could not be opened—but there's a door at the back!

Off at Zeebrugge and first stop just clear of the docks to switch the good tail light from British offside to continental offside. Away again and another wayside stop, this time to fix deflectors on the headlamps. (Mem: Dummy run advisable for this when the job has to be done in the cool of 3am by torchlight). An hour or so along the autoroute to Brussels and it is time for a sleep. No problem with a motor caravan. Into a village, first turn left down a cobbled lane and pull off on to the first patch of flat ground. No need for any reversing, manoeuvring or jacking.

Back on the autoroute in the morning and across country to Supreme Headquarters Allied Powers Europe, the vast complex built by Belgium on a former swamp to house SHAPE when it moved from Paris. Away again to NATO's headquarters on the outskirts of Brussels and another problem—where can one find a home for the home in a city? The answer is a proper camp site but the first was closing that very afternoon, at the end of the season. So to the only one open and fortunately there was plenty of room. The camp offered toilets, showers and a beer-vending machine but no shop. Cost for motor caravan and two people was 7s 6d a night compared with the same figure at Swanage for van, car, tent and four people.



The journey home was broken by a night's stop outside Bruges on a superior camp site with a correspondingly superior charge of 10s.

Whether on autoroute or cobbles the Bedouin rode and drove comfortably. It was easily handled, even in the rush-hour traffic of Brussels, and treated by other drivers with far more respect than on English roads.

Episode three involved a Canterbury Pitt

conversion of the Volkswagen in a straight-forward drive up M1 to the West Riding. It gave a less tiring ride than in anything but a coach or luxury saloon and on the return journey easily coped with a diversion which included gradients of up to one in four.

The Canterbury Pitt Volkswagen costs a basic (ex-works) £1314 against £1351 for the Bedford Brigand and £1583 for the Bedford Bedouin. Like everything else in

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Left: Bedford Bedouin, looking forward. Note the Luton head storage space over the cab and the picture windows. Above: Exterior of the Bedouin.

this world you get what you pay for and to the basic price can be added a long list of such extras as automatic transmission, GT engine conversions, power-assisted brakes, spot lamps, tinted windows, carpeting, radio, television and so on.

Some of these extras are in fact essentials—for example first-aid kit, fire extinguisher and, for continental travel, headlamp deflectors and warning triangle. Most people would think it essential to have a refrigerator for which space is provided in most vans.

Wilsons Motor Caravan Centre at Acre Lane, Brixton, and Kings Avenue, Clapham, source of the three caravans tested, produces a list of extras for each caravan which completely complements it from burglar alarm to salt and pepper pots. The

Motor caravans start at under £1000 for the smaller conversions, which have the merit of fitting into a normal private garage. These are based on estate cars and convert with elevating roof and rear extension. The most popular vans are those with fixed or elevating roofs and based mainly on Bedford, Commer, Ford and Volkswagen chassis. Price range is from around £1200 to £1400.

Coachbuilt caravans, with permanent standing room inside, range from about £1400 to £1800 for standard models but luxury vans can cost much more. For a mere £7000 you could have bought from Wilsons Motor Caravan Centre the luxurious 1968 Dodge Travco Super Motorhome which belonged to film star Steve McQueen and would cost £12,000 if new. It is of Texan proportions—27ft long, 8ft wide and 10ft 6in high—and has a 5.2 litre V8 petrol engine with automatic transmission, dual circuit power-assisted brakes and power steering. This caravan has two double and two single berths, warm air central heating, hot and cold running water, oven cooker, refrigerator, vacuum cleaner, toilet/shower compartment, double electric blanket, foam-backed carpeting, radio with twin speakers, stereo with four speakers and coffee table in the cab. Outside the van is a ladder to a roof specially strengthened for photography and, mounted on the rear bumper, a collapsible two-seater scooter!

Bedouin list, as an example, contains 73 items. Fitting out the basic caravan can be expensive but it need not all be done immediately and most households would probably have "spares" handy of some of the required items. Improvements, additions and refinements come from experience and one's own caravan would be fitted to suit one's own taste, requirement and family size.

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stay and leisurely drive back. It will take far more paraphernalia in comfort than the average car—camp chairs, changes of clothes, golf clubs, tennis tackle, rubber boat, climbing or sub-aqua gear—almost whatever you wish. It can be on site and set up, or away again, in only a few minutes.

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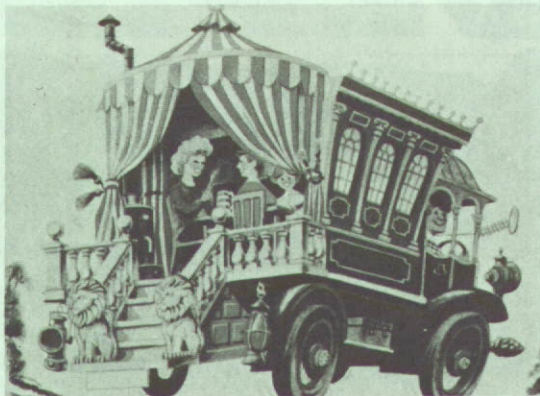
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SWINGFIRE, the wire-guided missile that can knock out any known tank at 4000 metres, is gradually coming into service in the Army.

The Parachute Squadron, Royal Armoured Corps, of Strategic Command, has Ferret scout cars fitted with Swingfire which is also in use with four armoured regiments in Germany. Eventually all armoured regiments in Germany and one in Britain will have Swingfire. Each regiment will have a troop of missile-mounted FV 438s (specially adapted version of the infantry armoured personnel carrier, the FV 432).

The infantry will receive the missile in the form of a pallet mounting on the new one-ton truck. The forthcoming Lynx and Gazelle helicopters will be fitted with it. And so will the light tracked armoured vehicle Striker, due in 1974/75.

It will become the Army's principal heavy duty, long-range anti-tank weapon, replacing the Malkara fitted to armoured vehicles and the infantry's Vigilant, but complementary to the lighter, shorter-range Wombat and Carl Gustav.

The philosophy behind Swingfire was explained at a Press conference in London by Colonel Douglas Sax, project manager for the missile at the Ministry of Aviation Supply: "Our studies in armoured warfare assume that our potential enemy will have a numerical superiority in armoured fighting vehicles. In order to reduce this superiority the enemy forces must be engaged at the maximum range possible. This can be achieved by the inclusion in our anti-tank defence of a long range anti-tank guided weapon. This does not imply that the tank gun has ceased to be our main anti-armour weapon. In fact we now consider that the anti-tank guided weapon (ATGW) is com-

plementary to the tank gun. The addition of a long range ATGW system in our anti-tank defences will provide the means of inflicting early casualties on the enemy armour and perhaps cause him to deploy his armour at a very early stage in his advance and thus disrupt the momentum of his attack."

Colonel Sax also reported that several hundred missiles had been fired during training in 1970 with a reliability figure of 90 per cent and a "very satisfactory" hit rate. Some of the firings were made by

operators wearing anti-chemical, biological, radiological clothing, which includes awkward gloves. In answer to questions, it was also revealed that Swingfire had been fired in Alberta, Canada, in a temperature of minus 32 centigrade, and in Woomera, Australia, at plus 50 degrees.

Swingfire does not just blow the tracks off a tank, it splits it open like a sardine tin. The operator can fire it from inside a closed-down armoured launching vehicle or by remote control up to 50 yards away behind a crest, in a clump of trees or from the window of a ruined building. After firing it is automatically gathered into the operator's field of view and from then on is controlled by a thumb joystick transmitting directions through a fine wire trailing out from the base of the missile.

Propulsion is provided by a swivelling jet nozzle instead of the conventional moving fins. This "jetavator" system has a much faster response to directions and enables the missile to dominate a greater area of the battlefield over all ranges. An autopilot corrects deviations from trajectory caused by atmospheric conditions.

Swingfire sights have a dual magnification of $\times 1$, for short range targets, and $\times 10$ for long range. Arc of fire is 90 degrees without launcher traverse and there is a maximum elevation of 20 degrees and depression of 15 degrees. By reloading from inside the specially adapted armoured vehicle, Swingfire can achieve a rate of fire comparable to a gun system.

Each missile, 42 inches long, costs about £2000 but there are field and classroom simulators for training. It is contained in a disposable launching box which forms a package for it during transportation and is hermetically sealed up to the moment of launch. The pallet mounting enables it to be handled on roller conveyors or fork lift truck, stacked and cross-lashed to an aircraft floor, or slung from shackles. One unit is air-portable by helicopter as an under-slung load and up to four can be lashed to a standard air-drop pallet and parachuted into action.

The makers, British Aircraft Corporation, are trying to persuade NATO to adopt Swingfire.

They have already discussed sales with Belgium, Holland, Norway and Canada.

SWINGFIRE - the tank killer



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Able Baker

Friday the 13th, but a lucky day for **Staff-Sergeant Derek Baker** as he receives (above) his Long Service and Good Conduct Medal from **General Sir Geoffrey Baker**, Chief of the General Staff. Staff Baker, of 20 Squadron, Royal Corps of Transport, is General Baker's driver.



Beauty off duty

Miss Birmingham, 23-year-old **Pat Wheelton**, takes time off from beauty competitions to visit (above) the recruiting display of 9th/12th Royal Lancers in Derby. Here she is in the turret of a Chieftain tank.



Lunch at the top

To mark her retirement, Mrs Margaret Robinson, secretary of the Nuffield Trust since its foundation in 1939, was entertained to lunch by the principal personnel officers of the Royal Navy, Army and Air Force, and presented with a canteen of cutlery. Pictured above in the Defence Council suite in Whitehall is Mrs Robinson with (left to right) the Adjutant-General (General Sir John Mogg), the Second Sea Lord (Vice-Admiral A M Lewis) and the Air Marshal for Personnel (Air Marshal Sir Lewis Hodges). The story of the Nuffield Trust, which has done so much for the welfare of servicemen and their families, will be told in a future issue of **SOLDIER**.



Titbits pin-ups

When soldiers in Northern Ireland asked Saturday Titbits to send pin-up pictures, the magazine went one better and despatched two glamorous staff secretaries (left) to tour the area, meet the soldiers and distribute pin-ups of themselves. And here they are—**Maggie Knight** (left), secretary to the editor of Saturday Titbits, and **Linda Wyatt**. (Sour grapes note: **SOLDIER** cannot compete. Its editor has no secretary. But he is indenting for one...)



He travels the fastest . . .

Journey's end for **Warrant Officer I Brian Gibson**, Royal Engineers (above), at his new barracks at Lübbecke, West Germany—five weeks and 10,000 miles away from his last posting at Dharan Basaar in Nepal. He made the trip by bus, train and foot. It cost him about £180 and he says it was worth every penny.

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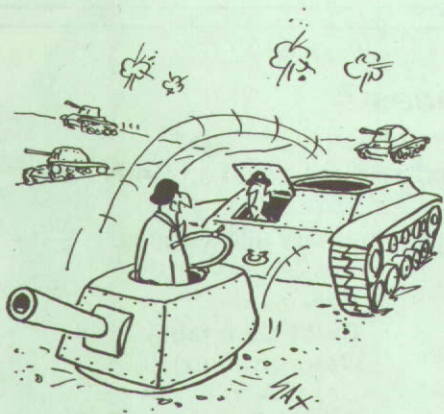
MEDICAL TASK IN JORDAN

THE British Army medical team left Jordan at the end of October with the gratitude of the population, an impressive record of nearly 250 operations performed, more than 560 out-patients treated—and a medal.

Sent in as a British contribution to the International Red Cross relief effort following the September battles, the "Ferrie Force" team—basically 2 Field Hospital, RAMC, with 50 Field Surgical Team and elements of other units, around 150 men in all—worked ceaselessly with teams of other nations to bring succour to the Jordanian people (see SOLDIER, December 1970).

It was the first time in many years that the Royal Army Medical Corps had been in action on such a scale; and the whole force went to Amman in civilian clothes and as fully paid-up members of the British Red Cross, surely a unique occurrence.

Gratitude was publicly expressed by Dr Abdulsalam Majali, Jordan's Minister of Health, at a farewell ceremony for the British and other teams in the famous and battle-scarred Intercontinental Hotel in Amman. He said: "I thank you in the name of Jordan, its King and its people for the great work you have done during the black crisis we have passed through."



"Watch those sudden stops, mate!"



Gratitude was also expressed by humble Arabs who pressed handshakes and gifts on the British Army personnel.

The medical problem was the reverse of normal military surgery. A field hospital's job is life-saving surgery far forward in the battle area and the surgical cleansing of all casualties within eight to ten hours of wounding. Ferrie Force, based at the partly built King Hussein Hospital, was receiving patients at anything from 48 hours to 14 days after wounding and the initial problem was the cleaning and removal of grossly-infected tissue. Only then could the surgeon undertake the task of repair.

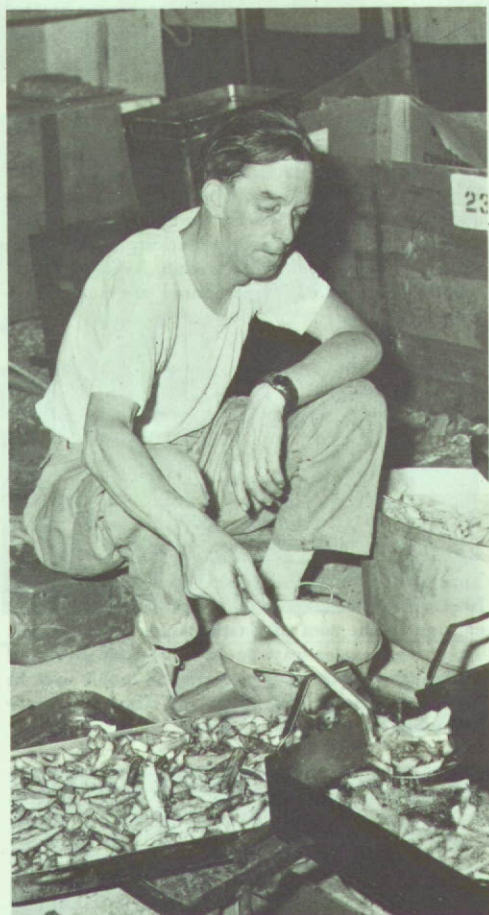
Major Adrian Boyd of 50 Field Surgical Team, from Royal Herbert Hospital, Woolwich, performed nearly all the operations. At the beginning he was operating as many as 15 times during a 16-hour day. Gunshot wounds, severe fractures, flash burns from exploding mortars—these were the kind of things the team faced.

There were also many children with fingers and hands blown off when playing with mines.

A medal inscribed with the Red Cross and Red Crescent was presented to all members of the international teams by the Jordanian Minister of Health. The reverse

records simply: "In token of gratitude of the government and people of Jordan 1970."

The British gave the Jordanians a plaque bearing the crests of all units that had taken part in Operation Shoveller, as the mercy task was named. They included the Royal Signals, who handled communications for the whole international effort; Royal Corps of Transport, who drove the ambulances; Royal Electrical and Mechanical Engineers; Royal Army Pay Corps; a labour team from 1st Battalion, The Prince of Wales's Own Regiment of Yorkshire—and a Royal Engineers postman.



Sergeant Jones, Army Catering Corps, prepares a meal for British team at King Hussein hospital.



Captain Janet Mills, QARANC, feeds baby girl of Jordanian corporal's wife paralysed by wounds.



Colonel A M Ferrie, leader of the British team, receives medal from Jordan's Health Minister.

Left: Princess Tharwat, sister-in-law to King Hussein, shows concern at a child's injuries.

Bottom left: British soldiers arrive at Amman under the sign of the International Red Cross.

Below: King Hussein hospital near Amman where British team treated more than 800 patients.



Left, Right and Centre

Exercise Broken Flush took 664 Aviation Squadron with Sioux and Scout helicopters (left) to Scandinavia to train with 6000 troops of the Royal Norwegian Army. They flew infantry into assault areas and carried out reconnaissance, liaison and casualty evacuation tasks. The squadron is part of 3rd Division Aviation Regiment and most of its personnel are parachute-trained.

Young sappers of the Junior Leaders Regiment, Royal Engineers, spent five days lifting a five-ton cannon to the roof of Eastbourne's Wish Tower. There were easier ways to do it but they preferred (below) the old method of spars and tackle used in Napoleonic times when the old Martello tower was built.



Children from the British Forces' Churchill School at Verden met the Pied Piper of Hamelin when they visited the German city. He led them through the town dressed as rats and then, in their own clothes, they danced happily (above) along the cobbled streets to his merry tunes as they re-enacted the 686-year-old legend. German children perform the play every Sunday throughout the summer.





The Colours (above) of 17th Battalion, The Parachute Regiment (9 DLI), TA, have been laid up in St Mary's Church, Gateshead, beside those of 9th Battalion, The Durham Light Infantry, on which 17th Battalion was formed in 1947.



A Daimler Mark 2 armoured car (left) handed over on loan from The Royal Hussars to The Royal Green Jackets at Winchester commemorates the years served together in war and peace from 1940 to 1970. The units concerned were the 10th Royal Hussars (Prince of Wales's Own), 11th Hussars (Prince Albert's Own) and Royal Green Jacket battalions (The King's Royal Rifle Corps and The Rifle Brigade). They were together in 1st and 7th Armoured Divisions.



"Dear Mum, the sergeant-major brought me tea in bed and laced it with rum." All part of tradition (above) in the 4th Royal Tank Regiment at Hohn, Germany, where Cambrai Day recalls the 1917 battle when tanks were used for the first time and of those days in World War One when rum helped to give extra warmth to the "gunfire" tea at early morning "stand-to."

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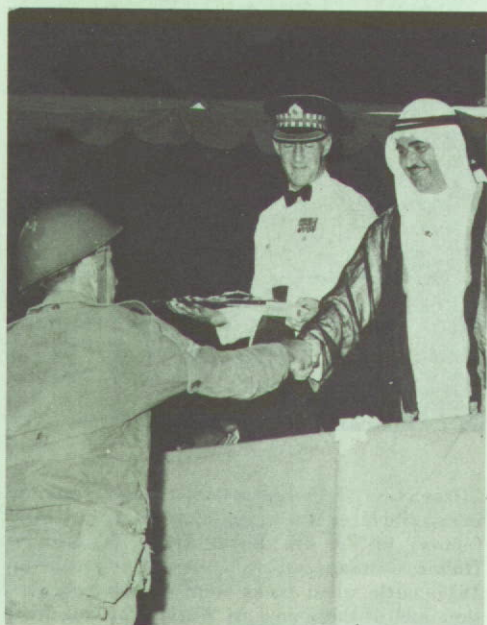
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Farewell to Sharjah



The ruler of Sharjah congratulates a member of the winning team in the obstacle course race.
Right: Rapid motion frozen in the sword dance.



SEARCHLIGHTS picked out the lone figure of Pipe-Major Angus McDonald on the castle battlements. Then the sultry night air was filled with the strains of his own specially composed "Scots Guards Farewell to Sharjah."

The stirring skirl of bagpipes made a fitting finale to the searchlight tattoo which marked the farewell to Sharjah of 1st Battalion, Scots Guards.

And there to bid them goodbye was the ruler of Sharjah, Sheik Khalid bin Mo-

ammed al-Qasimi, in whose honour the Guards presented their tattoo.

Giving colour to the occasion were the Scots Guards' Royal Stewart tartan, the saffron kilt of pipers of The Royal Irish Rangers, the red-and-white shamarg head-dress of the Trucial Oman Scouts and the grey-and-white ones of the Abu Dhabi Defence Force. Because of the heat the British bandsmen wore white jackets specially made by a local tailor.

The programme included an obstacle

course, firepower demonstration, Royal Air Force police dogs jumping through hoops, and a musical drive by Land-Rovers. The "Castle battlements" were built by 53 (Gulf) Field Squadron, Royal Engineers, and the lighting was provided by 15 (Gulf) Field Support Squadron.

Highlight of the evening was the Ceremony of the Keys, featuring Yeoman Warder G Hartley, formerly of 1st Battalion, Scots Guards, who flew out from London for the tattoo.





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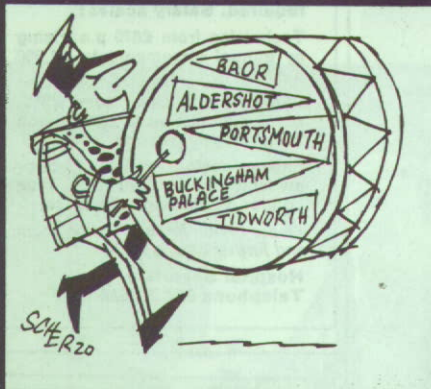
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ON RECORD



TATTOOS & BRASS

"Massed Band Spectacular" (Volume Three) (The Suffolk Military Tattoo) (Drum Major MCN 3).

Here we go again. I really do hate having to slate a record of any sort even if only on the principle of "there but for the grace of God go I," but here are Drum Major Records with Volume Three of their tattoo series all nicely prepared for the chopping-block—and chop I must. After all it's your money they're after and I presume you want to know what you are buying. I'll tell you—4245 or so bass drum beats and that's not including odd drumming during the non-marching music.

If you can ignore the drums you will find lurking in the background half-a-dozen much-recorded marches, but another half-dozen you have often asked for so it may well be just the record you need. Regular readers will readily identify the less-hackneyed half-dozen. The massed bands of The Royal Anglian Regiment (with bugles) play David McBain's popular "Mechanised Infantry," the late Lieutenant-Colonel Jaeger's arrangement of the slow march "Rienzi," then Sousa's "Hands Across the Sea," Duthoit's fine but hard-to-get "The Little Bugler," "Speed the Plough" and "Rule Britannia."

The Queen's Division and 19 Infantry Brigade massed bands play "National Emblem," the slow march "Ecosaise," "The Stars and Stripes Forever," "Trumpet Wild" and Henry Mancini's "Swing March." Side



two has the massed pipes and drums of the RAF with "My Home," "Green Hills of Tyrol" and "Lochanside." The finale, involving everyone, begins with "Namur" and Bidgood's "other" march, "The British Legion." The pipes enter to "Pibroch of Donuil Duih." The static music is as usual and comprises P B Smith's "Circus Gallop," "Scotland the Brave," "Sunset" and the National Anthem. The march-off is to "Army of the Nile" and "Le Régiment de Sambre et Meuse." **RB**

"The Poachers" Band Show (The Regimental Band of the 2nd Battalion, The Royal Anglian Regiment) (Bandmaster: Peter M O'Connell) (Drum-Major MCN 2).

This is a record of a public concert given in the Spa Pavilion, Felixstowe, so as with many another LP one must expect some poor balance in places, slips of technique and intonation which might have been avoided in a studio, and of course the applause. A lot of the music has been done before but as a band show it is just what the public expects from its military bands and is well put across with zest and imagination.

Trevor Sharpe's "Fanfare and Soliloquy" gets yet another performance and as usual makes an effective start. Most of what follows is either film or show music, the exceptions being Terence Brien's "Hippy Hoe Down,"

Glen Osser's fine "Beguine for Band" and P B Smith's "Circus Gallop." A rather bitty selection of tunes from "Dr Zhivago" and two well-sung excerpts from "Man of La Mancha" (Chris Gilbert) make up the bulk of side one with the theme from "The Big Country" thrown in.

On side two the boys pick up their other more exotic instruments for some extended tributes to the Tijuana Brass and to Glenn Miller, including all the old favourites associated with these two names. Other pieces are "Yellow Bird" and Cole Porter's "I Love Paris" and the complete catch is pouched and sent packing with the regiment's march "The Lincolnshire Poacher." It is good to know that some of the less-fêted regimental bands can produce this quality of concert. Even better luck to them next time. **RB**



"Welcome to Scotland" (Emerald Gem GES 1038).

Nearly enough incentive to buy this record is the sleeve picture of Pipe-Major Ronnie Laurie, Glasgow Police Pipe Band, in all the resplendent finery of a Highlander against the nostalgic hills-and-heather back-drop of Loch Lomond. The record is made up of selections of Scottish music by country dance bands, folk and Gaelic song groups, solo singers and of course pipe bands, of which there are three of Scotland's more famous groups.

The pipe bands confine themselves to marching tunes culled from Scottish airs with such favourites as "The Nut Brown Maiden," "The Blue Bonnets," "The Cameron Men," "Cam' Ye by Atholl," "Scotland My Ain Hame" and "Dornoch Links." The Glasgow Police have a fine resonant tone, the Shotts and Dykehead Caledonia a more robust drumming accompaniment while the Queen's Own Highlanders, as one would expect from military pipes and drums, take their music in a brisker fashion with a fine lilt to their tunes.

Jimmy Shand Junior and his Band play two selections of rollicking dance music. I like in particular "The Abercairney Highlanders" on side two. The other country

dance band, Andrew Rankine's, plays in much the same style a group entitled "The De'il Amang the Tailors."

Dennis Clancy sings "The Highland Road," Sheena Houston the fine old song "He's Aye a' Kissin' Me," Joe Campbell "Annie Laurie" and Eileen Cameron "Wullie's Gane tae Melville Castle." Moira Briody completes this galaxy of excellent solo singing with "Mairi's Wedding," a song so typical of the Western Highlands.

Of the two folk groups The MacDonald Sisters render in fine style "Bratach Bhan" (The White Banner) and "The Peat Fire Flame." In contrast the Caern Folk Trio have chosen music of Lowland Scotland—"A Man's a Man for a' That" and "The Piper o' Dundee."

The military band of the Queen's Own Highlanders plays an arrangement of the "Bluebells of Scotland." It is very interesting to note the difference in sound between a military band of brass and woodwind and the country dance bands where the accordion predominates.

This record was put together to commemorate the Commonwealth Games held in Edinburgh and is well worth 19s 11d. **JM**

"Land of Hope and Glory" (GUS (Footwear) Band, conducted by Stanley H Boddington) (Morrison Orpheus Choir, conducted by Lyn Harry) (Columbia SCX 6406).

What's in a title? Not much, I hope, or this record may lose buyers. On the other hand it may gain a few who would expect all the cosy old Victorian and Edwardian patriotic songs. I know that all the non-committal titles have already been used but "Land of Hope and Glory" is positively misleading. Certainly we have the tunes one would expect but there are also excerpts from French, Viennese, German and Italian opera and melodies from Russia, America, Wales and Finland.

There my criticism ends for the actual contents are superbly put across. The GUS band is as usual impeccable under Stanley Boddington and gives wonderful and unobtrusive support to the fine Morrison Orpheus whose conductor, Lyn Harry, is on this evidence a great choir trainer. Band and choir give what might be called "your dozen best tunes," all but one being arranged for the whole 100 voices and 25 players. "The Soldiers' Chorus" ("Faust") makes a rousing send-off and "The Students' March-

ing Song" ("The Student Prince") maintains the martial mood. In "The Drinking Song" from the same operetta I felt the choir was not quite committed to those Bacchanalian invitations. "The Pilgrims' Chorus" ("Tannhäuser"), "The Lost Chord" and "Finlandia" complete the first half.

Side two is more in keeping with the title even though it contains the "Battle Hymn of the Republic," "The Anvil Chorus"

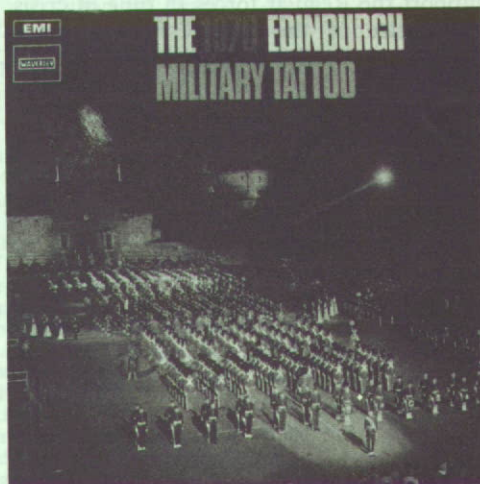
("Il Trovatore") and "Cavalry of the Steppes." For the rest we can wallow to our heart's content in home favourites—"Jerusalem" of course, "David of the White Rock" by the unaccompanied choir, "Abide With Me" and "Land of Hope and Glory." A record for all those who know what they like and especially for those who like what they know, all beautifully played, sung and produced. **RB**

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"The 1970 Edinburgh Military Tattoo" (Pipes and Drums—Pipes and Drums, 1st Battalion, The King's Own Scottish Borderers (Pipe-Major D Rodden, Senior Pipe-Major); Pipes and Drums, 1st Battalion, Queen's Own Highlanders (Seaforth and Camerons) (Pipe-Major A Venters); Drums and Pipes, 1st Battalion, The Gordon Highlanders (Pipe-Major J Kerr); Pipes and Drums, 1st Battalion, The Argyll and Sutherland Highlanders (Princess Louise's) (Pipe-Major K Robson; Senior Drum-Major J M Malloch); Representative Band from Canada including The Lorne Scots (Peel, Dufferin and Halton Regiment), The Highland Fusiliers of Canada, The Queen's Own Cameron Highlanders of Canada (Princess Louise's). Military Bands of the Grenadier Guards; 1st Battalion, The King's Own Scottish Borderers (Bandmaster: D M MacKay); 1st Battalion, The Black Watch (Royal Highland Regiment) (Bandmaster: S Holmes); 1st Battalion, Queen's Own Highlanders (Bandmaster: B W Langton); 1st Battalion, The Argyll and Sutherland Highlanders (Bandmaster: R G Tomlinson); Royal Brunei Regiment (Musical Director: Captain F Morgan) (Director of Music: Major R Bashford, Grenadier Guards) (Waverley SZLP 2121).

I saw the tattoo 27 times this year so can assure you that whatever it sounds like on this disc it was OK on the Castle Esplanade. Perhaps you saw it on television? Then I can assure you that whatever it sounds like on record or looked like on television, it was OK on the Castle Esplanade. You actually went to Edinburgh? Then I can assure you . . . well, it was OK at the dress rehearsal.

I'll tell you what—buy the record (all royalties to charity) and send your review to me, Rupert Bickenpauken, Bandmaster, 6th Hammersmith Light Horse, The Dungeons, Edinburgh Castle. You can borrow my vitriol and acid adjectives but I'm sure you



won't need them as you listen, entranced, to such well-chosen items as "Fanfare Royale" (Household Cavalry trumpeters), loads of beautiful music by the massed pipes and drums, the massed bands (with plenty of drumming) playing "Soldiers in the Park," "Greensleeves," "Twin Eagle Strut," a glorious Cockney medley in honour of the Grenadiers' first visit to the tattoo, and "The Longest Day."

When you have recovered from your trance listen to side two on which you can hear a terrific drum fanfare and more piping and the band of the Royal Brunei Regiment playing some haunting folk melodies. The finale comprises the march-on to "Barren Rocks of Aden" then *la pièce de résistance*, Tchaikovsky's "1812 Overture" with extra bangs instead of some of the notes. The traditional march-off is to "Scotland the Brave" and "The Black Bear."

Don't forget, your reviews to me personally, Rangit Bannerjee, The Hole, Calcutta. **RB**

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"The World of Brass Bands" Volume 2 (Massed brass bands (Fodens, Fairey's and Morris Motors) conducted by Harry Mortimer, with the Sale and District Musical Society Choir) (Decca SPA 68).

All the items on this LP have presumably appeared on others.

They are all popular favourites, the bands and choir are famous and the conductor is Harry Mortimer—what more could you ask if you haven't already bought the original recordings?

So that you do not buy too many repeats check if your collection contains Edrich Siebert's "Marching Trumpets," Eric Ball's "2nd Rhapsody on Negro Spirituals," "Brass Band Blues," the march from "Tannhäuser" and a selection of Schubert's melodies as used in "Lilac Time."

Side two starts with the "Orpheus in the Underworld" overture, then the lovely folk song "Watching the Wheat," "Flanagan's Mare," the "Chit Chat Polka" and "Soldiers' Chorus" from "Faust."

Finally there is Stephen Adams's old hit "The Holy City."

The whole makes a varied and interesting 45 or 50 minute concert; just the job for a cold winter's evening when the "telly" is off form. **RB**

DEFENCE POLICY

supplementary statement

Reserve power

THE nation can be proud of the highly professional way in which the Army is carrying out the task of helping to keep the peace in Northern Ireland," records the supplementary statement on Defence Policy issued as a Government white paper. "But," it warns, "the Army is seriously short of the men that it needs."

To cope with the situation it was decided (1) "to halt the rundown of major units to the extent that the manpower shortages permit," (2) "to retain the Brigade of Gurkhas" and (3) to expand the TAVR "to make provision for an uncommitted reserve of formed units of trained men and to increase the contribution of reserve forces to NATO."

Although it would have liked to cancel the second phase of major unit reductions the Government concluded that the rundown must continue except that the tenth unit reduction (envisaged as a possible supplement to the second phase) would not take place. The plans have been modified to provide an additional Royal Armoured Corps air-portable squadron, an additional Royal Engineer squadron at reduced strength, six infantry companies and later, it is hoped, an additional Royal Artillery battery.

These units, records the white paper, will be of great value in carrying out essential duties in Britain and overseas and "will be a nucleus for potential expansion in the future." The changes enabled the names of famous regiments to be retained.

The Brigade of Gurkhas is to remain with either four or five Gurkha infantry battalions although its precise organisation, including supporting services, is still being considered. While the greater part of the brigade will continue to serve in the Far East it is planned to deploy one battalion in the United Kingdom. The white paper records: "The retention of the Brigade of Gurkhas will materially assist in relieving the general strain upon infantry reserves and give the

Army a greater degree of flexibility in meeting its commitments both in and outside Europe."

Reserve increase

Following a review of the role and size of the TAVR it is concluded that the present units have important tasks, are well organised, well equipped and well trained, but that there are too few trained men available to support the Regular forces in time of crisis. "The size of the TAVR is too closely tailored to specific requirements and takes no account of the need for an uncommitted reserve, available for unforeseen contingencies."

More units are to be established to provide such a reserve. They will be mainly infantry but may include other arms and corps. They will have modern equipment but on lighter scales than units needed for immediate reinforcement of Rhine Army and the United Kingdom Mobile Force. An additional TAVR armoured car regiment is to be formed to increase the contribution of reserve forces to NATO.

Details have to be worked out and discussions are being held with the Territorial, Auxiliary and Volunteer Reserve associations. The new units will be established in TAVR Group A with the same call-out liability and dress as units already in this group. They may undergo less training, except the new armoured car regiment.

It is planned initially to recruit an uncommitted reserve of about 10,000 but expansion is to be gradual. The Government is "confident that there will be a vigorous response from those who would like to devote some of their spare time to voluntary service for the defence of the community."

Strategic priorities

Reviewing strategic priorities the white paper emphasises that Britain's security is dependent on the strength of the North Atlantic Alliance and therefore the maintenance and improvement of the military contribution to NATO remains the first priority of defence policy.

Britain will play her part to counter "serious threats to stability outside the NATO area" by continuing to honour obligations to protect British territories overseas and other territories where there is a

special duty by treaty or otherwise; to support the United Nations, CENTO, SEATO and other international authorities working to eliminate the sources of conflict between nations; and to promote disarmament.

In addition it is planned to contribute to a five-power Commonwealth defence arrangement for Malaysia and Singapore and to continue discussions with leaders in the Persian Gulf and other interested countries on how Britain can best contribute to the maintenance of peace and stability in the area.

The Army's contribution to the five-power agreement will comprise a battalion group including an air platoon and an artillery battery. A considerable number of visits to the area by combat units for training and exercises is also being planned.

Manpower

There was a welcome improvement in recruiting in 1969-70 and it is believed that this will increase further but there is still a shortage of soldiers and officers. There is optimism for the future but the difficulties of encouraging enlistments are not underestimated. Both the spread of higher education and the impending raising of the school-leaving age will "drastically reduce the number of young men available for all kinds of employment in the 15-19 age group—



from which other rank recruits have been mainly drawn."

The white paper records the government's intention that "everything possible will be done to make life in the services sufficiently attractive to compete successfully in all respects with civilian employment and to enhance the status of military service in the national life."

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BOOKS

"PRIMITIVE VIRTUES"

"History of the British Army"
(Edited by Brigadier Peter Young and Lieutenant-Colonel J P Lawford)

"In these days of the 'deterrent' there are those, a handful of commissioned officers among them, who believe that 'tradition' has no value, that there is nothing to be learned from anything that took place before 1945. One wonders how these gentry explain away the events of June 1967 in the Sinai Desert, a World War Two campaign with somewhat improved ironmongery. Israel has shown that even in this Nuclear Age, conventional warfare is still a possibility."

These cautionary words come from Brigadier Young in an eminently wise postscript to this excellent history. He goes on: "The need to prepare for guerilla warfare is still more obvious. It follows that any army that means business must still have well-read, experienced commanders at the top . . . It is as well at any period when it is fashionable to be clever and scientific to reflect sometimes on the primitive virtues."

He is absolutely right of course. These primitive virtues can be summed up in one word—leadership. If the men at the top know their jobs, everything is all right. This is illustrated again and again throughout this history which is produced by a galaxy of Britain's leading military historians, particularly those of the Royal Military Academy, Sandhurst. Jointly they present a readable and stirring

account of the British Army's campaigns from the early 17th century to the present day.

The star of our galaxy is the late Sir Basil Liddell Hart whose chapter covering the "locust years" of 1919-39 is probably the last military commentary he wrote.

The other contributors are: Brigadier Young (regimental origins, the Army 1713-47); David Chandler (Marlborough's campaigns); Brian Bond (colonial campaigns); Antony Brett-James (Wellington's era); John Selby (Boer War); Brigadier Anthony Farrar-Hockley (the Army 1902-17, 1945-68); Major-General Hubert Essame (World War Two, Europe); Colonel Lawford (Britain and India, the Indian Mutiny and World War Two, Far East); Philip Warner (siege warfare and the Crimean War); Lieutenant-Colonel G A Shepperd (the conquest of Canada); Lieutenant-General Sir Reginald Savory (the Seven Years' War); John Keogan (Western Front 1917-18, other fronts 1914-18); William Carman (artillery and organisations); and Brigadier John Lacey (military engineers).

This is a sumptuous production, well illustrated both in black-and-white and colour reproductions from contemporary sources.

Arthur Barker, 63s

JCW

STILL MORE ARMOUR

"Tanks and other AFVS 1900-1918"
(B T White)

"Armoured Forces" (Richard M Ogorkiewicz)

"Modern British Tanks and Fighting Equipment" (Peter Chamberlain and Chris Ellis)

Mr White goes back to the vintage years of armoured vehicles with the

first of a series of volumes being prepared to cover the complete range of military vehicles. He starts with the armoured road locomotives—the Fowler B5s—which were used in South Africa but proved to be a dead end in AFV development.

The search for a protected vehicle capable of carrying men and weapons into action culminated in Churchill's conception of the tank and this set the pattern for all other development. Kitchener had called the "Mother" tank of 1916 "a pretty mechanical toy" but Ludendorff named the tanks as one of two factors which led him to "take a terribly grave decision and declare that there is no longer any prospect or possibility of compelling the enemy to peace . . ."

Mr White imparts a knowledge gained in a lifetime study of this subject. Especially valuable are the 192 colour illustrations by John Wood which complement the text.

Students and practitioners of armoured warfare need no introduction to Mr Ogorkiewicz, an internationally recognised expert on the subject. First published ten years ago, this recognised standard study of the evolution of armoured forces re-appears under a new title (the original was "Armour") and in an up-dated form. As well as 16 pages of plates, Mr Ogorkiewicz contributes a new introduction in which he places developments in further perspective. In a penetrating and well-balanced survey he discusses the progressively closer integration of the different components of armoured formations and observes that this process has not advanced as far or as fast as was expected.

He examines new developments during a decade in which China and India became tank producers and which saw the emergence of the German Leopard as Western Europe's second most numerous battle tank eclipsed only by the United States M60. He looks, too, at the introduction of aluminium armour. This is a most rewarding book covering all facets of armoured warfare.

With their handy little booklet, Messrs Chamberlain and Ellis bring us up to date on the current equipment of the British Army, emphasising the point that though the Army is shrinking there is no reduction in the quality of its equipment. They comment on the changes the Army has seen in the last ten years particularly its entire re-equipment with a new generation of vehicles and armament. Reduction in both Regular and reserve forces also resulted in new and more modern equipment becoming available to the TAVR.

The authors see signs that Britain is catching up in the field of light-weight armoured vehicles and comment that the new Scorpion tracked reconnaissance vehicle—in effect a light tank—appears superior to any comparable foreign design.

Their general conclusion is that the modern equipment of the British Army represents the best that is currently available in British and foreign design and technology. A useful and worthwhile book for the military enthusiast and modeller.

White: Blandford Press, 25s

Ogorkiewicz: Arms & Armour Press, 60s

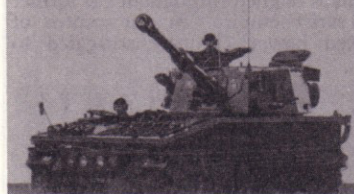
Chamberlain and Ellis: Arms & Armour Press, 20s

JCW

ARMOURD FORCES

A History of Armoured Forces & Their Vehicles

Richard M. Ogorkiewicz



Lion Rampant

Robert Woollcombe

The 15th Scottish Division—Normandy to the Elbe

Men of War 2



JOCKS AT WAR

"Lion Rampant" (Robert Woollcombe)

This book, first published in 1955, takes its title from the divisional sign of the 15th Scottish Division which in the North-West Europe campaign took part in four major river crossings (Seine, Escaut, Rhine and Elbe) and suffered heavy losses—after three months in combat some 7000 killed, wounded and missing, just short of half the division.

"Lion Rampant" is one of those worm's eye views of combat that make for highly interesting if brutal reading. As a junior subaltern in The King's Own Scottish Borderers in the division's Lowland Brigade, the author takes us along with his battalion through his first taste of combat to the bloody battles of France and Holland.

Whether intentionally or not he paints a fine picture of the loss of innocence of men in battle, their gradual hardening under strain (and in some cases cracking under it) until finally, when the division is pulled out of the line in the winter of 1944, we can read between the lines and realise that his men have about reached the end of their tether.

Mr Woollcombe has a fine understanding of and sympathy for the ordinary "jock" and is specially full of praise for his own company's non-commissioned officers who car-

History of The British Army

EDITED BY
PETER YOUNG AND J. P. LAWFORD



BOOKS continued

ried most of the burden and indeed commanded most of the platoons because of the high percentage of officer casualties.

An extremely well-written first book (its success prompted others) which conceals none of the confusion and terror inherent in battle.
Leo Cooper, 35s

AWH

RUSSIAN REVOLUTION

"Farewell to the Don" (Brigadier H N H Williamson, edited by John Harris)

After the Red Revolution of 1917 chaos reigned throughout the former Tsarist empire. At the centre of Red power, Trotsky struggled to

Royal Artillery major. Fresh from the stagnant Western Front, he found a new type of warfare in Russia—conducted by rail with armoured trains. He was attached to the Don Cossacks and steamed over most of southern Russia in these strange "battle-wagons."

Volunteering for Russia to seek adventure, he found it in the cavalry charge and in the air, flying low over the steppe in search of ammunition dumps foolishly mislaid by imbecile staff officers.

Throughout this book is a thread—the supreme integrity of the British officer. The Russian empire had been riddled by corruption and favour for many years and for every dedicated soldier there were cowards and self-seekers galore.

The author has produced a compelling account of a society in its death-throes. The White Army's soldiers died where they stood, or succumbed to typhus and starvation, or were absorbed into the Soviet. A few, very few, escaped.

Mr Harris does a good job of editing an account of a little-known period in British Army history.
Collins, 42s

JCW

ROMANTIC FAILURE

"The Jacobite Rising of 1715" (John Baynes)

Mention "Jacobite rising" and the average reader thinks of "Bonnie Prince Charlie" and the '45.

In fact there were quite a few Jacobite risings and that with the greatest chance of success was not the '45 but the '15. The bulk of the Scottish nation was sullenly resentful of the Act of Union with England and bitterly contemptuous of George I, the "wee bit German lairdie." There were other reasons, apart from popular support, why the rising had a good chance of success. The plan was good—simultaneous risings in the Highlands, the Borders and Northern England, followed by a rapid advance on London. Abroad, many governments were sympathetic, especially France and Spain.

However, the '15 was a miserable failure. Its leaders lacked personality



and drive and with bad timing and indecision bungled almost every move. The result was a matter of course—work for the headman and hangman. Estates were confiscated, a few noble heads rolled and hundreds of ordinary rank and file suffered the most.

This is an interesting study of a rebellion that went sour. Mr Baynes has done well to make sense of Sheriffmuir, one of the last battles fought on British soil and certainly one of the most obscure. The maps and plates are of a high standard and the volume has a fascinating appendix on the persons involved.
Cassell, 45s

AWH

WARRIOR CLASS

"The Samurai" (H Paul Varley, with Ivan and Nobuko Morris)

The authors trace this famous—or infamous—warrior class from its origins in the 10th century to modern times. We see the growth of the samurai code, with its peculiar form of suicide, *seppuku*—meaning disembowelment. And we learn that *hara-kiri* is just a vulgarism meaning belly-slitting. We learn too that the *kamisake* (divine wind), after which

the suicide pilots of World War Two called themselves, is a much over-rated phenomenon.

The samurai's special rights were formally abolished in the early 1870s but the spirit remained vitally alive in Japan, leading to "government by assassination" and entry into World War Two in the belief that they were invincible. It was to take a couple of atom bombs to blow away the emperor's divinity and to show the Japanese otherwise. An interesting and rewarding book.
Weidenfeld & Nicolson, 30s

JCW

In brief

"Scottish Regiments 1660-1914" (A H Bowling)

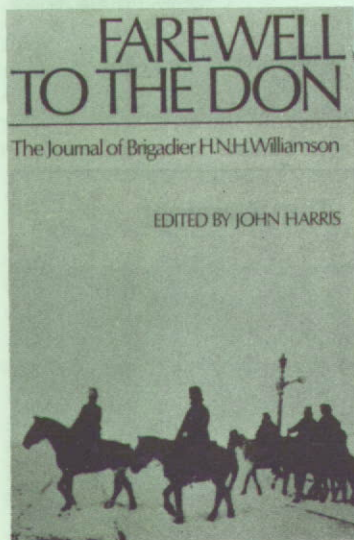
This comprehensive little booklet of just over 20 pages is an excellent introduction for military uniform enthusiasts. Twelve regiments are portrayed in 115 unusual and interesting drawings and plates—Black Watch, Royal Scots, Gordon Highlanders, King's Own Scottish Borderers, Argyll and Sutherland Highlanders, Cameron Highlanders, Highland Light Infantry, Royal Scots Greys, Scots Guards, Royal Scots Fusiliers, Cameronians and Seaforth Highlanders. Each collection of pictures is accompanied by a brief history.
Almarks, 12s 6d

"Armoured Fighting Vehicles of the World" (edited by Duncan Crow)

This series of 30 monthly parts follows the 24 issues of "Armour in Profile." Each contains 24 (or 28) pages, up to 50 photographs and a full-colour centre-spread of different views of the subject tank. Recent issues are:

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AFV 17—Russian KV and IS



hammer his Red Army into shape but senior Tsarist officers had no intention of submitting to the Bolsheviks. In early 1919 the White forces appeared to have more than a fighting chance of crushing the Reds. Sporadic fighting quickly grew into all-out civil war and soon British, French, American and Japanese troops landed to support the Whites.

In the British Military Mission was Brigadier Williamson, then a



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Profile Publications, 5s (Nos 1 to 17), 7s (18 onwards)

"The Korean War: The Story of the Fighting Commonwealth Regiments" (Tim Carew)

Originally entitled "Korea: The Commonwealth at War" (reviewed SOLDIER, August 1968) this excellent book is now reprinted as a paperback. It tells of the epic stand of the Glosters on the Imjin River; the furious hand-to-hand fighting in the battle of the Kapyong River; the gallantry which earned the DSO for Second-Lieutenant William Purves, King's Own Scottish Borderers, who thus made history by being the only National Service officer to win this award.

Eminently readable, combining thrills and history.

Pan Books, 7s

"Bellona Handbook No. 2: Semi-Tracked Vehicles of the German Army 1939-45. Part 2: Leichter Schuetzenpanzerwagen" (Peter Chamberlain and H L Doyle)

In the handbook format of 5 x 10½ inches with 56 photographs of the one-ton SdKfz 250 light armoured personnel carrier and its 22 variants including command vehicles, gun carriers and ammunition carriers. Plus a section on French semi-tracked vehicles developed into armoured carriers by the Germans in World War Two.

Bellona Publications, Badger's Mead, Hawthorn Hill, Bracknell, Berks, 8s (post 6d)

"French Armoured Fighting Vehicles No. 1: Chars d'Assaut" (Pierre Touzin and Christian Gunter)

The first in a new series which will cover all French vehicles in service since 1900, this 32-page booklet, with 53 pictures, illustrates the development of French battle tanks from the Schneider CA1 (1917) to the AMX30 (1967). Text in English and French.

Other tanks covered are the Saint Chamond (1917), Renault FT17 (1918), FCM2C (1921), Renault D1 (1931), Renault D2 (1936), Renault R35 (1936), Renault R40 (1940), B1 and B1 bis (1936), AMR Renault 1933 (1933), AMR35 (1935), AMC 1935 type ACGI (1939), Souma S35 (1937), FCM36 (1938), Hotchkiss H35 (1936), Hotchkiss H39 (1939), ARL 44 (1950) and AMX 13 (1953). Bellona Publications, Badger's Mead, Hawthorn Hill, Bracknell, Berks, 12s 6d (plus post 9d)

"Uniforms of the SS—Volume 3" (Andrew Mollo)

This time the author concentrates on the peacetime formations of the Schutzstaffel in the period 1933-1939 before the establishment of the Waffen SS, the "Armed SS," which grew to a corps of 1,000,000 men. Mr Mollo gives a handy introduction to the establishment of the SS, starting with a 120-man unit commanded by Sepp Dietrich. As in the previous volumes the lay-out, quality of paper, photos and sketches are excellent and can be warmly recommended to World War Two uniform buffs.

Historical Research Unit, 27 Emperor's Gate, London SW7, 60s

"The Royal Welch Fusiliers" (Major E L Kirby)

Three centuries of history—their forebears, the 23rd Foot, were raised on 16 March 1689—encouraged The Welch Fusiliers to the bold step of commissioning their own biography in the Pitkin Pride of Britain Books series.

This 26-page booklet includes a potted history of the regiment, a list of its battle honours and Victoria Cross winners, and a chapter on customs and traditions—the distinctive black flash, white hackle, goat mascot, ceremonial pioneers, non-proposing of the loyal toast, St. David's Day leek-eating and that "c" in Welch.

There are 38 black-and-white illustrations and eight full-colour pictures. This is a well-produced and readable little book. A chart

showing the battalions of the regiment is available at 6d extra if ordered with the book.

Regimental Museum, The Royal Welch Fusiliers, Caernarvon Castle, North Wales, 3s (plus 10d postage)

"Home Service Helmet: 1878-1914" (edited by C Wilkinson-Latham)

An informative 32 pages of text and illustrations covering the various patterns of helmet and helmet plates of the Regular Army from 1878 to 1914. This specialist booklet is the first of a new series on militaria. Rich in detail, down to such minutiae as the diameter of the helmet spike at the point of contact with top rose of base, this is a useful addition to the collector's library. He will find the descriptive list of officers' regimental helmet plate centres of particular interest.

Star Products, 108 Melrose Avenue, London NW2, 25s (America and Canada: B C Altschuler, 100 Overlook Terrace, New York, 10040, USA)

"Waterloo" (Frederick E Smith)

First we had films based on novels then the reverse. This example of the latter is from the epic "Waterloo" produced by Dino De Laurentiis and directed by Sergei Bondarchuk. The book deals exclusively with the battle and the prelude at Quatre Bras and Ligny. The author tries to capture the tension of these famous events and give some idea of what was going on in the minds of the participants. His novel is well written and easily read but hardly in the "superb" class as the blurb has it.

Pan Books, 5s

"The Field of Waterloo" (Paul Davies)

And here is another book devoted to "Waterloo." As "an illustrated companion to the film" and a "fascinating background" it gives in just under 50 pages the gist of the campaign, a few portraits and drawings and the odd clip from the film itself. There are biographical notes on the leading personalities and some information on the soldiers and their weapons.

A well-laid out booklet with tasteful print and maps that are clear and simple to follow, it is considerably more sophisticated than its publicity companion. When you see the film here are two alternatives to her traditional chocolates and ice-cream.

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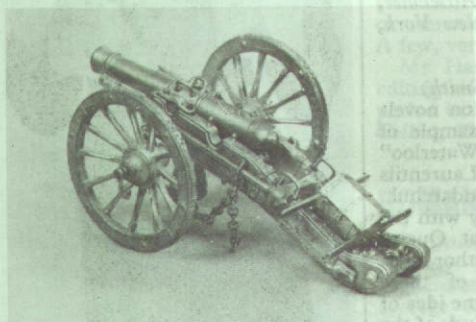
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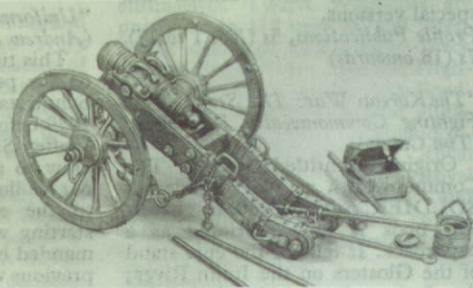
Above: "The last round." A British 12-pounder somewhere on the Western Front, World War One.

Left: French 12-pounder, showing great detail.

Right: A French howitzer with an 8-inch barrel.

Below: Four-horsed French ammunition caisson.

Foot of page: British 32-pounder carronade.



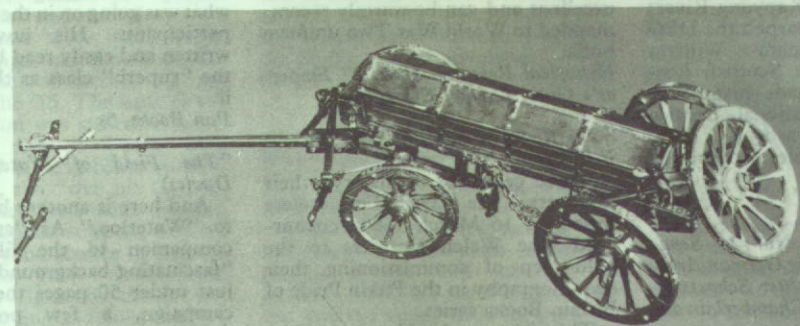
WITH a flash, a scream and a whump they went. The shells that despoiled the flower of European youth and reduced the pleasant fields of France to a hellish quagmire of oozy mud and scorched skeleton trees.

Very nearly 100 million were fired by the British 18-pounder alone from 1914 to 1918, a record which made it one of the most formidable guns of World War One.

The 18-pounder, which was to be the standard equipment of the Royal Field Artillery, did not have an auspicious initiation. Mass production, then in its early days, often caused bending and warping. Battery commanders complained bitterly about their "damned crooked guns." But the president of the ordnance committee retorted that the long shells passing through the bore at high velocity would straighten the barrel. Incredibly he was proved correct.

They were gallant, those gunners. Without steel helmets, up to the knees in mud and spent cases, stripped to shirtsleeves and braces, they served their guns to the last man and the last round. At Elouges in August 1914 only Major Alexander (the commander) and three gunners of 119 Field Battery were left when the order came to retreat. Yet, with the help of a handful of 9th Lancers they managed to limber up and save all the guns—an exploit for which Major Alexander won the Victoria Cross.

Captain Dougall, commanding A Battery, 88th Brigade, Royal Field Artillery, rallied retreating infantry near Messines in April 1918, walking about fearlessly under enemy fire. He told them: "So long as you stick to your trenches I will keep my guns here"—and the gunners and infantrymen held off the Germans for more than 12 hours. Captain Dougall's VC was awarded posthumously.



Despite the vast improvement since the South African War, the guns were still subject to mechanical failure. A World War One member of the Royal Field Artillery who fought on the Somme told me that batteries had only three of their four guns operational at any one time. The metal spring, used to dampen recoil, tended to shorten. "The barrel had to be pushed back the rest of the way by hand," he explained. "They even told us to take the spring out and bounce it up and down on the ground, but it didn't do any good."

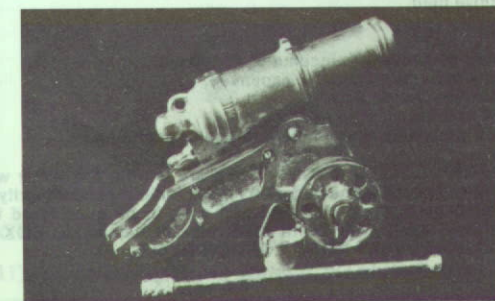
Normal rate of fire was six rounds a minute overall, "otherwise the barrel got too hot," but 22 was possible provided there was a cooling-off period. Logs were supposed to be kept necessitating an inspection

after each 125 rounds. The practice was soon discontinued because of frequent 1000-round, sometimes even 1200-round, nightly details.

The authentic diorama (above) can be made up by modellers with about 50 hours spare time and £7 10s left over in Christmas postal orders. The 18-pounder is from Hinchliffe Models, 17 Station Street, Meltham, Huddersfield, Yorkshire, and the detachment figures to go with it (£3 18s 5d unpainted) are a new release by Rose Miniatures of 45 Sundorne Road, London SE7. The base is made from chip-board covered with polyfilla, twigs, sifted earth, sand and flock.

Hinchliffe produce a representational range of ordnance from 1650 to 1918 in 54, 30 and 20 millimetre scale. They come in kit form from £3 4s 5d for the 18-pounder to 5s for a miniature French 10-inch mortar. The parts are of tin/lead alloy centrifugally cast in a rubber mould. The metal is not so definitive and more difficult to work than plastic. But with care and patience it can be made into a really exquisite model. Even the smallest are remarkably detailed, with even the wood grain showing. And five of them can be placed side by side in a line on your hand.

HH



IT'S another study in black and white—those infernal triangles, half moons, squares and circles with each variation representing a letter. The grid contains, reading horizontally, 20 surnames of "classical" composers.

First work out the substitutions of letters for symbols. So far, so simple, and you're still in the fight. Now comes the old "one-two" (and that's a clerihow clwo)—find two more seven-letter composers by taking one letter from each column, reading from left to right. The letters in each of the two words follow the same progression.

Send the two seven-letter names, with the "Competition 152" label from this page, and your name and address, on a postcard or by letter, to:

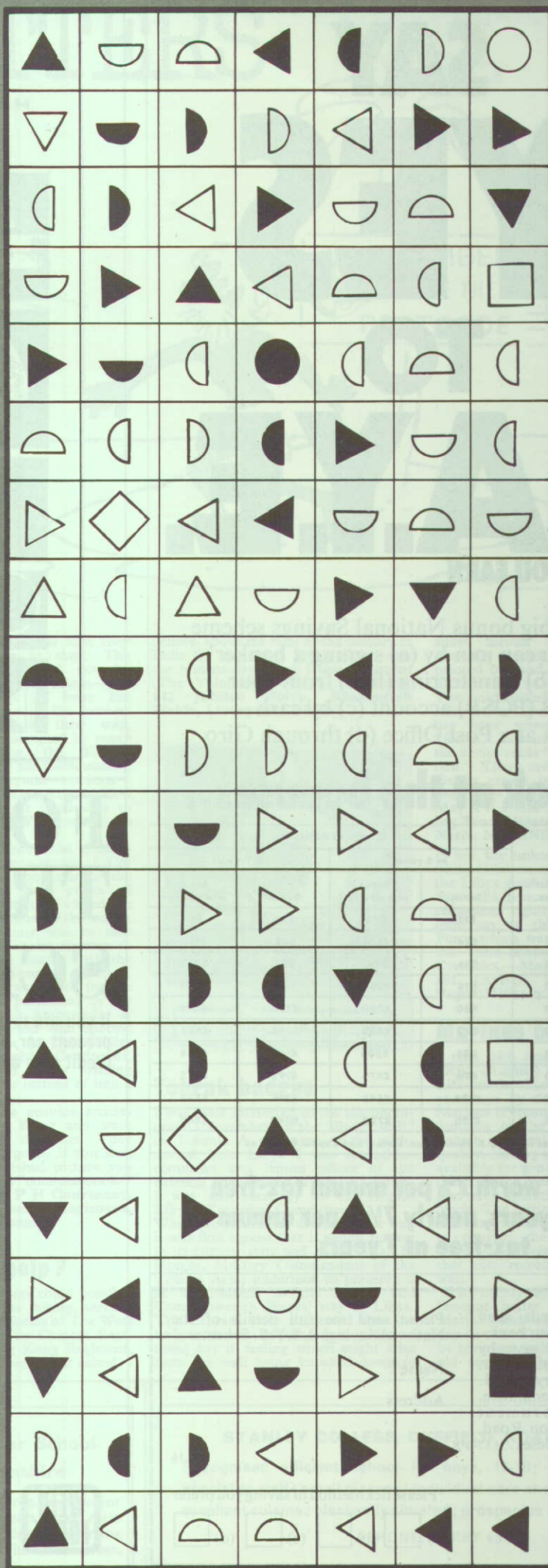
Editor (Comp 152)
SOLDIER
433 Holloway Road
London
N7 6LT.

This competition is open to all readers at home and overseas and closing date is Monday, 12 April. The answers and winners' names will appear in the June SOLDIER. More than one entry can be submitted but each must be accompanied by a "Competition 152" label. Winners will be drawn from correct entries.

August competition (147—Coffee and Rolls): Answer and prizewinners on page 44.

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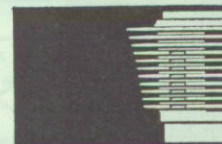
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Remembrance

Many will share my feelings that Remembrance Day 1970 was the finest display of an occasion which, whether we consciously realise it or not, seems to grow in strength of purpose year by year.

Perhaps it is the natural reaction of ageing men and women and the growing up of teenagers who have begun to have a better understanding of the cause and effect of war and to have acquired a genuine dislike for it. Nevertheless a liking for service in HM Forces is self-evident by the attraction to what has become a worthwhile career.

It is likely that the threat of war between nations will continue because of worldwide vested interest in arms and the development of aircraft.

It is hardly possible to overlook the wars in progress today when the lives of young men are being lost in very large numbers. For this reason one is tempted to speak of the efforts to gloss over the past whilst living in the present and to say "what a mockery" to forgive the enemy of the past whilst enduring the slaughter in Vietnam and elsewhere!—**Francis B Willmott, Forward Works, River Street, Birmingham B5 5SB.**



A hill in Korea

Your story and photograph "A Hill in Korea" (August) brings to mind some interesting background.

At the time the Gloster memorial was built in June 1957, 1st Battalion, The Royal Sussex Regiment, was the last British battalion in Korea and we constructed the memorial before leaving. Four stone slabs were made by the sappers in Hong Kong but as 29 June

LETTERS



approached it became clear that they could not reach us in time. The unveiling ceremony could not be postponed for numerous reasons—our battalion was about to leave the country, representatives of the gunners and Glosters were on their way, invitations had been accepted by many dignitaries including the Korean Foreign Minister and the Commanding General 8th US Army, and—not least—the nearby stream was expected to flood before long, making it impossible to reach the memorial. What was to be done?

Luckily we had a commercial artist in the battalion intelligence section, L/Cpl Barnicott by name, who came to the rescue. He painted four pieces of plywood to look like marble, visited the site to study the position of the sun at the time the ceremony was to take place, then painted the inscriptions to look like cuts in the marble with the shadows falling in the correct direction. These dummy slabs were used for the ceremony which was performed by Mr Hubert Evans, British Ambassador at Seoul. The only person who spotted anything unusual was the Commander of the Commonwealth Contingent, Korea, who noticed a fly walking straight across a letter instead of into a cut.

A few days later the genuine articles arrived from Hong Kong and were substituted for the dummies. They were nothing like as good. If you look closely at your published picture you will even see the word "commemorates" spelt wrongly.—**Maj P H Courtenay, 3rd Bn, The Queen's Regiment, Ballykinler, Co Down.**

Can anyone help?

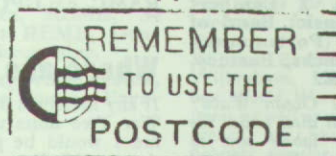
I wonder if any readers could possibly give me details of the raising, service, disbandment and uniforms of The West African Regiment, The Chinese Regiment and The Hong Kong Regiment. The latter is the Imperial unit raised, I

believe, about the turn of the century in India for service in Hong Kong—not the present-day Hong Kong Regiment (The Volunteers).—**R A Hamilton, 142 Jubilee Drive, Kensington Fields, Liverpool L7 8SW.**



Tobruk badges

I was most interested to see the photograph (November) of the "Badge wall" in Tobruk. At the time of the withdrawal from Libya I was second-in-command and liaison officer of the Briefing and Liaison Team, El Adem. I was also secretary of the Anglo-Libyan Technical Committee. When the committee discussed the wall it was first agreed that it would remain in its current state and Major Salah El Droghi, Military Commandant of the Tobruk Area, undertook to preserve it as a memento to the British and Commonwealth Forces' stay in Libya. The Libyans later suggested that the badges should be effaced in order to avoid any ill feeling which might arise from the wall being knocked down to



allow further building. This was mutually agreed and the badges were painted out and plastered over before we left on 28 March 1970.

The unidentified badge is that of the Libyan Arab Forces but the final word has been erased. It was probably "Royal." The scrawl across and around the device reads "Long live the Revolution." There are several Libyan Arab Forces graves in the Commonwealth cemeteries at Tobruk and Acroma.—**Maj R A Dean RA, 14 Cadet Training Team, Bestwood Lodge, Arnold, Notts, NG5 8NH.**

Is not the unknown sign, depicting a white Hilal on a black ground, that of the Libya Arab Force (LAF) raised by Sayed Es Senussi? It comprised, if I remember rightly, five battalions and lived on as the Cyrenaica Defence Force which was, and perhaps still is, the para-military police force of Cyrenaica.—**Maj (QM) R A J Tyler, 101 (Army) Provost Company, Royal Military Police, BFPO 34.**

Marines on records

I read with interest the comments of "RB" (August) on the old record "A Life on the Ocean Wave" made some years ago by the band of HM Royal Marines (Portsmouth Group). It is the function of the critic to give us an honest appraisal and to inform us of quality. Having once made a record it is available for general public hearing and therefore the heads of all those who took part are, figuratively speaking, on the block. The critic's axe is poised and in this case he brought it thundering down to consign the record to oblivion. Curiously enough I happen to know that this record still sells extremely well.

"RB" rightly says that recent years have brought better recordings by Royal Marine bands and I think it a pity that one or two of these were not chosen to be reviewed rather than this nine-year-old record. The first record by the

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present principal director of music, Royal Marines, will shortly be issued by EMI while my own first record, by Philips, has been on sale for some months and, with all deference, I can say it has been very well received both by BBC reviewers and the magazine "Gramophone."

It is by no means my intention to take issue with "RB" concerning his critique but I feel strongly that military bands would be better served by reviews of current records which are a truer reflection of present-day quality, particularly so in the case of my own band, that of HM Royal Marines, Portsmouth.—**Capt L T Lambert RM, Director of Music, Band of HM Royal Marines (Portsmouth), Royal Marines Barracks, Eastney, Portsmouth PO4 9PX.**

★ This "Life on the Ocean Wave" record was one of several discs under the Hallmark and Allegro labels sent to SOLDIER by Pickwick International when this company's products were added to SOLDIER's list. It was intended to backtrack—but not that far!

Locos in Malaysia

I have for some years been gathering information on the railways and locomotives of Singapore and Malaysia with the hope of later being able to publish the results of my labours. A considerable number of the records of earlier years were undoubtedly lost as a result of the destructiveness of the Japanese during their invasion and subsequent occupation. For this reason I wonder whether I might appeal through SOLDIER for some assistance. One line that has proved to be particularly obscure was the standard-gauge railway constructed around 1936 to link the wharf at Fairey Point with the four (?) gun emplacements and magazine at Changi. The locomotives appear not to have been used after the start of the Japanese occupation. One seems to have been moved away during these years although a second locomotive remained derelict at Changi until

broken up during the winter of 1946/47. I have a photograph of this locomotive taken about a year before its demise. Any notes, photographs or even reminiscences concerning this railway would be very greatly appreciated. There may be readers with no knowledge of this particular system but who have notes or photographs of the railways in Malaysia and Singapore before, during and immediately after the Japanese occupation and up to around the early 1950s. Any such notes would be very greatly appreciated. All letters will be acknowledged.—**S/Sgt J Benson RAPC, 32 Company RAMC, c/o GPO Singapore.**

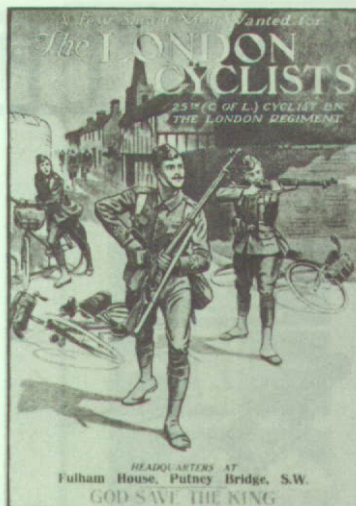
Where are you now?

If any members of the following World War Two units would care to contact me I would be pleased to hear from them: 217 Battery, Hampshire Yeomanry, Royal Artillery; 218 Battery, Hants RHA 1939-43 and 434 HAA Battery (IND) RA 1943-45; also ex-members 321 Field Battery (T) RA who were at Malvern, July 1939.—**T K Goshawk, 268 Poynters Road, Luton LU4 OTN, Beds.**

Army cyclists

Between 1 January 1909 and September 1912 my father, Captain Nicholas Stapleton, was an enthusiastic member of 25th County of London Cyclist Battalion whose headquarters were then at Fulham House, Putney. He later died on active service in Rouen in December 1918.

I would especially like to contact anyone who has had any connection with this unit and would greatly appreciate any photographs or documents. Should anyone have heard of the existence of a published history of the 25th Cyclist Battalion I would be most grateful if I could be informed of its whereabouts.—**Lt-Cdr NBJ Stapleton RNR, 38 Wilbury Crescent, Hove, Sussex, BN3 6FJ.**



★ SOLDIER published a feature on Army cyclists in April 1968. A book, "The London Cyclist Battalion," published 1932 and now out of print, is doubtless available for consultation at a service or public library.

Chindits

I write to inform you of the following action recently taken concerning the Chindits Old Comrades' Association. But first a few facts about our history. Chindits was the name given to a small special force of troops who served in Burma under the late Major-General O C Wingate in the 1943 and 1944 campaigns. Their role was that of long-range penetration into the Japanese lines and their disruptive efforts in the midst of the enemy inevitably broke the hub of Japanese domination in that theatre.

After the war many Chindits old comrades associations developed on an area basis. Some increased in strength, others decreased and it was decided to

amalgamate all organisations into one national association. This was suggested by our patron, Earl Mountbatten.

The object of this letter is to put this action on record and publicise it so that we can take our rightful place in national affairs.

Recently the association has been honoured by Lieutenant O J Wingate RHA, son of the late General Wingate, becoming a patron.—**Maj J S Lancaster, Chairman, Chindits Old Comrades Association, Penn Craig, Springhill Lane, Lower Penn, Wolverhampton.**

Tut!

What a faux pas! Not only did you print that National Service ceased in 1964 but you did so in an article (September) about the Royal Army Educational Corps of all corps. The last NS man came into the Army in 1960 and finished in 1962.—**S/Sgt P D Clare, Kuwait Liaison Team, PO Box 9048, Ahmadi, Kuwait, Arabian Gulf.**

★ We all seem to have slipped up a bit here—including yourself. National Service ended in 1963, the last year in which National Servicemen were in the Army. The decision to end National Service was taken in 1960 but from 1957 the call-up was gradually reduced.

VC10 v Galaxy

I congratulate you on the consistently high standard attained each month by SOLDIER and I look forward to the wide variety of articles featured in each issue.

As I have had some experience of air despatch with 38 Group, I was very interested in the article about Air Support Command in the October issue. In paragraph nine on page 13 the writer states that the VC10 is 14ft longer than the C5A Galaxy. Current available figures show the VC10 to be 146ft 8in while the C5A is almost 100ft longer at 246ft. A more reasonable

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comparison can be made with Lockheed's C-141A, the Starlifter, which at 145ft loses out to the VC10 by 1ft 8in.—**Capt F McLaughlan, Permanent Staff Admin Officer, 221 Sqn RCT(V), 31 Yorkhill Parade, Glasgow.**

★ **SOLDIER** did check, including reference to the American Embassy where the information department gave Galaxy's length as 144ft 6in. The VC10 is 158ft 8in long and has a wingspan of 146ft 2in. Galaxy, says Life magazine, is 246ft long with a 223ft wing span, a tail as high as a six-storey building, has a gross weight of 325 tons, carries 142 tons of fuel and can haul 118 tons 2875 miles at 506 miles an hour.

Missing score

I am trying to trace a score of the original regimental march of The Middlesex Yeomanry, the "Duke of Cambridge's Hussars," by Graves or Groves. Can any **SOLDIER** reader throw some light on this matter? A fee can be paid to cover any research to obtain the score.

The Middlesex Yeomanry was raised in 1797 at the Whitehorse Inn, Uxbridge, when Napoleon threatened England with invasion, and has continued in various roles until the present day. The band, formed in 1880 from ex-members of the Household Cavalry, used to parade at Horse Guards mounted on grey horses, and the musicians wore hussar uniform. The regiment became the Duke of Cambridge's Hussars when the Duke was Commander-in-Chief of the British Army, and squadrons, accompanied by the band, often escorted the Royal Family to Windsor and Uxbridge.

Today's band, run by the Middlesex Yeomanry's Old Comrades Association, is in constant demand and has given concerts at the Tower of London, Syon Park, Woburn Abbey and elsewhere and taken part in parades at Whitehall and the Cenotaph. **Lieut-Colonel S J Williams, (Band President, Middlesex Yeomanry OCA Military Band),**

88 Hornsey Lane, Highgate, London N6.

★ Neither Kneller Hall nor the National Army Museum was able to help in the quest. Let's see what **SOLDIER** readers can do!

RQMS crown

Reference September letters—RQMS crown.

Could you please clarify (a) the stripes worn by the RQMS were upside down or the correct way up and above the sleeve or not? and (b) was there such a rank ie four stripes and a crown above with the stripes the correct way up worn above the elbow since 1915?—**G Ingledeu, 58 Kilburn Road, York.**

★ Before 1915 wearers of four-bar chevrons and bandmasters and musicians of the Royal Artillery (except QMS of Foot Guards and sergeant-instructors of Volunteers who wear four chevrons above the elbow) wore their badges (point upwards) below the elbow.

This information is taken from "Rank Badges and Dates in HM Army and Navy" by Otley L Perry (published 1888).

There is no record of four stripes and a crown being worn above the elbow after 1915.

AUGUST COMPETITION

Coffee and Rolls (August 70) was not the easiest of competitions but most entrants came up with the right answer—the throws of the dice were 1, 5, 2, and 3.

Prizewinners:

1 2/Lieut D V Erskine Crum, Scots Guards, Pear Tree Cottage, Windlesham, Surrey.

2 Capt T M A Daly, DERR, Junior Infantrymen's Battalion, Sir John Moore Barracks, Shorncliffe, Folkestone, Kent.

3 Capt D A Oakley, RM, Kiltiernan,

21 Park Road, Hayling Island, Hants PO11 OHT.

4 WO II Hill, 2 North Grove, Blandford Camp, Blandford Forum, Dorset.

5 Mrs J Budd, c/o Sgt J Budd, AC10, 19 Foregate Street, Worcester.

6 Cpl R Allely, Malta Pro Coy RMP, BFPO 51.

7 Lieut-Col P W Lonnon, Ponderosa, Park Road, Ashted, Surrey.

8 Sgt D Learmonth, LAD REME, 1 Green Howards, BFPO 29.

9 Maj S Wickham, REME, 34 Central Workshops REME, Donnington, Telford, Shropshire.

10 David Protheroe, White House, Valley Lane, Middle Bourne, Farnham, Surrey.

HOW OBSERVANT ARE YOU?

(see page 24)

The two pictures differ in the following respects: 1 Left ear of top bear. 2 Pattern on top man's cap. 3 Top man's left cuff button. 4 Tongue of nearest bear. 5 Claws of bear's right hind leg. 6 Leaves on right twig in bottom left corner. 7 Right shoulder strap of lower man. 8 Rope above top man's right heel. 9 Little finger of top man's right hand. 10 "K" in artist's signature.

COLLECTORS' CORNER

Wilfred Edwards, 5 Mildmay Road, Norris Green, Liverpool.—Wishes purchase paratroop jump wings British and foreign armies.

W Oliver, Ticonderoga, 2 Briar Lane, Swainsthorpe, Norwich.—Wishes purchase pair 16/5 Lancers collar dogs and/or cap badge.

L Bott, 22 Netherfield, Greenlands Estate, Redditch, Worcs.—Requires World War Two formation signs 3rd, 4th and 25th Indian infantry divisions.

David McDermott, 11508 Gariepy,

Montreal 459, Quebec, Canada.—Requires Black Watch cap badges, arm flashes, pipers insignia etc and copy "Legends of the Black Watch"; also any insignia other Scottish regiments, British, Australian, NZ, S African etc. Will buy or exchange for Canadian insignia most regiments as well as old badges and buttons 5th Royal Scots of Canada (1884) and Royal Highlanders of Canada (1906). Joseph Cahill, 2444 N Laramie Avenue, Chicago, Illinois 60639, USA.—Wishes purchase World War Two British commando dagger.

Ch Tech R Iles, Sgts Mess, Royal Air Force, Bruggen, BFPO 42.—Wishes exchange German inflation period Reichsbank notes for GB mint stamps. Three banknotes for every 3s face value of stamps.

William E Dion, 252 Main Street, Wilbraham, Mass 01095, USA.—Will buy World War One Royal Flying Corps items as well as all aviation items German, French etc like leather flying coats, helmets, goggles, uniforms.

A E Stonestreet, 29 Chaplin Road, Willesden Green, London NW2 5PP.—Requires Lancashire, Royal Scots and Royal Inniskilling Fusiliers hackles; also anodised cap badge Middlesex Regiment. F A Forty, 60 Birds Nest Avenue, New Parks Estate, Leicester.—Wishes purchase collection British regimental cap badges. State price and details; all letters answered.

John E Price, Flat 7, 16 Barrett Street, Cheltenham, Victoria 3192, Australia.—Wishes exchange good quality low-value British colonial stamps for British Army badges, buttons, equipment.

Spr P L Jackson, c/o 3 Tp, 1 Const Sqn, SD Const Tp RNZE, 44 Riccarton Road, Christchurch, New Zealand.—Collects Commonwealth engineer badges and wishes contact British or Commonwealth Army engineer.

REUNION

Combined Cavalry Old Comrades. Annual parade and service Hyde Park, Sunday 2 May, 1100. Five Regular Army bands.

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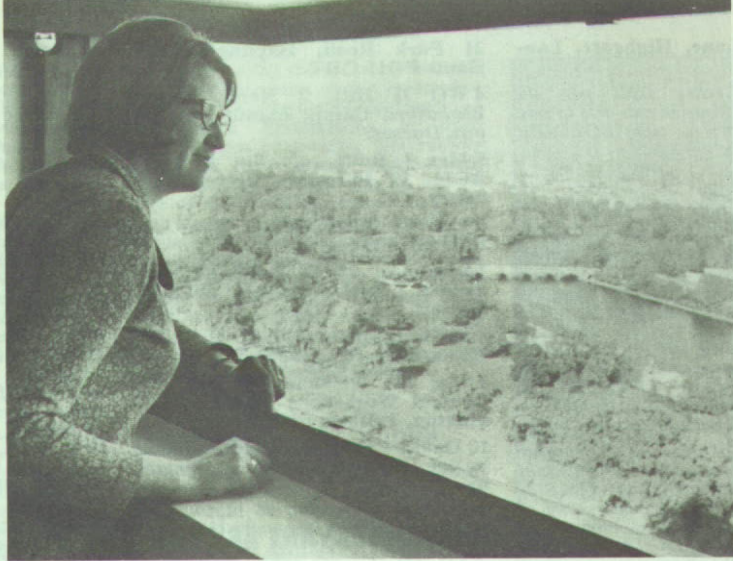
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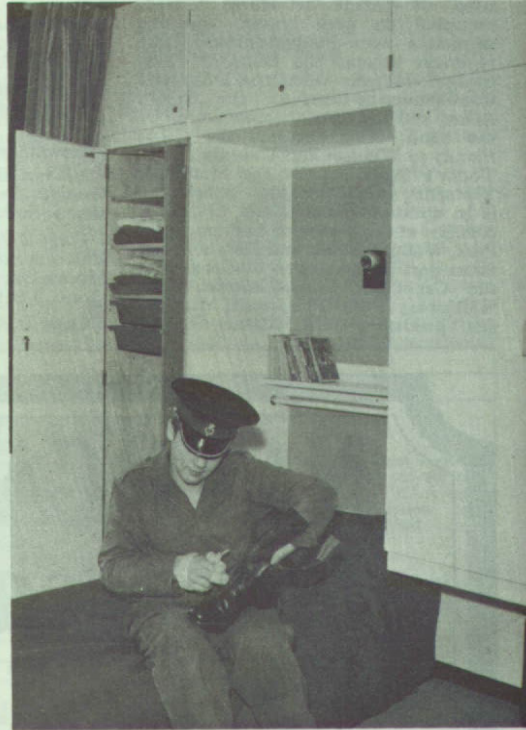
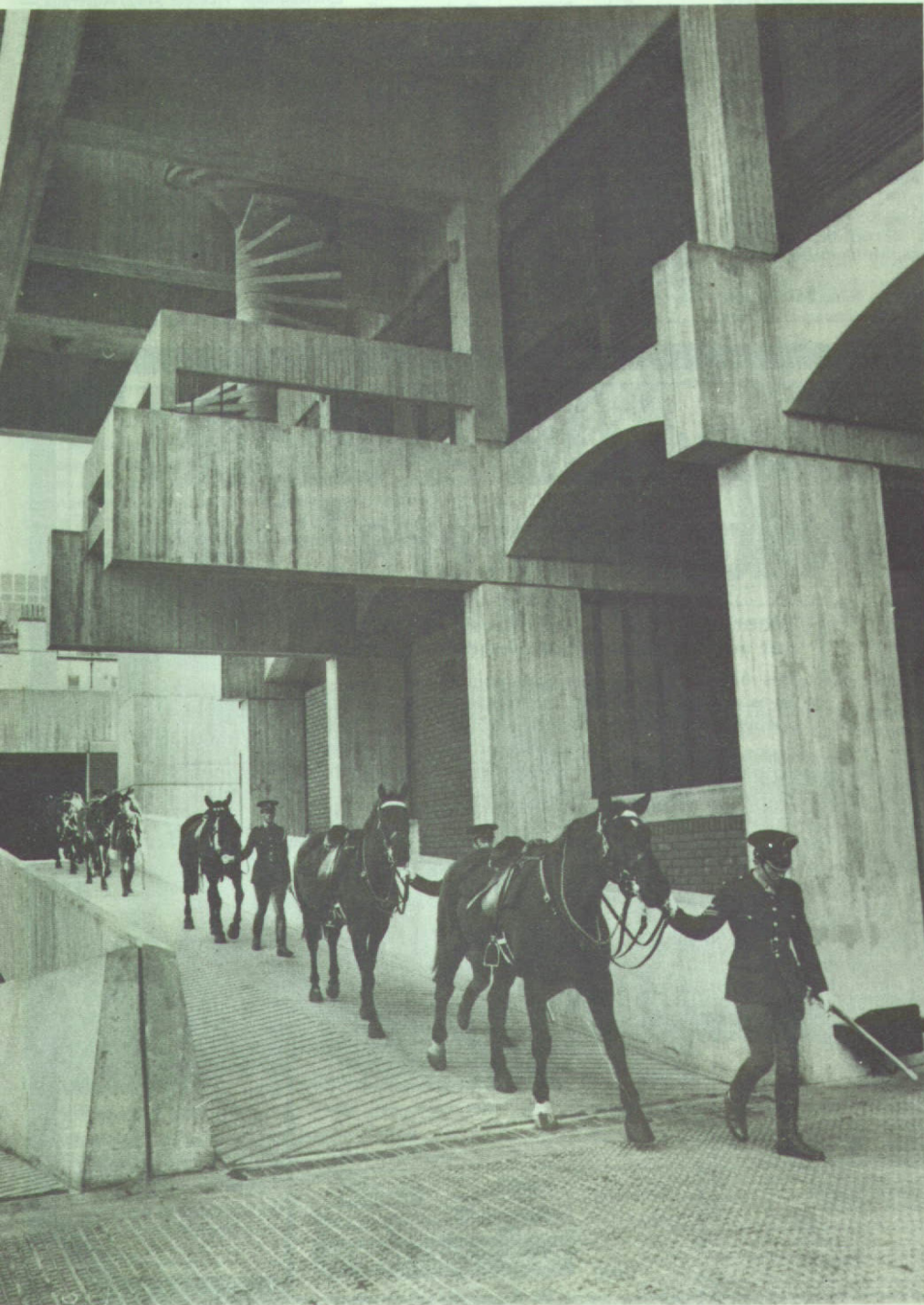
Knightsbridge Suite

THE 32-storey tower block of the new Hyde Park cavalry barracks points like a slender finger to the sky. Its architect, Sir Basil Spence, calls it a typical London tower with a richness of silhouette through which the light can be seen, like the Victoria Tower of the Houses of Parliament.

It is 66 feet square at the base which is not as large as many a suburban house plot and little more than twice the width of a three-bedroomed home.

The low-lying barrack buildings beside it are set out on a narrow strip of Crown land between Knightsbridge and the South Carriage Road on the edge of Hyde Park. The Household Cavalry has been quartered here since 1795 and these are only the third barracks to be built on the site. The last, erected in 1880, were demolished in 1965 because they were outdated and no longer adequate for the modern Mounted Regiment, Household Cavalry.

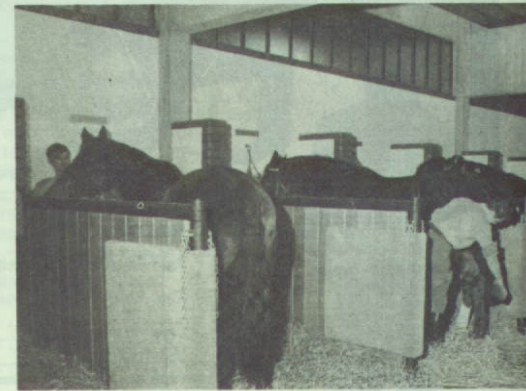
The new barracks cost about £3,600,000 and provide accommodation for 514 soldiers



There is plenty of cupboard space in the four-man rooms. Beds can fold up during the day.

Top of page: Top flat view of Serpentine as seen by corporal's wife Mrs Maureen Rankin.

Left: Easy ramps for the horses embody anti-freeze wiring. Below: Spacious stable room.



with flats for 122 families and stables for 273 horses.

Sir Basil Spence began planning the new buildings in 1957 and eight separate schemes were prepared and considered. Some of the alternatives included big squat buildings seven or eight storeys high and there was a plan for a much bigger main tower. In the main the new barracks are not as high as the old and are dwarfed by most of the business and residential buildings in Knightsbridge.

The initial problem was the smallness and awkward proportions of a site 395 yards long by 66 yards wide at the east end and only 24 yards wide on the west. The stables were incorporated into the widest end and the tower into the narrowest with the stableyard, used for ceremonial guard mounting and assembly, practically central. All buildings were kept as low as possible.

To save space the stables are in two storeys with connecting concrete ramps. Coils embedded in these ramps can be heated to prevent ice forming in cold

weather. There is space for two squadrons to mount in the new stableyard—never possible in the old barracks—and a covered area for use in bad weather. Soldiers are accommodated four to a room and there is plenty of specially designed cupboard space for their uniforms and equipment such as plumed helmets, breastplates and jackboots.

If this site, overlooking Hyde Park and the Serpentine, were available to developers it would undoubtedly be among the most valuable in London. The Army's restricted use of the air space leaves the view over the trees into the park unspoiled for residents of the Knightsbridge area.

The Household Cavalry has been here for 175 years and the area is ideal for the mounting of public duties in London with the park available as a necessary exercise space for the animals. The barracks are close to the Houses of Parliament, Buckingham Palace, Horse Guards Parade and Victoria railway station on which most state ceremonies converge.

Other areas in London, such as Wandsworth Common and Hampstead Heath, where cavalry barracks might possibly be built, are impractical in the light of modern traffic conditions and would entail long marches on congested roads.

If based at Windsor, the Mounted Regiment would need to use horseboxes—animals do not always travel well. The daily changeover would entail extra expense in time and money and there would still be the need for a preliminary mounting area before any ceremonial. Hyde Park barracks, where walls have purposely been built instead of railings, provide the privacy necessary for fitting and adjusting saddlery and accoutrements so that the troopers can emerge immaculate into public view.

While the need for horse mounted escorts and guards exists it is proper that soldiers and horses of the Household Cavalry Mounted Regiment should be quartered in the best possible conditions and as close to their work as is reasonable.



Earl Mountbatten and Field-Marshal Sir Gerald Templer take the salute as the Mounted Regiment moves in. The tympanum, saved from the gable end of the riding school of the old barracks (right), is set over the main entrance of the new and now incorporates a handsome clock.



BACK COVER



Modern in concept yet merging naturally and artistically with the tall trees of Hyde Park—the families tower of the new Household Cavalry barracks at Knightsbridge.

Picture by Leslie Wiggs

