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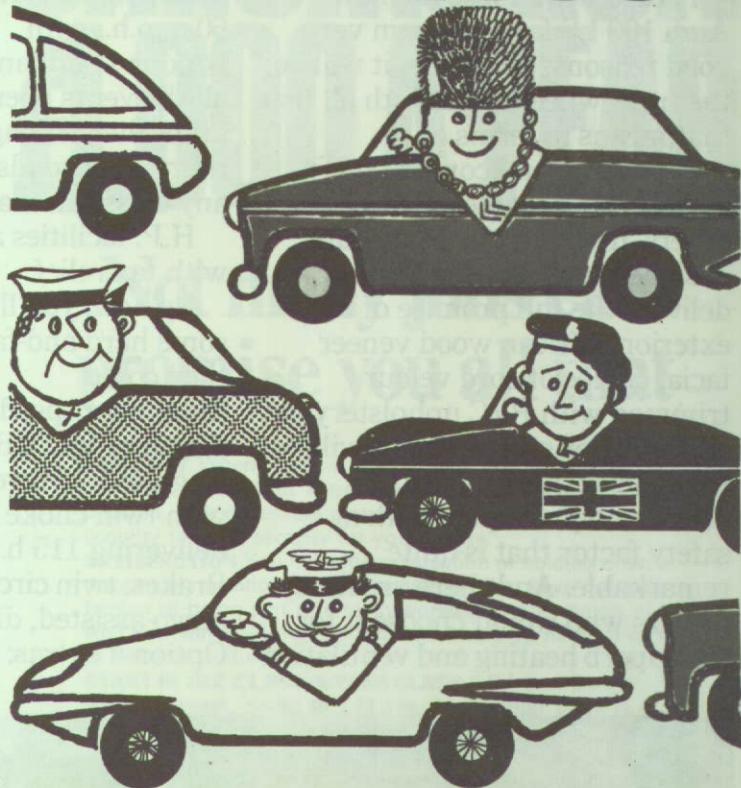
"Halt! Who goes there?"

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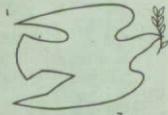
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See-the-Army

DIARY

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

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

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

JULY

- 9 Royal Tournament, Earls Court (9-26 July).
- 10 Army Art and Crafts Exhibition, Earls Court (10-25 July).
- 11 Cheltenham Tattoo (11-12 July).
- 12 Summer Show, Croydon.
- 12 Recruiting display, Liverpool University (12-13 July).
- 12 Dagenham Town Show (12-13 July).
- 12 1 and 3 Training Regiments, Royal Engineers, At Home and RE Association Weekend, Southwood Camp, Cove, Farnborough, Hampshire (12-13 July).
- 12 Open Day, Wessex Depot, Prince of Wales's Division, Wyvern Barracks, Exeter.
- 12 Basingstoke Tattoo.
- 16 Recruiting display, Liverpool Show (16-19 July).
- 19 Larkhill Day.
- 21 Army Week, Dover (21-26 July).
- 24 Dover Tattoo, Crabble Ground, Dover (24-26 July).
- 25 Nottingham Army Display (25-27 July).
- 26 Christchurch Tattoo, Bournemouth.
- 26 Army Air Corps Open Day, Middle Wallop.
- 30 Colchester Tattoo, Castle Park, Colchester (30 July-2 August).

AUGUST

- 1 Cardiff Tattoo (1-9 August).
- 2 Strensall Army Display (2-3 August).
- 2 Open Day, Royal School of Military Engineering, Chatham.
- 3 Royal Armoured Corps Open Day, Bovington.
- 9 Open Day and pass-off parade, Junior Leaders Regiment, Royal Engineers, Dover.
- 11 Army Week, Darlington (11-16 August).
- 15 Edinburgh Tattoo (15 August-6 September).
- 23 25th anniversary, Army Benevolent Fund, Gymkhana and Field Day, Gosforth Park, Newcastle-upon-Tyne.
- 27 Army Open Days, Plymouth (27-29 August).
- 29 Army Week, Leeds (29 August-2 September).

SEPTEMBER

- 3 Army Week, Keighley (3-7 September).
- 4 Army Week, Sheffield (4-6 September).
- 5 Recruiting display, Glasgow (5-7 September).
- 6 25th anniversary, Army Benevolent Fund, sponsored race, Sandown Park.
- 13 Shoeburyness Garrison (including 36 Heavy Air Defence Regiment, Royal Artillery) At Home.
- 13 Recruiting display, Rochdale (13-14 September).
- 16 Recruiting display, Blackpool (16-18 September).
- 18 Military Band Festival, Berne, Switzerland (18-21 September).
- 19 Berlin Tattoo (19-20 September).
- 20 Recruiting display, Blackburn (20-21 September).
- 20 Airborne Forces Pilgrimage, Arnhem (20-21 September).

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DIARY

continued

SEPTEMBER

- 20 Scottish Infantry Depot, Glencorse, Open Days (20-21 September).
29 British Week, Tokyo (29 September-5 October).

OCTOBER

- 6 25th anniversary, Army Benevolent Fund, Gala Night "Horse of the Year" Show, Empire Pool, Wembley.
10 British Week, Vienna (10-18 October).
24 Alamein Reunion, London.
25 Formation of The Royal Hussars from 10th and 11th Hussars.

NOVEMBER

- 8 Lord Mayor's Show, London.
8 Festival of Remembrance, Albert Hall, London.

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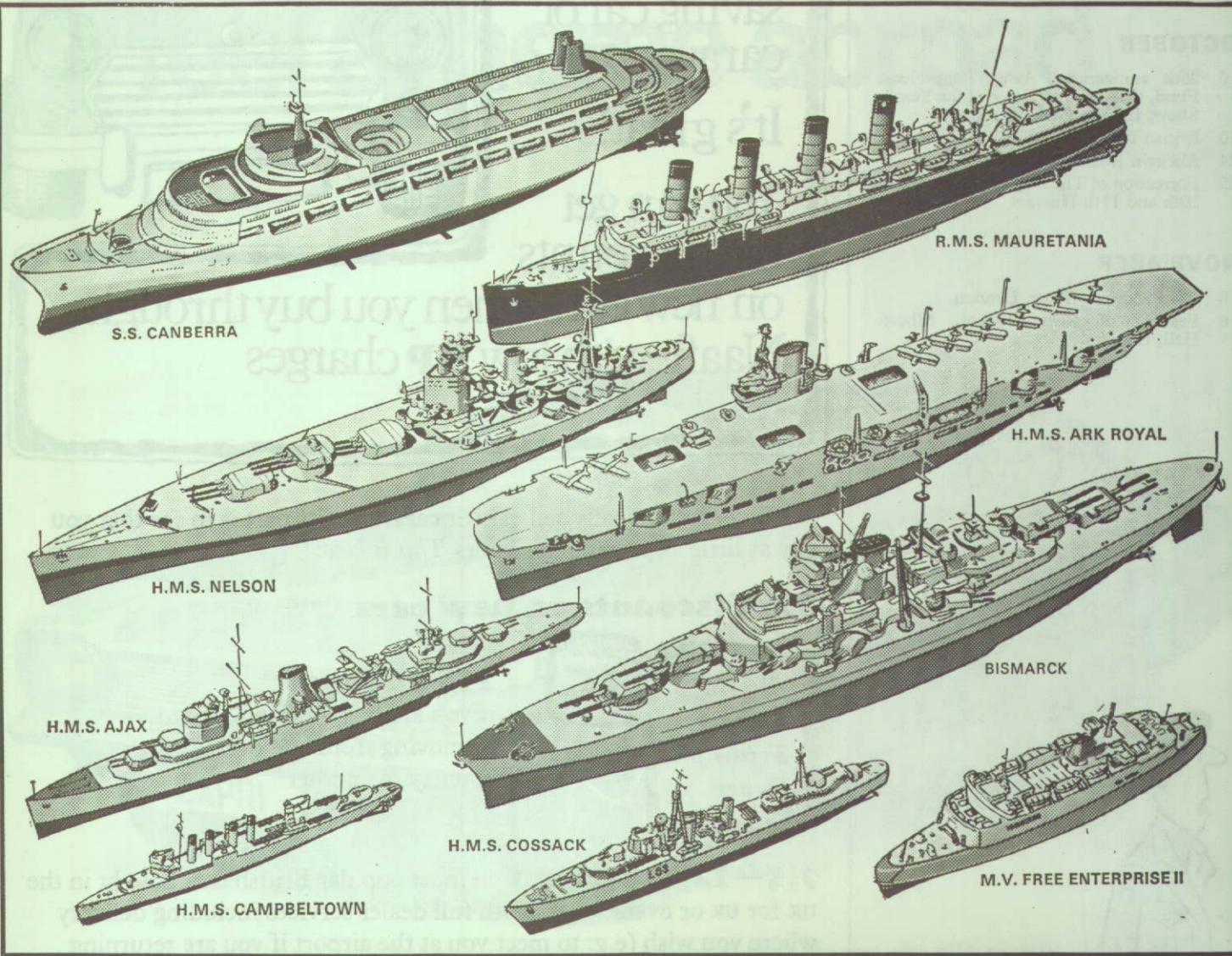


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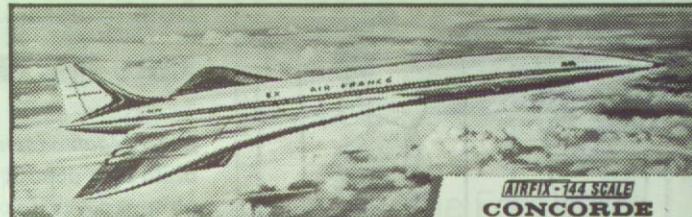
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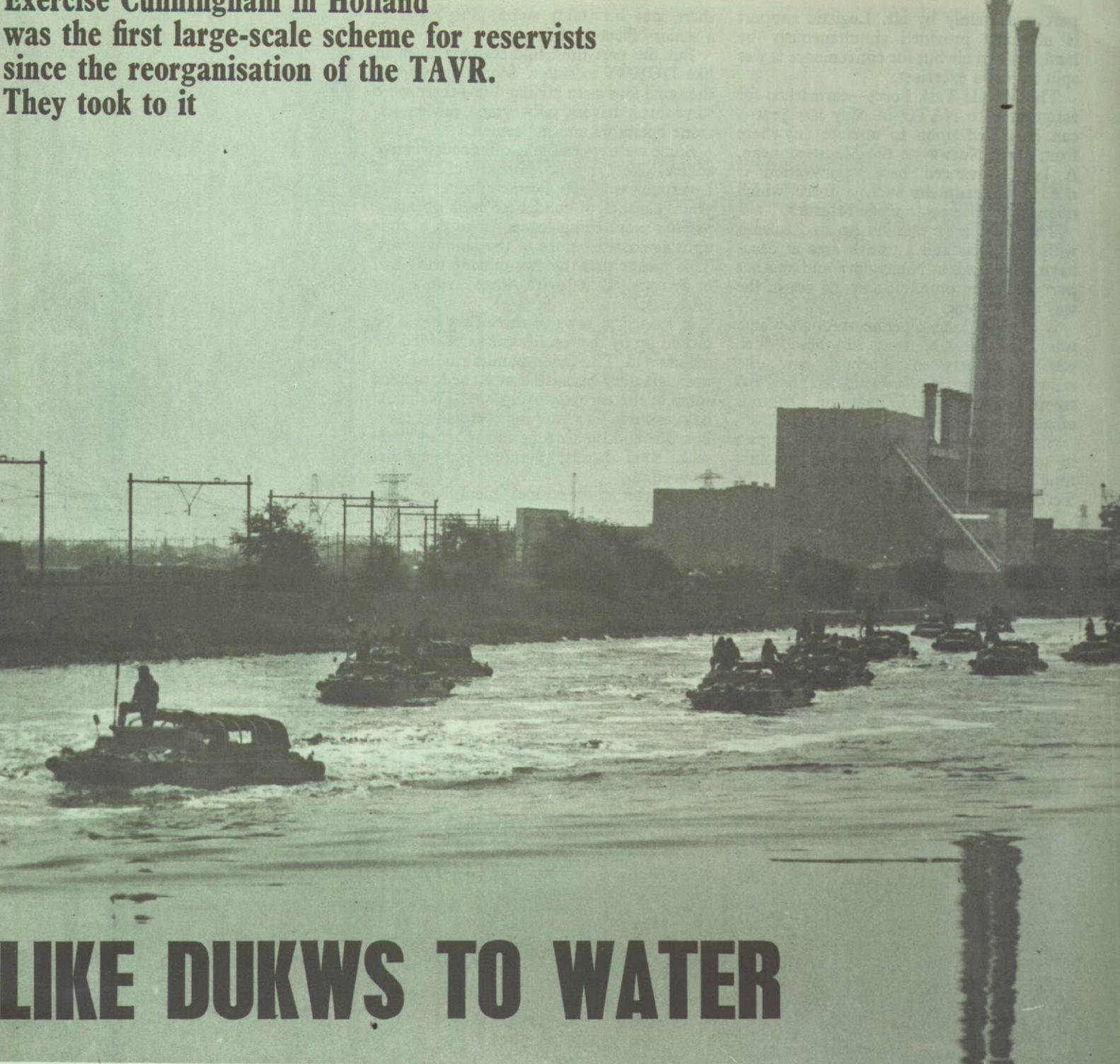


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**Exercise Cunningham in Holland
was the first large-scale scheme for reservists
since the reorganisation of the TAVR.
They took to it**



LIKE DUKWS TO WATER

WOMEN in lace bonnets stopped on the way to market, children in clogs waved from the canal bank and a local editor described it as "history relived."

The spectacle was a fleet of British Army DUKWs swimming along the windmill-lined Walcheren Canal. It was a poignant moment for it was through here in similar amphibian DUKWs that the British army of liberation had made its way just 25 years ago.

The saucer-shaped island of Walcheren was a strong point in the Atlantic Wall. Allied bombers breached the dykes in four places to flush out the German soldiers who had occupied the island for four years.

Some of the scars of war—tank traps,

cement blockhouses and gun emplacements—still remain. And at Westkapelle there is a stone tablet, engraved in Dutch and English, commemorating the assault landing of 4th Commando Brigade on 1 November 1944. Two thirds of them died in the attempt.

Past the port of Flushing, the 12th century town of Middelburg, through three locks and out into the inland lake by the picturesque village of Veere came the DUKWs.

"It was really an exercise in public relations. We could have motored them overland in a tenth of the time," said a Royal Corps of Transport major.

The local newspaper, Provinciale Zeeuwse Courant, had the day before

announced their arrival. "It was like old times again. The people here have the best remembrance of the British," Mr Gommert de Kok, the editor-in-chief, told SOLDIER. Queen Wilhelmina had arrived in the wake of those DUKWs and made the first speech in liberated Holland from the town of Middelburg.

British veterans of the liberation had been feted by the town on the twentieth anniversary in 1964.

The re-enactment was the dramatic opening of Exercise Cunningham. The exercise aim was to practise logistic support by sea of the United Kingdom Mobile Task Force.

It complemented Exercise Bold Adventure (SOLDIER, May 1969) where sup-

Above: Mirrored in the still water, a fleet of DUKWs chugs up the Walcheren Canal. It was a re-enactment of history. Walcheren island commanded the entrance to the key port of Antwerp. The dykes were bombed to flood the island, which was captured by the British in amphibians in November 1944.

STORY BY HUGH HOWTON / PICTURES BY ARTHUR BLUNDELL

port was mainly by air. Logistic support is normally provided simultaneously by land, sea and air but for convenience it was split into two exercises.

The Mobile Task Force—earmarked for assignment to NATO in May last year—can be called upon to operate anywhere from north Norway to the Mediterranean. A large advanced base organisation is needed to maintain such a force which might comprise up to three brigades.

This base area was set up in Zeeland, with two ports and a transit area at Sloehavn, a railhead at Nieuworp and another port solely for ammunition sited out of the way at Kortgene.

A 6½-mile long pipeline through which was pumped 400 tons of diesel fuel, was built between Sloehavn and the railway siding at Borssele. Nearly 400 troops were involved in handling 2000 tons of stores in the space of a week.

Since 2500 were reservists—taking part in such a large-scale exercise for the first time since the reorganisation of the Territorial Army Volunteer Reserve—

there was inevitably some “surplus fat,” a senior officer explained.

But the part-time soldiers took to it all like DUKWs to water. Many were doing the same jobs as in civilian life—there were stevedores, drivers, railwaymen, navigators, crane operators and policemen.

Some were even able to offer constructive advice, like Corporal James McKeown of Liverpool who has been a docker for 20 years. Cartons of condensed milk on metal palettes were being loaded in rows of four tight against the sides of the landing craft. This meant that the two outside rows had to be manipulated with slings on to a fork lift truck.

If loaded in rows of three they could be picked up by the forklift trucks unaided, he maintained. The nylon banding in use was unsatisfactory because it stretched, causing some of the cartons to slip out. This could be prevented by wrapping corrugated cardboard round the cartons and securing them with steel bands, pointed out another stevedore.

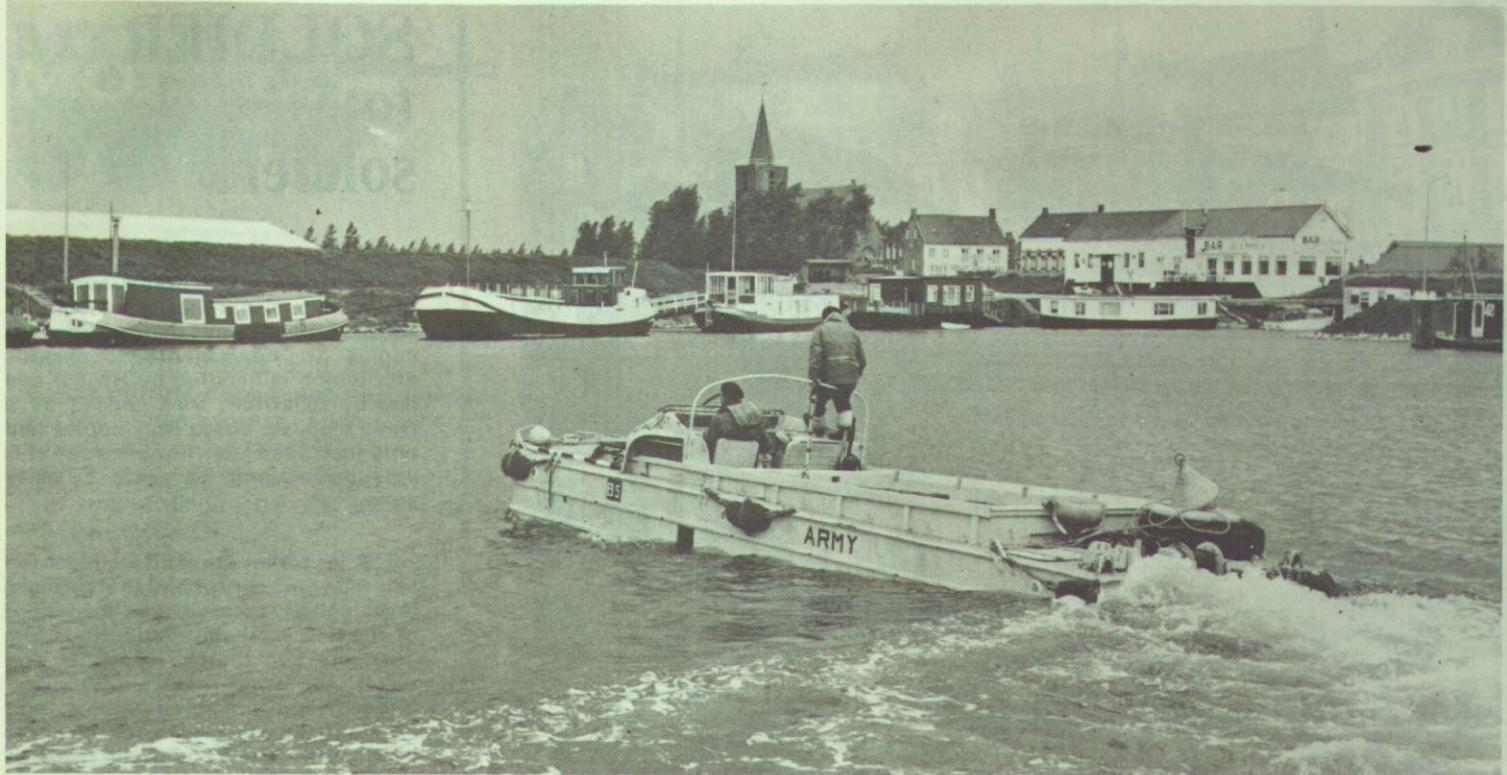
But the dockers had plenty to learn

(continued on page 12)

Right: Street scene in Middelburg. Traditional costume, like the lace bonnet and *oorijzer* (“ear irons”), is still a common sight. The gothic town hall in the background dates from 1452.

Below: A Mexeflot carries cargo from ship to shore. But silt disgorged from the dredgers in Sloehavn harbour meant this slipway could be used only three hours either side of high tide. A shipyard, chemical works and aluminium factory have been built here on land reclaimed since 1952.

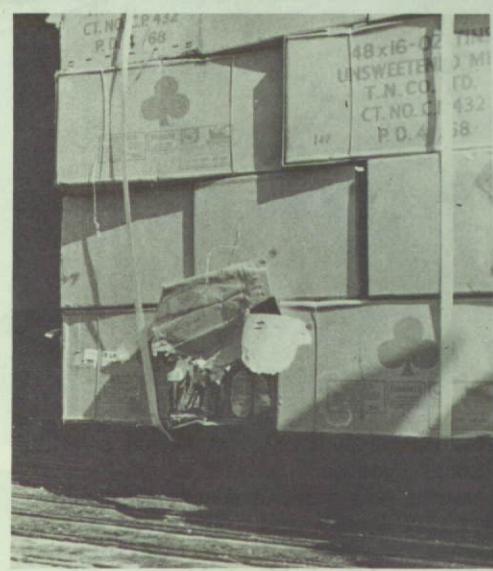




Above: DUKWs were incongruous craft at Kortgene, an international yachting marina. The British Army has had them since 1944. "But they are still very serviceable and we have been able to maintain 90 per cent availability every day on the exercise," pointed out a REME warrant officer.

Right: Private Derek Gillies, RAOC TAVR, has an appropriate job. He is the Scottish mid-heavyweight weightlifting champion. "I can do a squat of 450 pounds," he said, "but my forklift tractor takes one ton six hundredweight." Pte Gillies is pictured at work on the railway siding at Nieuwdorp.

Below: By DUKW and crane with eggshell care. Ammunition is handled with respect at Kortgene. These docks were operated by the all-regular 52 Port Squadron RCT. Obsolete 25-pounder shells were being returned to Britain while 120 and 105-millimetre tank ammo was en route to Rhine Army.



Above: Cartons that came adrift. Stores bound for BAOR from Britain were routed through the ports at Sloehavn and Kortgene—providing an exercise in handling a whole range of cargo.



Above: It was a busman's holiday for Private Ernest Lilley (centre). He is a coach driver in civvy street. Hemelvaartsdag (Ascension Day) was a public holiday in Middelburg. He and friends Corporal William Sanders and Lance-Corporal James Pettican took a turn on the tourist transport.

Below: Laying the pipeline. It was 6½ miles long and took less than a week. Through it were piped 400 tons of diesel fuel which had to be shipped back to Britain—normally it would have been aviation fuel for the RAF. TAVR men who built the pipeline included qualified civil engineers.



themselves. In the Army the job is called "freight handler" and it is much more versatile, taking in winch operating, driving fork lift trucks and cranes, as well as loading and unloading lorries, tugs and lighters and the holds of ships.

"They are not just humpers of boxes," stressed a port squadron officer. "A sergeant, for example, knows about the whole cycle of a port operation. Not only that, they work jolly hard. Most people don't know that a freight handler can work 18 hours a day on two meals and shift 40 times his own weight."

Their 15-day annual camp in Holland was no Dutch leave for the TAVR men. "It's rather more than doing a civilian job in uniform," said Captain Bob Cross of 280 Movement Control Squadron RCT (V). "Parade was at 0430 but one man turned up an hour late with some excuse

about waiting for breakfast which hadn't been ready. I told him that he must be on time because he was a soldier now." Captain Cross, who held a Regular commission in the Royal Artillery for six years, said he found "basically no difference" in running the railhead at Nieuwdorp and his railway freightliner depot at Leeds—"except that there are no overtime rates."

Lance-Corporal James Lee, of 1 Port Task Force Provost Company, Royal Military Police (V), was quite used to uniform. He is a constable in the Sussex Constabulary at Shoreham. He apprehended two civilians with dark glasses and cameras in the port area. "Name, address, place and date of birth!" he demanded, producing his notebook. The reply—"Hugh Howton and Arthur Blundell, SOLDIER Magazine, 433 Holloway Road, London, N7"

SOLDIER to soldier

SOLDIER apologises for the late publication of the May issue. This was due to a number of reasons. A further delay in distribution of copies to newsagents, bookstalls etc, which is handled by HMSO and not by SOLDIER, was caused by a trade dispute. These May copies had only just been distributed when this July issue went to press in early June.



The Victorian era, still represented way into this century by the barracks it so solidly created, has died hard in the Army. Social distinctions like "officers and ladies, sergeants and wives, and other ranks and women" blessedly disappeared years ago although there was a long struggle before the Army could rid itself of the odious description, "married families," and take to referring, like everyone else, simply to families.

Today we are still left with "other ranks," another outdated term which, although there is nothing invidious or derogatory implied in it, everyone would be glad to see replaced. But with what? SOLDIER tries to avoid using "other ranks" but finds it difficult to do so. Troops, soldiers, men—the word troops has also a specific meaning as a sub-unit of artillery and cavalry. Nor can one satisfactorily differentiate by using officers and soldiers or officers and men—officers are both men and soldiers.

Officers and volunteers, perhaps?



While officers and other ranks may be here to stay, in default of a better phrase, there seems no reason why in the modern Army an "other rank's" initials should officially follow his surname. Surely the initials—and full initials, not just one, should logically precede the surname, as applies in the case of officers?



In the 1969 national competition of the British Association of Industrial Editors, SOLDIER repeated its 1968 successes with an award of excellence in the house journals competition (the April 1968 issue was submitted) and by again winning the award for the best news picture—a photograph (November 1968 issue) by Picture Editor Leslie Wiggs of an old lady being lifted into a DUKW during the Molesey floods. In addition SOLDIER was awarded a certificate of merit in the class for the best photographic sequence—the floods pictures.



An eight-colour print of David Shepherd's painting of Arnhem Bridge has now been added to SOLDIER's range of military prints. This vivid depiction of the bitter struggle for the bridge is reproduced on page 27 of this issue.

FOR THE MECHANICALLY MINDED

Some model-makers are never satisfied. Tanks and cars, scaled to minute detail, are no good unless they have motors. Then they want remote and radio control.

Well, Tamiya Mokei of Japan can make even an inscrutable oriental modeller smile with satisfaction.

Just take their kit of the Chieftain. It has a motor and can be remote and radio controlled of course, but look at the detail—caterpillar tracks each of 83 individual nylon links with rubber treads; suspension system of coil springs and dampers; infrared searchlight, co-axial machine gun, smoke dischargers and periscopes (non-working); and about 160 different types of parts, the more intricate of which are made of metal.

Unfortunately it is of an early prototype which slightly differs in detail from the tank in service with the British Army. Nevertheless this is probably the best model of the Chieftain on the market. It is expensive—99s 11d basic, 130s with remote control—and would take an average part-time modeller from one to three months to complete.

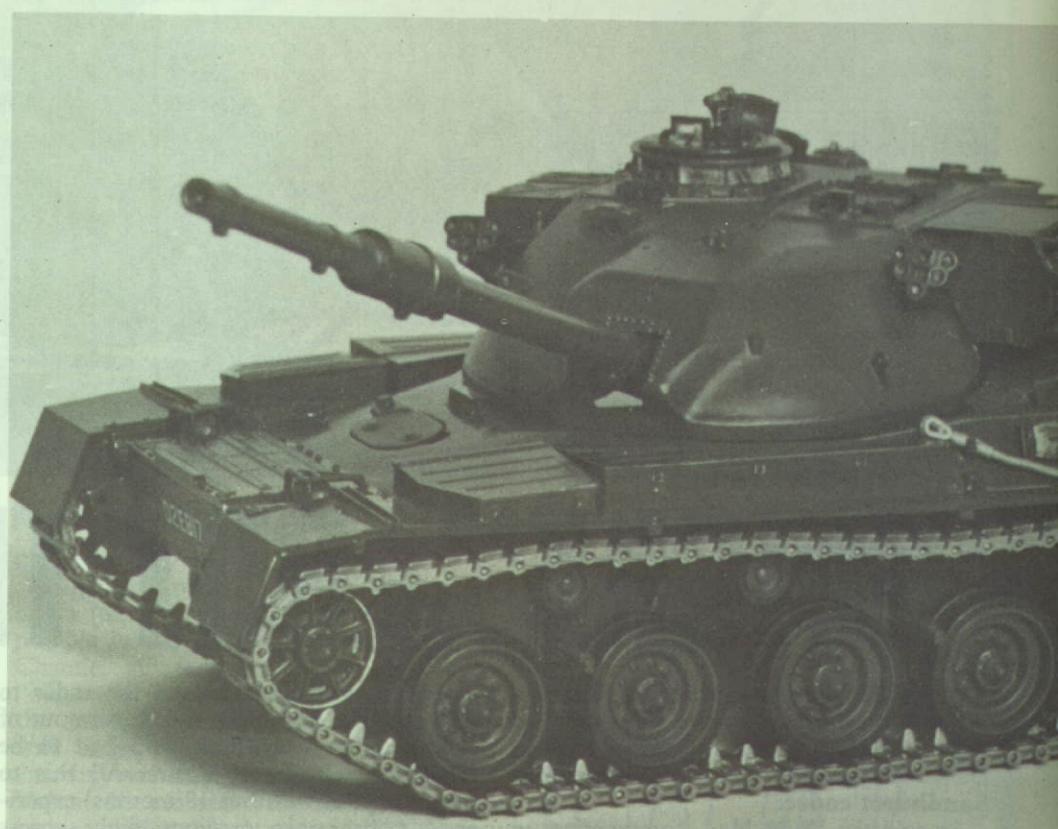
Other kits in the class are the American Sherman, Big Shot self-propelled gun, 75mm assault gun, and the German PzKw3, Panther and Rommel Jagd Panther. All are either 1:21 or 1:25 scale.

Tamiya also produce kits of British, German, American, French and Russian tanks, guns and armoured cars in 1:35 and 1:55 scale, but they are inferior in detail to the larger models. For example their tracks are of moulded rubber bands.

There are step-by-step instructions with exploded diagrams but some of the background information is suspect. Such as the note about the Saladin which claims that it "fought outstandingly during the Cyprus Emergency in the tough Troodos Mountains Campaigns." With the oriental confusion of the letters "l" and "r" the Saladin is alternatively referred to as a "Saradin." And the Japanese makers insist on calling the Chieftain a "Royal Army tank."

Modellers should also be wary of bending small plastic parts, such as hawsers, over a naked flame. Although this is advised in the instructions, the plastic usually melts or catches fire. It is better to bend them in a pan of boiling water. Another tip is to use a coat of matt polyurethane varnish over the paint. Matt paints leave too flat a surface and show up finger marks. The varnish not only gives a tough surface but dries with a dull sheen which is very authentic.

The kits of Tamiya Mokei Plastic Model Co are available in England from Richard Kohnstam Limited of 13 High Street, Hemel Hempstead, Hertfordshire. Richard

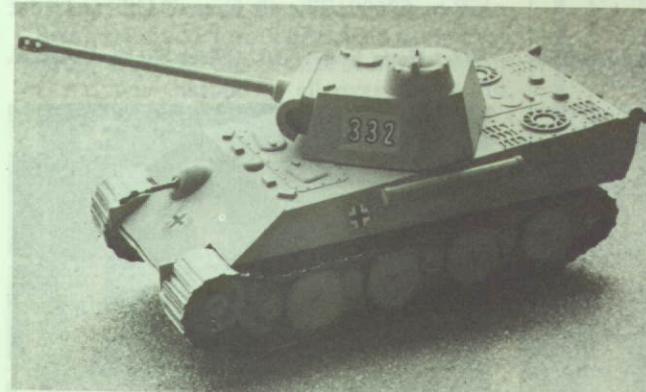


Above: The Chieftain, with skirting plates removed to show wheel detail. It has a metal gearbox and battery-powered electric motor.



Right: A Mark II Saladin in 1:35 scale. Left unpainted (as here) it has an unreal plastic appearance. Battery-powered and fast running.

Below: This tiny 1:72 scale German Panther has a friction motor driving rubber wheels concealed underneath. Transfers are included.



Kohnstam also market 1:35 scale motorised military vehicles under their own trade name of Riko.

For modellers of modest means, they

have a series of eight 1:72 tank kits at 3s 9d each. These tanks are of snap-together construction (needing no cement) and have friction motors.



Cadet David Wynne-Davies transfers to a Scout helicopter at Blackbushe airfield after his long flight from New York in a Piper Aztec.



generosity of serving and past members of the regiment."

Backed by a 17-man supporting team the two officers stood to win £4000, but airport delays thwarted them. Prince Michael was particularly unfortunate. His delayed flight from Kennedy Airport in an RAF VC10 was favoured by a strong tail wind which, but for the slow start, might well have made him a winner. In the other direction Captain Westropp arrived at Kennedy at the height of a severe storm—the only one that week—which grounded all helicopters. A hair-raising 17-mile dash on the back of a motorcycle through heavy rain and dense traffic with the speedometer sometimes touching 110 miles an hour helped to make up some of the lost time.

It was a gallant effort and to commemorate it the Daily Mail gave the Cherrypickers a blown-up photograph showing the whole team in front of their helicopter owned by a former member of the regiment, Captain Fred Barker.

In the same aircraft and fuming at the same frustrations was a four-man team from 44 Parachute Brigade TAVR. Three were civilian soldiers, all employed by British Petroleum: Captain Peter Tappenden, the team leader, Captain Robin Paul and Bombardier Derek Sheath. The fourth, Colour-Sergeant David Pask, is a Regular Army instructor at the brigade's headquarters.

Captain Tappenden, with a time of 8½ hours (he finished 11th out of 154 competitors in the Daily Mail's Bleriot cross-Channel air race ten years ago), said: "Naturally we were all disappointed about the delays but if there is another race we will enter again. The main object of entering was to publicise the fact that the Volunteers are still very much alive and kicking, and in this we succeeded. Although our Volunteer battalions in the North are almost up to strength, the units in the South need more recruits. But we are very selective and the standard is extremely high. We are looking for the type of man who seeks adventure and who wants to serve his country."

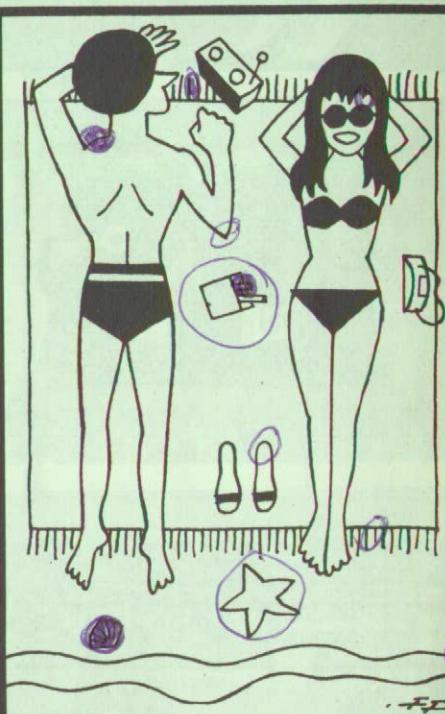
A third Army group flying in the VC10 was the two-man team entered by The Royal Regiment of Fusiliers—Second-Lieutenant Tim Merritt and 18-year-old Fusilier Derek Clark, who both clocked 8½ hours. Their expenses of some £250 were paid from regimental funds.

One of the pluckiest competitors was Captain Alan Clark, a member of the Grenadier Guards Comrades Association. Being confined to a wheelchair as a result of poliomyelitis did not daunt him. Captain Clark, who has flown all over the world, said: "Going in for a race of this nature is like entering for a race in the Olympics. It's for the fun of taking part, taking part in a tiny bit of history."

Men of the Guards Independent Parachute Company, helped him on his way from London's Post Office Tower to Heathrow Airport to catch a normal schedule flight to New York. There he was met by members of the Guards Comrades Association who escorted him to the Empire State Building. His time of 18 hours did not win him a prize but he had met the challenge and had the satisfaction of doing it "for the fun of the thing."

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 37.



"BROKE" - BUT THEY WON

PEOPLE who grumble that the youth of today are drug-crazed layabouts should take a look at David Wynne-Davies, a 20-year-old Sandhurst cadet."

So said the Daily Mail, commenting on the courage and sheer guts of this junior under-officer who, despite suffering intense cold and frozen feet for 20 agonising hours when the cabin heater in his tiny aircraft broke down, carried on to finish the course and win a £1750 prize in the Mail's transatlantic air race. This was a third share in the £5250 Butlin prize for the most meritorious non-winning British entry.

Accompanied by Mr Derek Johnston, chief instructor of Sandhurst's flying training scheme, Wynne-Davies, the youngest pilot in the race, completed the journey from New York to London in only four hours short of two days, having doggedly battled for 44 hours against bad weather and misfortune.

Wynne-Davies and his Piper Aztec light aircraft.

Generator trouble caused the radio to pack up, the navigation lights were out of action and a seven-hour stop had to be made in Iceland for repairs. All this to plague a pilot with but 18 months' experience whose only previous flight across water had been to the Isle of Wight, but whose immediate comment after it was all over—"a fabulous experience"—seemed to sum up the gay, indomitable spirit of a true son of Sandhurst.

Unable to get any sponsorship for their attempt the members of the Sandhurst team realised a week before take-off that they would have to go it alone financially. As team manager Captain John Wilsey, a company instructor at Sandhurst, said: "Quite simply, we were broke when I flew the Piper Aztec to New York in readiness for the race."

The aircraft was hired at £20 an hour and fuel and modification costs brought the bill to £2600. The air fares of Officer Cadet

Hugo Fraser and Junior Under-Officer Simon Langdon, entered in the hope of collecting prize money in other categories, and incidental expenses brought the total outlay to about £3500. The Fraser-Langdon gamble nearly paid off, for at one stage Fraser was in sight of £5000 only to be beaten an hour later by another competitor, while Langdon, flying in an RAF VC10 and second in the sub-sonic class, was overtaken by an RAF Harrier.

"But," said Captain Wilsey, "as the race week progressed and the success and publicity value of the Sandhurst attempt became obvious, funds were made available from Service sources and from regimental grants to make up the deficit over and above the £1750 won by Wynne-Davies. Now, if there is any money left over after all expenses have been paid, it will go to a Service charity."

Also taking part were Junior Under-Officer John Armitage, who supervised the

Cadet Hugo Fraser, J/U/Officer Simon Langdon.

C/Sgt Pask adjusting Prince Michael's lifejacket.

£1750

race from the London end, and Senior Cadet Corporal Robin Boon in New York. Fifty cadets and six officer-instructors were involved in one way or another. There were riders on specially tuned motorcycles, cadets with radio sets at strategic points along the route who, with the co-operation of the Metropolitan Police, ensured favourable traffic lights between the GPO tower and the helicopter landing point, control room operators at the Duke of York's Headquarters in Chelsea and helpers who sped the three flying competitors through airport formalities. The Scout helicopter which lifted them to a barge moored off Waterloo pier was flown by Lieutenant N Ouvry, of 2 Wing, Army Air Corps.

All the Army teams were unsponsored but the 11th Hussars' entry, spearheaded by Captain Prince Michael of Kent (7½ hours) and Captain Eric Westropp (8½ hours), was "not too much out of pocket," said Captain Westropp, "thanks to the

Capt Alan Clark helped by Guards Indep Para Coy.



The keys—whose keys?



THE Queen descended from the royal train, walked down a red carpet and was offered two bronze keys on a velvet cushion by a lieutenant-colonel.

"May it please Your Majesty to receive the keys of the ancient fortress of Portsmouth," said Lieutenant-Colonel David Charles-Jones, the station commander of Portsmouth/Gosport. The Queen smiled and stepped forward for a token touch of the keys.

This simple ceremony set the seal on The Great Key Controversy. The keys—they are 155 years old and do not actually open anything—had caused deadlock between the Army and the Lord Mayor of Portsmouth.

The senior Army officers in the station—traditional custodians of the keys—had always been in Portsmouth. They had included a royal prince and, in 1937-38, a Brigadier B L Montgomery. But when Headquarters Maritime Group, Royal Corps of Transport, commanded by a brigadier, closed down in April last year, the senior Army officer in the area became lieutenant-colonel commanding 20 LCT Support Regiment in Gosport. The Army decided to keep the keys in Gosport and ferry them across the harbour for ceremonial occasions.

The then Lord Mayor of Portsmouth, Councillor Dennis Connors, asserted indignantly: "Those keys leave Portsmouth over my dead body." The Mayor, a former Royal Artillery major, added: "It is absolutely wrong for the keys to go to another town. They should be looked after here by the Royal Marines." Replied an Army spokesman: "The Royal Marines and Royal Navy know that it is an Army privilege to look after the keys. They would not wish to usurp that privilege."

The Times called it a "quarrel," The Guardian a "squabble" and The Sun a "feud." And the matter was referred to the Queen. Buckingham Palace decreed that the keys should be kept in Portsmouth Guildhall—they are now on show in a glass case with civic regalia—but the station commander could have the keys on his

dinner table when he wished. The Army would continue to present them to visiting sovereigns.

The ceremony of the keys probably dates back to 1683, when the keys were delivered up to Charles II at the Town Gate. The present keys are copies of those to the two main gates of Portsmouth's inner fortress—Town Gate (which no longer exists) and Landport Gate (now in ruins). They were cast in 1814 for the visit of the Prince Regent, Duke of Wellington, Tsar of Russia and King of Prussia, following the signing of the Treaty of Paris, and ceremonially presented by the lieutenant-governor. Successive governors presented the keys to visiting kings and queens.

Portsmouth is one of the Army's oldest garrisons. Nearly 800 years ago King John ordered the first dockyard to be built there and sent troops to protect it. Until World War One, when naval training schools were set up on shore, there were always more soldiers than sailors in Portsmouth. The Army establishment has gradually dwindled and now there are only minor Regular units such as 45 Maritime Workshop, Royal Electrical and Mechanical Engineers (largely civilianised) and No 1 Maritime Stores Depot, due to close next year when the Royal Navy takes over all boat spares.

However, many Army ships are still berthed in Portsmouth Harbour. They include six tank landing craft, launches and motor fishing vessels converted for training purposes. The soldier-sailors—who wear polo-neck sweaters and sou'westers, eat in a "galley" and have an issue of rum at the captain's discretion—are good-humouredly called "The Pongolian Navy." Pongo is the sailor's nickname for a soldier.

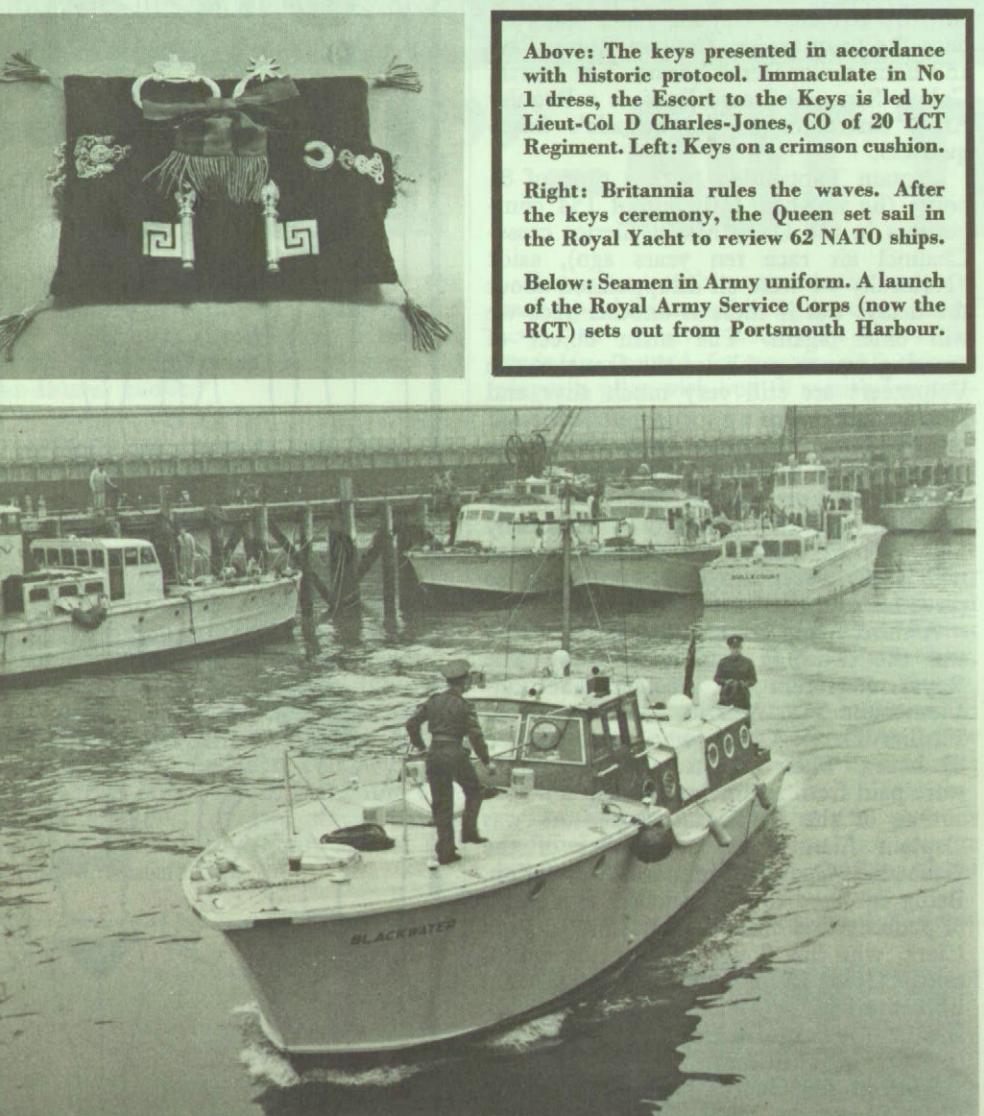
The Navy now vastly outnumbers the Army in Portsmouth but, as an officer of 20 LCT Support Regiment pointed out, "We have the most friendly relations with the Royal Navy."

Keynote: Other historic key ceremonies are performed at the Tower of London (nightly) and Gibraltar. The Queen was ceremonially presented with the keys of Gibraltar by the Governor in May 1954 at the end of her Commonwealth Tour.

Above: The keys presented in accordance with historic protocol. Immaculate in No 1 dress, the Escort to the Keys is led by Lieut-Col D Charles-Jones, CO of 20 LCT Regiment. Left: Keys on a crimson cushion.

Right: Britannia rules the waves. After the keys ceremony, the Queen set sail in the Royal Yacht to review 62 NATO ships.

Below: Seamen in Army uniform. A launch of the Royal Army Service Corps (now the RCT) sets out from Portsmouth Harbour.



REDCAPS' HAT TRICK

THE arduous Ardennes claimed 24 cars out of 43, but the redcaps raced to victory in the 14th International Liège Police Rally.

This was the third successive year that they had won the Colonel van Helleputte Trophy for military police. Now it is theirs to keep.

The Ardennes—scene of the Germans' last bid to break through the Allied western front in World War Two—is tough terrain. Roads are overshadowed by spruce and pine trees, and climbs of more than 1000 feet are followed by tortuous descents into the valleys. And much of the driving was done at night.

The 22-hour race attracted experienced rallyists from Germany, Holland, Belgium, France, Italy and all the Scandinavian countries plus a Metropolitan Police team in works Fiats with full Fiat support crews.

The odds had been against the Royal Military Police. First Captain Peter Hewlett-Smith, the team captain, fell sick and had to retire before the start. Then the team's top pair, Staff-Sergeant Henry Mackie and navigator Staff-Sergeant Paul Allen, went adrift at night.

Captain Roy Standring, the team manager, took over as captain. He put in a perfect performance which included the fastest military police time in the hills.

Sergeant Michael Kent and his navigator Sergeant John Mansergh were the first to cross the line at Liège's Place de Congrès early on Sunday morning.

The teams of Sergeants Kent and Mansergh, Captain Standring and Sergeant Tony Johnson, and Sergeants Edward Richards and William Moore took the first three places in their class, and were third in King Baudouin's team prize.



Above: Putting his men on the map. Captain Roy Standring, team manager turned driver at the last moment, put in the fastest military police time on the hills. He is flanked by Sgt Tony Johnson (right) and S/Sgt Henry Mackie (left).



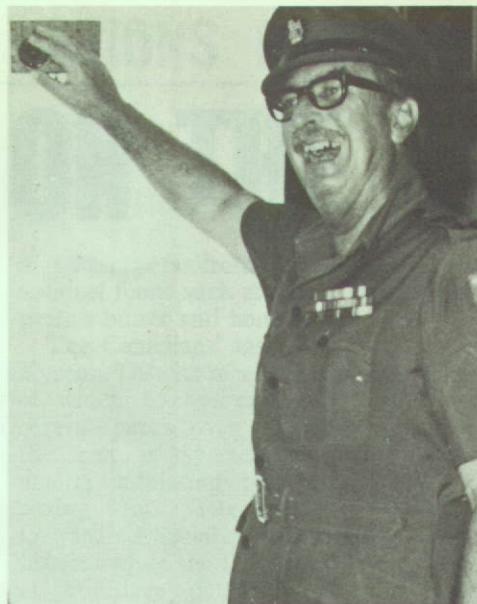
He drove blindfold and won a safe driving competition.

Corporal Said bin Daud of 32 Regiment, Royal Corps of Transport, receives his trophy from Major-General P G Turpin, Colonel Commandant of the RCT (left).

Driving blindfold—with the co-driver giving instructions—was one of the tests in the Far East Land Forces Safe and Skilled Drivers' Competition held at Nee Soon. Other tests were: driving a Land Rover over a serpentine course, manoeuvring a four-ton lorry into an awkward parking space, reversing a Land Rover and trailer, and blind-side parking a four-tonner.

Corporal Said was later declared the Royal Corps of Transport champion for 1969. He was found to have given the best overall performance in this and similar competitions held all over the world.

SWITCHED-ON PENG CHAU

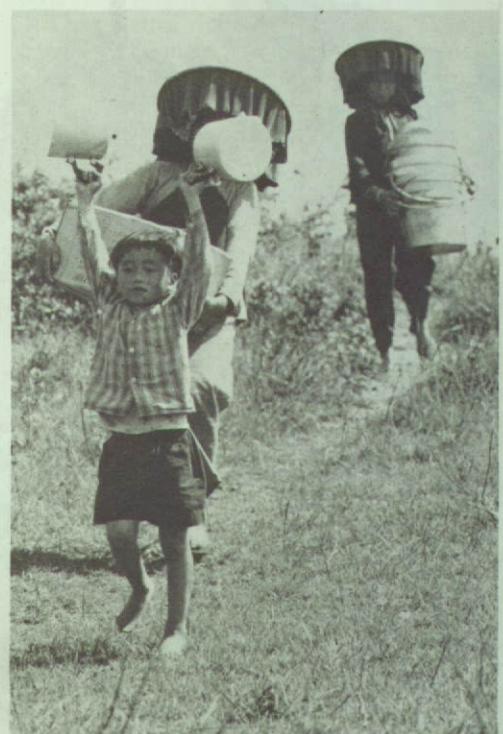


CYPRUS TOPS

End overlooking the village of Tsimba, occupied by Tanka, became refugees with their cattle around the perimeter and a no man's land between.

Left: The switching-on ceremony is performed by Brigadier E J S Burnett, the commander of 48 Gurkha Infantry Brigade. It heralded the entry of Peng Chau Island into the twentieth century.

Below left: Classes continue as light fittings are installed. **Below:** Women and children helped too by carrying essential stores and equipment.



MORE than 90 years after Edison first showed the world how to produce it, electric lighting has reached remote Peng Chau, the most northerly island in the numerous Hong Kong group and only one and a half miles from mainland China.

A party from C Squadron, The Queen's Own Hussars, comprising 20 troopers and Royal Electrical and Mechanical Engineers mechanics, manhandled the immense amount of material necessary, installed a generator, built a brick housing and wired up the village hall and school.

The task took three weeks to complete, with the men living in tents on the island, and the toughest part was getting the construction materials from the beach to the building site. Under a burning sun seven tons of bricks, six tons of sand, sixty 100-lb bags of cement and the generator had to be hauled up a 600-yard slope by trolley. The work took the score of troopers a complete week, even with the women and children of the island helping.

"Really, the whole job was difficult," declared Sergeant George Jackson, "but it was most worthwhile. The villagers definite-

ly appreciated what we were doing for them." Said Trooper George Campbell: "The Chinese were shy to begin with, but they became very friendly after they had got used to us living amongst them."

The generator produces 6000 watts to illuminate the school classrooms and village hall with 40-watt fluorescent tubes and the outbuildings with 100-watt bulbs. The housing for the generator, a nine-foot high brick building, 14 feet long and 13 feet 6 inches wide, was built by a few men with a little bricklaying experience assisted by others with none at all.

A large crowd noisily welcomed the Hussars when they returned to the island for the official switching on ceremony performed by Brigadier E J S Burnett, commanding 48 Gurkha Infantry Brigade. The village headman said: "Because of the geographical position of Peng Chau the standard of living is backward, the educational and cultural standard low. This gift from the British Army will help brighten up this village and this island and we will work to catch up with lost time. The villagers are very grateful for this gesture of love by Her Majesty."

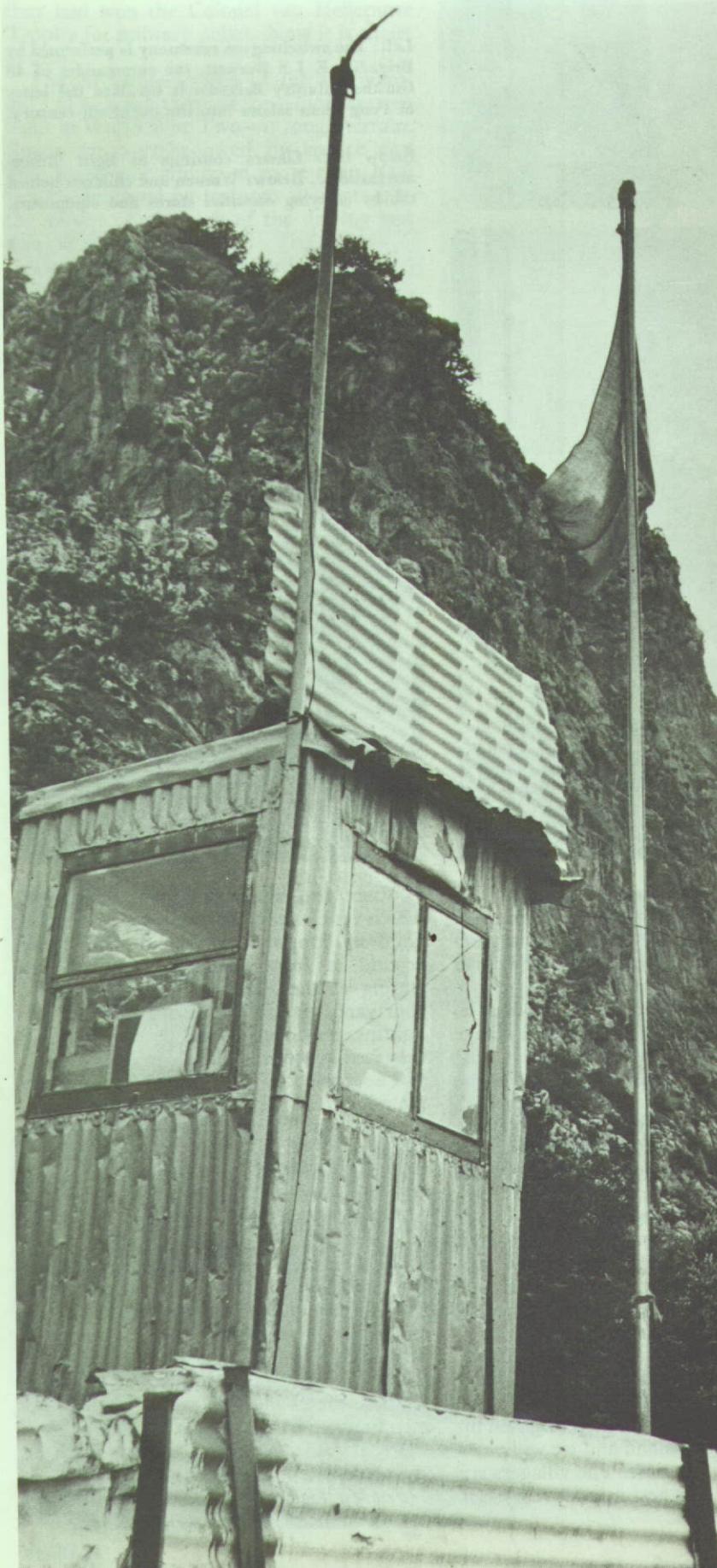
When the lights came on, the crowd, which included women with sleeping children strapped to their backs, milled around in front of the village hall just staring at the bulbs and the illuminated courtyard, possibly thinking of the dim lighting previously given by the oil lamps they had known all their lives.

The project is but one of many completed by the Services in Hong Kong to bring electric lighting to remote parts of the Colony.

Other schemes include camps for youngsters from the teeming city and Major N P J Henshaw, commanding C Squadron, is planning a project to tie in with a camp he is to run for boys of the Hong Kong Sea School.

The combined efforts of soldiers, sailors and airmen foster closer relationships with the civilian community, provides some of the best opportunities to mix and gives the Chinese the chance to see British Servicemen in other than a purely military role. In short, it leads to better understanding on both sides—a vital necessity today.

From a report by Donald Strange, Joint Services Public Relations, Hong Kong.



FROM hilltop to hilltop in Cyprus's Kyrenia range Greek shouts at Turk, Turk shouts at Greek. This is a daily matinée from high sandbagged positions across craggy, impassable ground and the performers are like Swiss yodellers, though in no way so sweet.

In between, on another prominence among the towering hills, a United Nations section occupies Saddle outpost. When the slanging match has gone on long enough to be irritating, Corporal Raymond Labelle of the "Van Doos" picks up a telephone and first one and then another of the yodellers stops to answer his call.

He asks them in the name of home and beauty to cease their shouting and allow the world to be quiet again. They stop. They have, apparently, done their duty for the day. The direct United Nations line to each of the opposing factions in their battle positions is one way in which UNFICYP controls the situation in this divided island.

This daily episode illustrates the tempo of the task the French Canadians of 3rd Battalion, Royal 22e Régiment, undertook in Cyprus—they are now back in Canada.

WITH THE UNITED NATIONS FORCE IN CYPRUS

CANUCKS ON THE HILLTOPS



and were earlier in Germany as part of their country's contributions to NATO. This Regular battalion of 450 officers and men, under Lieutenant-Colonel J B Riffou, conducts its affairs in French and is a closely knit and efficient military community.

The Van Doos (the nickname is from *vingt-deux*—22) are not unaffected by Canada's complete integration of its three Services. The battalion's information officer, Captain Vic Keating, was previously a flight-lieutenant in the Royal Canadian Air Force and his sergeant photographer a petty officer in the Royal Canadian Navy.

General John Allard, Chief of Canada's Defence Staff, served in the regiment which was founded in World War One by the late Lieutenant-General Vanier, later Governor-General of Canada. General Vanier was first to command the regiment and took it to France in Canada's expeditionary force. Founder's Day is celebrated annually on 21 October and, because they are allied to The Royal Welch Fusiliers, the Van Doos also celebrate St David's Day.

In Cyprus the battalion maintained direct contact with Canada through a "Spiceback" weekly flight which brought

it newspapers from the homeland and national foods such as maple syrup, spices, peanut butter and honey.

The Canadians' task was to control the Kyrenia District of about 275 square miles of which 60 are extremely craggy with several peaks over 3000 feet. Much of the rest is sparse "ambush" country among undulating small hills. When negotiating some passes the Van Doos sent forward advanced parties to occupy prominences while the troops moved through—a procedure perfected by the British soldier on the North-West Frontier of India more than a century ago and more recently used for the Aden-Dhala convoys.

Some of the tracks into the rocky hills of Kyrenia are difficult even for a jeep to negotiate and rations were delivered only three times a week to Saddle outpost, which was overlooked by 26 Greek and 32 Turkish bunkered positions.

The two-mile-long "Temblos Trail" which passes near the 1000-year-old St Hilarion Castle, the original fairy-tale castle of Walt Disney's Snow White, is broken, narrow and steep with acute bends and dangerous precipitous crumbling edges. It leads to the outpost of Trail's

End overlooking the village of Temblos, occupied by Turks, including refugees, with Greeks around the perimeter and a no man's land between.

From here the road leads gently into Kyrenia town where at Sami House was based the recce platoon with 12 jeeps and trailers mounting 106mm recoilless rifles and .5in machine-guns. The platoon was divided into two groups, one with a stand-by role as heavy weapon support and the other with a 120-mile patrol task round the battalion area every second day.

This patrol included a large Turkish enclave through which Greek vehicles could not pass except in convoy under police escort twice a day each way. In the Van Doos' area were 44 per cent of all fighters, Greek and Turkish, a total of about 12,000 men, including a battalion from Turkey.

Control was maintained by the Canadians in Kyrenia District, as by the remainder of the United Nations Force, through vigilance and reassurance. The movement of some refugee families back to their homes indicates that now a sense of security is returning.



The recce platoon at Sami House was expert at moving out fast in emergency. Its long patrols helped to maintain calm in the Kyrenia district.

Left is the outpost at Trail's End set on the side of a precipitous crag and overlooking the village of Temblos, a prospective trouble area.

Having delivered rations and mail to Saddle, the platoon jeep (right) goes back down the mountain. The track is twice as wide as Temblos Trail.



Front Cover

Saddle outpost—a corporal and three men—stood on a ridge between 26 Greek and 32 Turkish positions. In case the two factions made the outpost too hot to hold, the Canadians had a neat escape route—down a rope from the escarpment to the fields below. Trevor Jones's picture shows a Canadian on the escape route.

"Firelocks in good order zur!"



ITRE-CAPPED grenadiers primed their firelocks as red arrows streaked through the sky above. It could have been a historic battle. Except that the year was 1969.

The Red Arrows were the Royal Air Force's aerobatic team.

The grenadiers were boys of Hardye's School, Dorchester, in 1757 uniform of the 39th Foot (later The Dorset Regiment) borrowed from the regiment's museum.

And the place was the school playing field.

This was part of the school's 400th anniversary celebrations. Hardye's, founded in 1569, has long had a career bias to the armed forces. Old Hardyeans have won the Queen's Telescope at Dartmouth and the Sword of Honour and Queen's Flying Trophy at Cranwell. Since 1904, when the Volunteer Cadet Corps (predecessor of the present Combined Cadet Force) was formed, the school has contributed 238 officers to the three Services.

Practically the whole of the fifth forms belong to the Cadet Force, with about 30 sixth-formers as non-commissioned-officers. Among the cadets are two "hole-in-the-heart" boys and another partially crippled with polio. "They are as keen as mustard," said the headmaster, Mr A N Hamilton. "You can see them in the lunch hour pulling through rifles. They fire rifles and do swimming, canoeing and drill. But their normal job is looking after the stores and maps—and invaluable they are too. These lads are so jolly glad to do a man's job that they stick out their chests till the buttons pop off."

The Cadet Force trains on Wednesday afternoons and holds frequent camps. This year cadets have canoed down the Wye, trekked over the Brecon Beacons, route-marched for four days (bivouacking at night and cooking their own meals) in Northern Ireland, taken part in the Ten Tors cross-country race over Dartmoor, and are to go on exercise with 4th Royal Tank Regiment in Höhne.

No grenades or bayonets are allowed, but the cadets use the .22 rifle, Bren gun and the Mk IV .303 Lee Enfield rifle.

The Army section—numbering just over half of the CCF—is affiliated to The Devonshire and Dorset Regiment. This regiment is the first choice of most old boys who make the Army their career although the Royal Signals, Royal Engineers and Royal Artillery are also popular.

Their historical pageant was appropriate. Some boys wore replicas of the uniform of the original cadets of 1904—scarlet jacket with green facings, red-seamed black trousers and The Dorset Regiment cap and collar badges. The uniforms, made by some mothers, had only one improvisation—naval forage caps (with anchor embossed buttons) dyed black. Other cadets were in uniforms like that worn by one-time pupil Simon Old who fought with the 39th of Foot in the Battle of Plassey in 1757—mitre caps, red pantaloons, scarlet jackets with green facings, white kerchief and sackcloth belt. Only a keen-sighted regimental sergeant-major would have spotted the wrist watches and elastics-sided shoes...

Armed with muskets loaned by the Tower of London, these six Dorset grenadiers carried out contemporary drill.

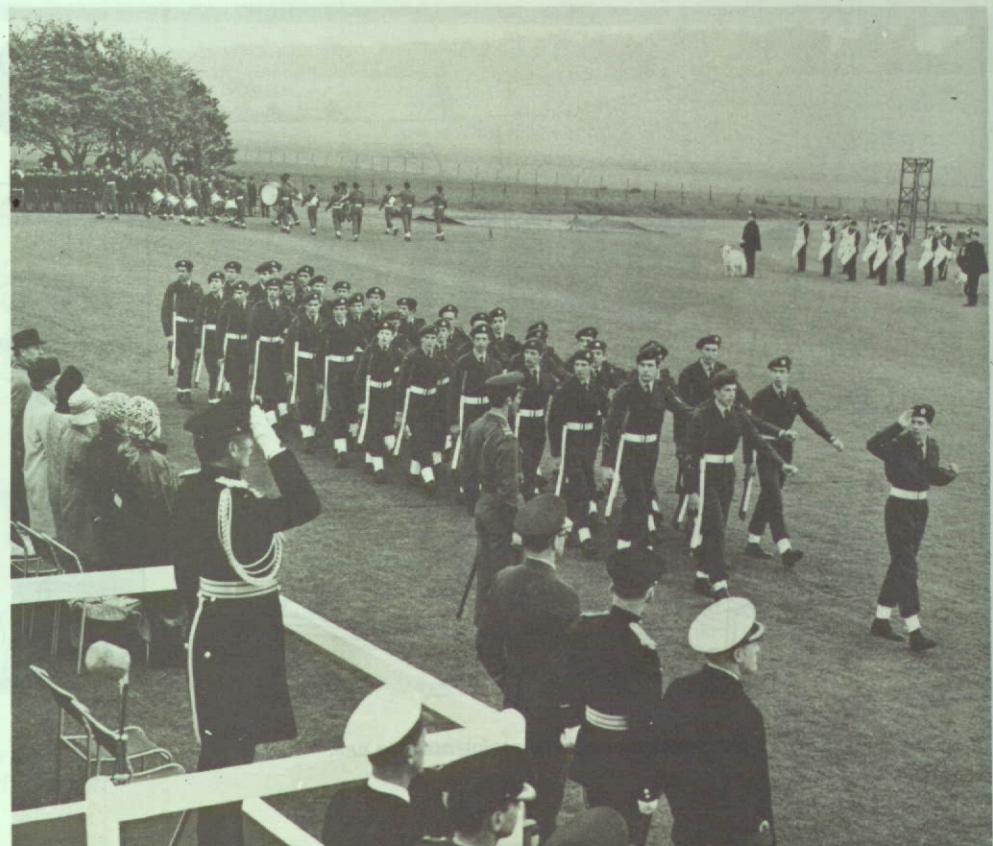


Directions were given in a rich scrumpy-and-clotted-cream accent: "Shoulder your firelocks!" "Firelocks in good order, zur!" They loosed off their muskets into the sky and the fifes and drums played "Lilliburlero."

The pageant was the idea of the headmaster, who read military history at Oxford and was a major in The Argyll and Sutherland Highlanders in World War Two. "We did a lot of research including reading eighteenth century Army drill manuals," he explained. 'Shoulder your firelocks' was a problem. Those muzzle-loaders are so jolly heavy you have to kneel down to hoick them up."

The headmaster's son James, who is at Sandhurst, was at the celebrations with three fellow officer cadets who are old boys of Hardye's. Others present were Air Commodore Clifford Turner whose son Colin is a sergeant in the RAF section of the CCF, and Old Hardyeans Group-Captain Richard Duckett and his son Flight-Lieutenant Richard Duckett, who piloted one of the Red Arrow jets.

Left: Military might then and now. Boys in 1757 uniform of the 39th Foot watch the Red Arrows trailing smoke. Above: Firelocks at the slope. Right: The RAF section's eyes-right for General Sir Charles Harington, the inspecting officer.



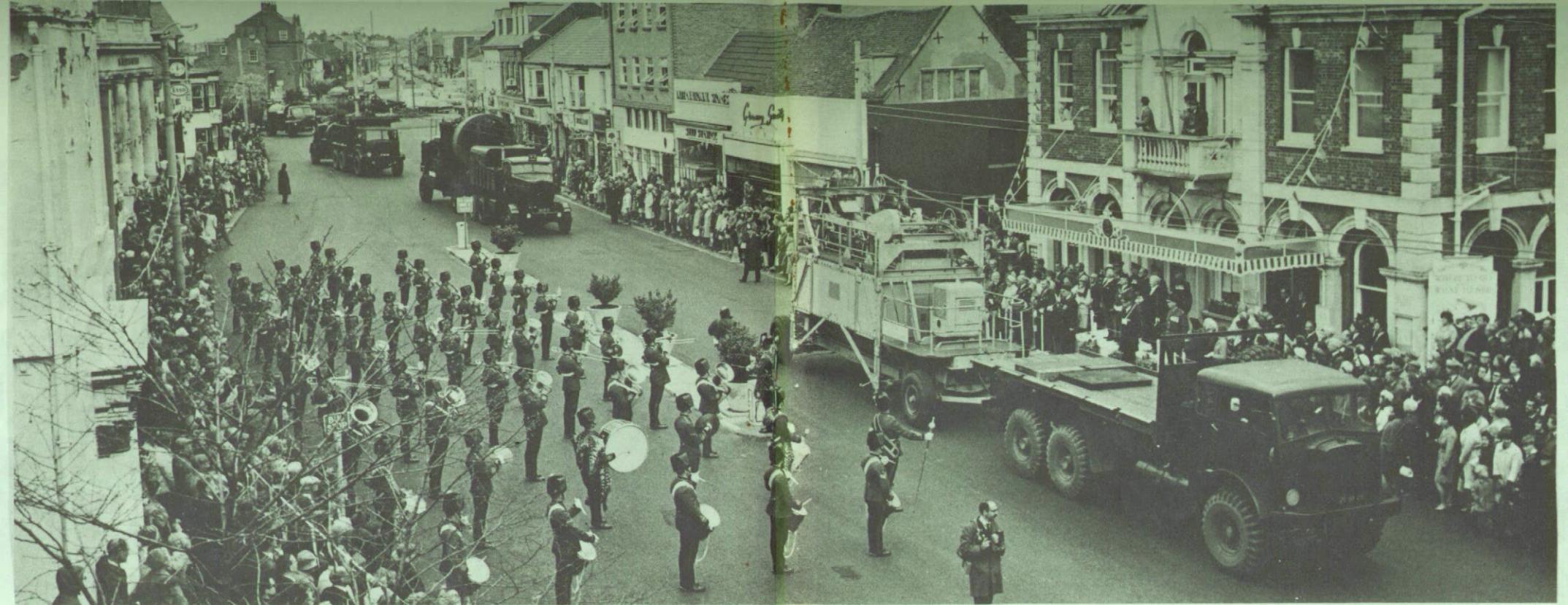
Dozer Tractor Crusher Mixer . . .

IT was a Mexe-can fiesta—a cavalcade of the Army's tracked and wheeled oddities instead of the usual seaside carnival procession of fancy dress and decorated floats.

There were cranes, bulldozers and tractors, mobile stone-crusher and asphalt mixer, armoured personnel carrier and mechanical minelayer, Chieftain tank bridge—and Chitty-Chitty-Bang-Bang.

The Hampshire resort of Christchurch—where there are still houses with dormer windows and roofs green with moss and lichen—had just granted the Freedom of the Borough to the Military Engineering Establishment (MEXE).

Dressed in fur-lined civic red robes, tricorn hat and gold chain of office, the Mayor, Alderman Mrs D Baker, had inspected the neat ranks of Royal Engineers, Royal Corps of Transport, Royal Army Ordnance Corps and Royal Electrical and Mechanical Engineers. Then she spoke about the town's pride in MEXE. The establishment, famous for the invention of



the Bailey bridge, now had an international reputation in Commonwealth countries and NATO. MEXE formed an integral part of the town and had shown "exceptionally loyal support to the borough" during its 50 years there.

The Borough has reason to be grateful to the Establishment. It has helped in the local carnival and regatta, excavated the site of a swimming pool at a school and erected a boom across the harbour to keep out the oil slick from the Torrey Canyon.

Granted the right to march through the town "with bayonets fixed, band playing,

drums beating and Colours flying," MEXE put on a mini May Day parade of modern military hardware of 29 vehicles, with a model of the mythical film car Chitty-Chitty-Bang-Bang, made by MEXE apprentices, for good measure.

The illuminated freedom scroll, contained in a casket made of old oak from the Priory Church, was presented by the Mayor to the Director of MEXE, Mr R A Foulkes. In exchange she was given a silver mace made in the MEXE workshops and bearing the crests of both Christchurch and MEXE, and badges of Army units stationed there.

Mini May Day in Christchurch with a drive past, the Royal Engineers Band and a mayoral salute.

The site was chosen because the River Stour ran alongside the barracks and a tidal river was essential for development of bridging and obstacle-crossing equipment.

In World War Two, MEXE manufactured 400 miles of Bailey bridging—some of which was used in the Rhine crossing. MEXE is now responsible for research and development of all engineer equipment, bridging, military roads and airfields, fuel, water and power supplies and mechanical handling equipment. It has a staff of 16 military and almost 800 civilians.

Parading

on wheels or tracks were:
Generator Land-Rover and blood storage trailer
Workshop Land-Rover and welding trailer
Field water supply set
Airportable rough terrain fork lift truck and cargo trailer
Armoured personnel carrier and mechanical minelayer
Experimental water jet propelled tug
Truck-mounted crane
Rough terrain crane
Light wheeled tractor
Truck-mounted trackway dispenser
Motor grader
Mobile trench digger
Heavy wheeled tractor and scraper
Road roller with retractable wheels
Multi-wheeled pneumatic-tyred roller
Mobile stone screening plant
Mobile stone crusher
Dump truck and mobile asphalt mixer
Bitumen spray tanker
Stone drier for asphalt plant
High-speed road surfacing vehicle

Dynamometer vehicle
Heavy ferry equipment
Heavy floating bridge
Airportable bridge
Inflatable ditch crossing device
Experimental bridge transporter
Chieftain tank bridge
—and Chitty-Chitty-Bang-Bang

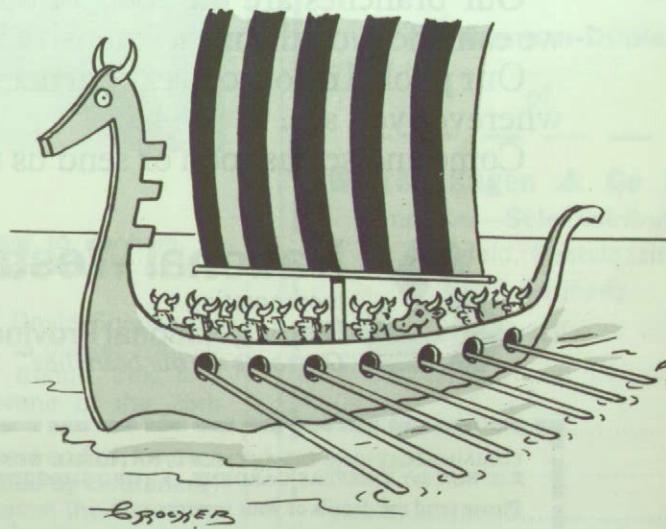
HUMOUR



"They've just amalgamated six regiments into one."



"Don't argue with the colonel! If the computer says you're a WRAC, you're a WRAC—and you're improperly dressed!"





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Above: The winning goal that had the keeper groping. The scorer is L/Cpl Matheson in the dark shirt.

HIGHLANDERS ON TOP

IT was a repetition of the World Cup—a team from Britain beating a team from Germany.

This time the trophy was the Infantry Challenge Cup. The 1st Battalion, The Queen's Own Highlanders, were top of 28 teams in the United Kingdom. Their opponents were 1st Battalion, The Kings

Own Scottish Borderers, who were Rhine Army Champions.

They met in Osnabrück and the Highlanders won by two goals to one. Lance-Corporal Donald Matheson, the Army fullback, scored both their goals while Lance-Corporal Jim Sherry kicked for the KOSB.



ARNHEM BRIDGE

This year's annual pilgrimage of The Parachute Regiment to Arnhem, in September, will have special significance as the 25th anniversary of the famous battle.

The worldwide interest shown by readers in the print of David Shepherd's painting, "Oosterbeek Crossroads," has prompted SOLDIER to market another of his Arnhem paintings, that of the fighting on Arnhem Bridge. This is a magnificent picture in its own right and a splendid souvenir of the 25th anniversary of the action.

This painting was commissioned in 1963 and depicts the west end of Arnhem Bridge with 2nd Battalion, The Parachute Regiment, commanded by Lieutenant-Colonel (now Major-General) J D Frost, in bitter fighting against the Germans.

The print is in eight colours and, including a white border, measures 35 $\frac{1}{2}$ x 24 inches. The actual illustration size is 35 x 21 $\frac{1}{2}$ inches. The print costs £3 15s including packing and postage to any part of the world.

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Fifty guests turned up when 4 Company, Women's Royal Army Corps, held a reunion in Singapore that will long be remembered. Ex-members of the WRAC and its wartime predecessor, the Auxiliary Territorial Service, represented a complete cross-section of Singapore's business, social and Service life. Reminiscences over afternoon tea included tales of manning anti-aircraft guns during the Battle of Britain and driving ambulances and supply trucks in France after the Normandy landings. Picture shows Mrs (159548 ex-sergeant) Kathy Beardsell, who served with a heavy ack-ack unit; Mrs Diane Barlow, a wartime major (cutting cake); and Private Denise Comer who enlisted two years ago and trained in the most modern "powder puff" barracks at Guildford. Said Denise: "After speaking to some of the ex-ATS girls I realise how luxurious things are by comparison to their Spartan Service days they did a great job in all sorts of places."



The Royal Army Medical Corps pipe quartet won first prize—a quin-sized bottle of Grant's Standfast whisky—in the main piping contest at the Festival of Scotland Highland Gathering at Richmond. Lord Craigmyle, a patron of the gathering, presented the quin to Pipe-Major G K Spears while Grant's sales manager Keith Tucker (centre) and area representative Chris Christian (left) congratulated the lucky soldiers on their success.

Change to No.1. The Reliable One
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"Men alone"—the Glorious Glosters who gained America's highest honour for collective bravery in Korea and who won their back badge when they stood back to back in battle at Alexandria in 1801. The Duchess of Gloucester flew to Berlin to spend the day with them at this year's back badge ceremony when they trooped the Regimental Colour for the first time since World War Two. Over 120 old comrades chartered an airliner to be there. Next year they amalgamate with The Royal Hampshire Regiment.



A seven-day adventure training exercise in the Far East took ten soldiers of 3 Squadron, Royal Corps of Transport, to the top of 7162-ft Gunong Kubu, the second highest mountain in West Malaysia. Most of the trip was spent in dense jungle and there was a one-night stop in an aborigine settlement at Fort Brooke. A bamboo bridge made to carry eight-stone locals was something of a hazard for Driver Reg Fisher (above) at 14 stones but the remainder of the party knew it was all right when he had crossed.

Left, Right and Centre



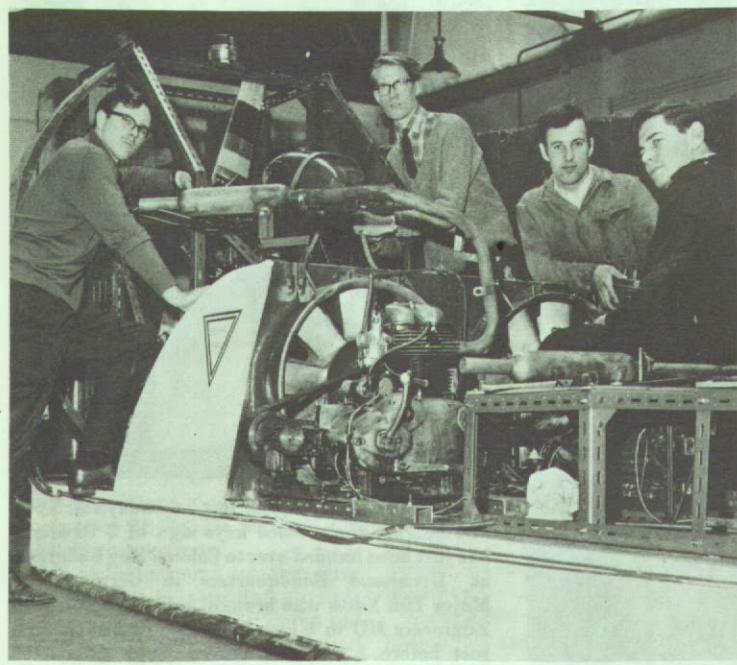
When the Greater London Council conducted hovercraft trials on the Thames it sent a special invitation to members of 151 (Greater London) Regiment, Royal Corps of Transport (Volunteers), to take part. The Corps is responsible for operating the Army's hovercraft and during the Thames trip



A ten-foot cavalry lance, lost in Malaya in 1946 and bearing the crossed keys sign of 2 Division, has just been handed over to Colonel Roy Redgrave at Divisional Headquarters in Germany by Major Tim Yates who brought it from the Gurkha Engineers HQ in Kluang. The lance disappeared just before 2 Division moved from Malaya to Germany after World War Two and was spotted recently by the Engineer-in-Chief, Major-General J H S Bowring, in the sergeants mess in Kluang when paying his first visit as Colonel of the Gurkha Engineers. Inscriptions on the six silver rings helped him to identify it. No one knows how the lance was "acquired" by the Engineers but Colonel Redgrave said: "We are very pleased to have our old lance back and from now on we shall look after it very carefully. The replica will not be discarded; it will go on exercises."



Old comrades of many famous cavalry regiments assembled in Hyde Park for their annual parade and service which this year marked the 45th anniversary of the unveiling of the cavalry memorial. Organised in five divisions and 20 regimental parties with five bands, the parade marched past Lieutenant-General Lord Norrie and Field-Marshal Sir Richard Hull. Major-General J A d'Avigdor-Goldsmid laid a wreath on the memorial and trumpeters of the Household Cavalry (pictured above) sounded Last Post and Reveille.



Four young men at the Royal Military College of Science aim to build a family hovercar that will seat four and cost a modest £700 when mass produced. Ed Billiet (left), a student at the College two years ago and now working there as a civilian, thought of the idea and has been assisted for the past year by Lieutenants Howard Jarvis, Viv Hoyle and Roddy Mullin. Working on Wednesday afternoons only, they have concentrated on a craft that is not designed to cross water but should be excellent for family outings. Their total outlay has been about £150 but the value of the equipment used is nearer £1000. Three "scrounged" motorcycle engines provide life and propulsion while two fans to create an air cushion came from a Centurion.

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NATOCARS

Nor all that glisters, gold

THE colonel leaned across his desk and spoke to his intelligence officer: "We must get to the bottom of this business. You know that information is being passed concerning some of our regiments. Our man Thompson, who was posted at the Casino last night, actually witnessed the meeting of two contacts. In fact he even overheard one say to the other, 'I spin to equal his money.'

"Thompson is certainly very dependable." The intelligence officer raised his eyebrows but said nothing.

The colonel continued: "We were very fortunate in obtaining a copy of the message that was passed between them. As you see, it reads

2141 4114 411 313 1 41441

"We must know what it means."

The intelligence officer got up to go but the colonel stopped him: "There is one other thing that may help you. Thompson noticed that one of the contacts had been reading last month's SOLDIER. Here it is." The intelligence officer was astonished to find the front cover marked

S O L D I E R
4 1 3 2 1 1 4

On being dismissed by the colonel he went off and made up a set of five numbered wheels. He inscribed letters on each of these wheels which, combined, covered the whole of the alphabet although no letter was duplicated nor did any wheel contain an odd number of letters.

One wheel contained only the vowels and Y. No wheel had more than eight letters on it and all the letters on Wheel 4 were in the second half of the alphabet. Only Wheel 3 contained four letters and these were consecutive. Z was in an odd numbered wheel. One wheel had the same number of letters as another but no wheel number corresponded with the number of letters on it. All the letters on Wheel 2, which were fewer than those on Wheel 4, were in the first half of the alphabet. X was not in Wheel 4 but P and Q were.

The intelligence officer then set to work to break the code. He had a little trouble with 4114 until he realised that in this word the consonants were consecutive letters of the alphabet. He was not surprised to find that the only Q was followed by U, and he discovered that O appeared in two words only, each of which also contained I. It took him rather longer to find the word with the medial N.

Had he known at the outset that the message did not use the letters B C D F G J K R V or W he could have saved himself a lot of work. However, with the aid of the wheels he deciphered the message and, with a broad grin, reported back to the colonel.

Can you see what amused the intelligence officer? Send your answer—the decoded message—on a postcard or by letter, with the "Competition 134" label from this page, and your name and address, to:

The Editor (Comp 134)
SOLDIER
433 Holloway Road
London N7.

This competition is open to all readers at home and overseas and closing date is Monday, 13 October. Answers and winners' names will appear in the December SOLDIER. More than one entry can be submitted but each must be accompanied by a "Competition 134" label. Winners will be drawn by lots from correct solutions.

The closing date of this competition has been extended to ensure that overseas readers have time in which to wrestle with this perhaps difficult poser.

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Above: Rustle of grass skirts during a hula in honour of wa-ni-kibu who came out of the sky.

WA-NI-KIBU ON TABITEUEA



Our man on Tabiteuea, with wife, son and pet dog.

BALMY breezes rustled the palm trees, dusky maidens in grass skirts swayed to the hula-hula and the islanders waited expectantly for the arrival of wa-ni-kibu (the canoe that flies).

Wa-ni-kibu turned out to be a Hercules of the Royal Air Force. It was the first plane ever to land on the island of Tabiteuea in the Gilbert and Ellice Group. And it heralded the island's entry into the twentieth century.

Tabiteuea's only link with civilisation was the occasional visit of a trading steamship. Then last year it was decided to build an airfield. The Army loaned Major Bruce Bown, Royal Engineers, a qualified civil engineer, to supervise construction and organise local labour.

For five and a half months the locals toiled under the sweltering sun. Little heavy equipment was available and palm trees had to be cleared by hand from an area of more than 3800 by 300 feet. Then they laid a surface of sand and coral, dredged from the bottom of a lagoon, which bakes to the consistency of concrete after a few days in the sun.

The building of the airfield fulfils a 200-year-old prophecy. A white trader who often visited the island in the days of Captain Cook foretold that an *imatang* (man from afar) would one day do something significant to benefit greatly the people of Tabiteuea. The legend was passed from father to son and discussed in the island council house as the smoke gathered in the rafters. Missionaries and

marines came and went. But life in this primitive paradise remained unchanged—they still fished in the clear turquoise sea, climbed palm trees for coconuts and sang and danced on the white beaches in the setting sun.

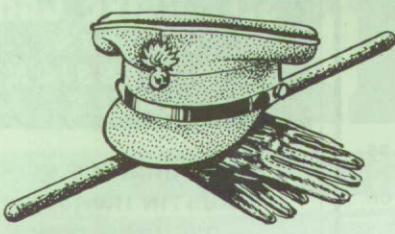
Now a regular air service will mean the first consumer goods, fresh food and rapid shipment of urgent medical supplies. To express their thanks the island elders have named the airstrip Bown Field.

Major Bown worked on the Preston-Birmingham motorway during his two-year course for membership of the Institution of Civil Engineers. He joined the Army as a National Serviceman in 1954 and later gained a Regular commission. He then began to specialise in airfield construction—at Christmas Island and in the Gilbert and Ellice Islands.

Major Bown is accompanied by his wife Vera and baby son Robert, born during their Pacific tour. The Bowns, who have two daughters at boarding school in England, are staying in the islands until next January. They live in a straw hut—their third such home—but have a paraffin refrigerator, some English furniture and household utensils, and a small generator to provide electric light. Provisions are a problem. Bringing their pet Labrador Brandy meant having to take 340 cans of dog food with them. And it takes months to get Mrs Bown's shopping list done by the nearest grocer—he is 2,500 miles away in Australia.

From a report by Army Public Relations, Far East Land Forces.

There are more airfields to build. So they will be living on desert islands until January 1970.



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A floral headdress and warm handshake from the island elders. They named the airstrip Bown Field.

RORKE'S DRIFT MONUMENT

It may interest readers and the regiments concerned to know that Rorke's Drift, scene of the battle in 1879 when a tiny British force of the 24th Foot defended itself against the repeated attacks of 4000 Zulus and in which 11 Victoria Crosses were won, has been proclaimed a monument.

There is also a move afoot in Parliament here to have the commander of the Highland Brigade, which was shot up at Modder River, reinterred at the site of the battle. The general is at present buried near the small village of Matjiesfontein, some 400 miles south of the battle area.—S McIntosh, PO Box 23022, Joubert Park, Johannesburg, South Africa.

LETTERS

New Zealand badge

Our battalion intends to issue a limited number of regimental helmet badges each of which will be numbered.

The badge has silver fern leaves around its outer edges enclosing a royal blue bordered elliptical frame with gold lettering, Royal New Zealand Infantry Regiment. The centrepiece is our national bird, the kiwi, in silver on a scarlet background. The badge is surrounded with a gilt crown and the base has a gilt scroll bearing the word "Onward," motto of the 2nd NZEF. In general structure the badge is a combination of the old 2nd NZEF badge and the badge of the old "Canterbury Regiment" which with the change to numbered battalions became the senior Territorial battalion, the 2nd Battalion.

The badges, about 3½ in high by 2½ in wide and worn on a white Royal Marine-type helmet for ceremonial dress, will be supplied postage and packing paid for £2.5s.

The battalion recently adopted a new regimental march written by our

Director of Music, Hon Captain T J Burnand. Named Charles Upham after New Zealand's double Victoria-Cross winner, it is a tribute to all Kiwi infantrymen who have served their country.

For badges please enclose remittance with order to: WO/II A H Blackler, Band 2 RNZIR, PO Box 1470, Christchurch, New Zealand.

Burma Rifles

I am compiling a record of the Burma Rifles' uniform before 1948 and any drawings, sketches, photographs or other relevant items of interest would be most acceptable and will be gratefully acknowledged. All correspondence will be most welcome.—Terence Thaw, 5 School Street, Kanbe, Rangoon, Burma.

On the track

Between 1958 and 1960, as a National Serviceman, I was in 10 Port Operating Squadron, Royal Engineers, in Sing-



apore. As a railwayman in civilian life my main interest was in the Malayan railway system and I would like to contact any other members of the Forces with similar railway interests who are, or have served, in the Far East, especially Malaya and Borneo. My particular interest is in obtaining photographs of Far East railways and I would refund any expenses incurred on my behalf.—B F Raybould, 87 Armour Hill, Tilehurst, Reading, Berks.

Canada calling

We would very much like to contact ex-members of British Regular and Reserve Forces who are emigrating to the Toronto, Ontario, region of Canada. It is known that such men and women would often appreciate continuing to serve by enlisting in the Reserves of the Commonwealth but are often unaware of the opportunities.

This battalion of the Canadian Forces (Primary Reserve) has openings especially for RCT, RAOC, REME and RMP.

personnel or equivalent from the Air Force and Navy. Certain vacancies exist for members of other corps. We would greatly appreciate hearing from any who are contemplating or have emigrated. All queries will, of course, be replied to promptly.—Lieut-Col F D MacDonald, Commanding 1st Toronto Service Battalion, Denison Armoury, 3621 Dufferin St N, Downsview, Ontario, Canada

"A better 'ole"

Accuracy first please! Reference page 31, April SOLDIER, caption below Chevrons Club poster picture—for "dug-out" read "shell hole."

As a front-line colleague of the "original" Old Bill (and there were thousands of them in France and Flanders in 1914-18) might I add for the benefit of the thousands of others who came up in the Second World War that the picture clearly shows two harassed soldiers peering over the lip of the shell crater, the old sweat obviously saying to the new boy: "Well, if you know of a better 'ole, go to it." Shells are bursting overhead.

As a fellow journalist (nearly 50 years in The Street) accept my congratulations for a workmanlike, readable and attractive magazine.—Alfred J Angel, 118 The High, Streatham High Road, London SW16.

*Oops! Sorry, Mr Angel. We try hard!

General Service Medal

A recent Press statement that "there is little likelihood of a medal being issued for the operations in Anguilla" has revived an old intention to write to SOLDIER on the subject of general service medals.

During the Suez Canal Zone emergency (October 1951 to March 1952) many thousands of Servicemen "sweated it out" under most trying conditions, many died on active service and decorations were issued, yet no recognition in the form of a GSM was granted.

In recent years I have met many who served in Egypt and later in theatres for which a campaign medal was issued and,

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without exception, they have raised this "sore point" while expressing the opinion that the Canal Zone fighting was as "bloody" and the station as unpleasant as any.

I served in armour, attached to units of 16 Parachute Brigade Group, and so was comparatively safe but I shall not forget seeing The Lancashire Fusiliers, The Parachute Regiment and others enduring the "rough end of the stick."

Comments of readers who served in Egypt during this period would be welcomed.—Lieut J B Morris RARO, Hillview, Daventry Road, Kilsby, Rugby, Warwickshire.

Dak and kris

I very much enjoyed reading "The Dak and Dagger Boys" (March) but I think you may have been misinformed as to the origin of the "Dak and Dagger" which is, I believe, exclusive to 55 Air Despatch Squadron RCT, formerly 55 Company RASC (Air Despatch). It has nothing to do with the despatcher's knife nor, as you imply, is it connected with the early association between despatchers and resistance forces.

The "Dagger" in fact relates to the ceremonial kris presented to 55 Company on 26 October 1960 by the Deputy Prime Minister of Malaya, Tun Abdul Razak, on behalf of the Prime Minister and Government of Malaya. This kris now takes pride of place amongst the many trophies owned by the "Fives" and this symbol has been carried on their vehicles for many years. The custom within the "Fives" to name the air despatch crew rooms "Dak and Dagger" may well have been taken by ex-members of the "Fives" to other air despatch units but nevertheless it originated in 55 Company.

Incidentally 55's tie has a blue background on which are golden Dakotas and golden kris—the "Dak and Dagger."—Lieut-Col R L Wallis RCT, Army Air Transport Training and Development Centre, RAF Old Sarum, Salisbury, Wilts.

* No, Colonel. "Dak and Dagger" is older than you suppose. SOLDIER used the term in the August 1960 issue in an

RECOGNITION FOR ROYAL SIGNALS

The Royal Signals foreman of signals course has been recognised by the Department of Education and Science as providing exemption from examinations for the Higher National Certificate of Education. This follows similar recognition of a number of Royal Electrical and Mechanical Engineers trade courses.

On completion of the 18-month course at the

School of Signals, Blandford, candidates are promoted to staff-sergeant and in many cases this rank is achieved at 24 or 25. The qualification can lead to warrant and commissioned rank. In the past five years 67 Royal Signals soldiers who have taken the course have been promoted to warrant officer class I and 49 have been commissioned as technical officers, telecommunications.

article about 55 Company written at least four months before the kris was presented. It may well be that the presentation was made because of the "Dak and Dagger" title. Perhaps some other reader can pinpoint an earlier use of the term.

Federation medal

I see that the Federation of Malaysia has awarded a medal for active service in Malaya (1957-62) to Malay troops and seconded personnel ie attached personnel. This is in addition to the British General Service Medal awarded for the same service in Malaya.

But why only attached personnel? What a wonderful gesture it would have been by the Malaysian Government had it awarded its medal to all British troops and others who served in operational areas between these dates. It would have been a sign of appreciation for services rendered. Many of our lads were in the thick of it and yet do not receive this award.

It is not too late for the Federation to remember our lads who seem to have been "left out in the cold" now that we are back from the "heat" of Malaya.—J J Stokes, 15 Charterhouse Road, Stoke, Coventry, Warwickshire.

Me too

I have just read in Purely Personal (April) that WOII Alice Davey,

Women's Royal Army Corps, has been awarded the Meritorious Service Medal and is the third member of the WRAC to earn the award, two previous awards having been made in 1966 and 1967.

I would like to point out however that I was awarded the MSM in May 1968 having been in uniform for 28 years. I retired from the WRAC in July 1968.—Miss Lucy E Verrall, 9 Park Court, Old London Road, Patcham, Brighton.

* SOLDIER is happy to apologise—its information came from a WRAC source.

The harp that once

It is indeed unfortunate that BANEWS is no more. In peacetime when newspaper coverage of Service activities is severely limited, and that usually of a derogatory nature, it is often difficult for the soldier to keep abreast with his profession. That BANEWS has ended is much to be regretted.

Readers may be interested to know that my battalion produced a newspaper, The Harp, while in South Arabia from October 1966 to August 1967. In the Radfan we published weekly, and when on internal security duties in Aden, fortnightly. Our circulation in Aden approached the thousand mark and the typescript was reproduced at regimental headquarters in London for distribution to families and recruiting offices.

Towards the end of our Aden tour, when the offices of the local British Services newspaper, The Dhow, had been blown up by terrorists, and other Service publications had ceased, we were the only Service journal to be produced. The editor was Captain R C Wolverton, the signals officer, and I sometimes assisted.—L/Cpl D McCarthy, 1st Bn, Irish Guards, Victoria Barracks, Windsor, Berks.

Laplander & Bandvagn

May I draw your attention to two errors in the April SOLDIER, both regarding Swedish vehicles.

First, the car shown on the front cover is not, as stated on page 11, a Volvo 544, but a Volvo L3314 (also known as Laplander).

Second, the articulated tracked vehicle on page 18 is not a Volvo but a Bolinder-Munktell BV 202 (Bandvagn BV 202). This error is not serious, however, since it is a strong link between the two firms.

The BV 202 tandem crawler, incidentally, is powered by a 91-bhp Volvo petrol engine in front. Both sets of tracks are driven and the vehicle is steered by the rear ones which act like a rudder. Drive to the rear is taken through a jointed shaft in the rather complex coupling link that can bend up to 35 degrees for turns and permits a

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7-in difference in ground level between the two units.

For steering, mechanical movements from a car-type steering wheel in the forward cab are transmitted through the coupling to the rear tracks where braking action is power-assisted. The vehicle can carry ten men or a ton of cargo and has a top speed of about 23 mph. It was first produced in 1963/64.—Bart H Vanderveen, 4 Mead-croft, Gatton Park Road, Redhill, Surrey.

★ Sorry—and thank you, Reader Vanderveen. *SOLDIER* really should have known better than to confuse a 544 with an L3314 or was it a BV 202?

Military Police

The newly re-formed Blackpool branch of the Royal Military Police Association now holds monthly meetings in the Comrades of the Great War Club, 116 Adelaide Street, Blackpool, on the first Monday of each month. All members and ex-members of the corps and association are welcome.—A E Heathcote, Hon Secretary, 31 Blackpool Road, Carleton, Poulton-le-Fylde, Lancs.

"A caricature of a face"

The April *SOLDIER* feature about the standing orders of the 73rd Regiment was of great interest to me, particularly the reproduction headed "Poor Old Tapioca."

The sketches embellishing the edges of the photograph are without doubt from the pen of Sir W S Gilbert of comic opera fame. Gilbert, an artist all his life, first started sketching for the magazine *Fun* in 1861 as margin illustrations for his own comic verse reproduced in the same magazine. Many of the early sketches were later reprinted in his Bab Ballads—Bab was Gilbert's *nom-de-plume*.

We must presume young Hugh Hackett Gibone was an early *Fun*

AND COLOUR TV TOO!

Serving officers and soldiers, particularly those in (or about to be posted to) Europe and overseas stations, who have sons entering a profession or starting their working careers in London, will be interested in Hyelm.

A non-profit-making Christian organisation founded in 1926, Hyelm is the answer to the sometimes worrying problem of finding suitable "digs" in the capital in that it aims to provide inexpensive accommodation for youngsters on the threshold of their working lives. The movement can currently board 80 residents in its two Hampstead houses at 79 Fitzjohns Avenue and 11 Arkwright Road, preference being given to those just leaving school. The residential roll includes the sons of a Royal Signals lieutenant-colonel and an air commodore.

About a quarter of the residents are full-time

students at university and polytechnics. Others are studying by correspondence course or evening classes. There are architectural students, articled clerks in accountancy, assistants in stores, bank and insurance clerks and other professional and business trainees.

Cultural, social and sporting activities are organised and financed by the residents. There are football, table-tennis and cricket teams, film shows and music and photographic societies. Lectures, discussions and theatre trips are also arranged. Newspapers and magazines are provided and there is a colour television set.

Present charges range from £4 19s 6d a week for a four-bedded room to £6 4s for a single room inclusive of breakfast, evening dinner and snack Monday to Friday with breakfast, lunch, tea and supper on Saturdays and Sundays.

reader; it appeared three years after the publication of the orders. Perhaps he found much in the magazine reflecting his own regimental life.

As a final note we must not forget that Gilbert himself was an officer in the Royal Aberdeenshire Militia at this time.—2/Lieut R R Hatton RA, 24 (Missile) Regiment RA, BFPO 16.

Alpha (Romeo) Company?

Tradition in the Royal Air Force is maintained by individual squadrons bearing their own titles and crests. In the Royal Regiment of Artillery individual batteries are honoured with titles commemorating historical engagements in which they were concerned. Certain companies in the Foot Guards bear honorary titles which are greatly prized.

Much has already been said and written about the passing of many old and famous infantry regiments. Tradition and history are important to the

Army and especially to the infantry. The average infantryman is fiercely loyal to his regiment but within the battalion his loyalties are wholly to his company. The infantry company is a close-knit family in many cases capable of existing and fighting on its own.

Before it is too late could not serious consideration be given to granting companies in the new regiments the honour of bearing historical regimental titles?

In most of the new "large" and merged regiments such a scheme is perfectly feasible. The granting of a secondary title to an infantry company would satisfy all arguments—tradition, territorial association, honorary titles, *esprit de corps* etc. From the historical point of view it would mean that the old regiments would live on and would be cherished by soldiers serving and yet to serve.

Just as an example, with all due respect to the regiments concerned, the present Light Infantry might contain the following companies:

1st Battalion—

A (13th, Prince Albert's) Company
B (32nd, Duke of Cornwall's) Company
C (46th of Foot) Company

2nd Battalion—

A (51st, King's Own) Company
B (68th, Durham) Company
C (105th, Yorkshire) Company

3rd Battalion—

A (53rd, Shropshire) Company
B (85th, King's) Company
C (106th of Foot) Company

The D companies might bear the title of the new regiment, thus welding the new to the old.

It should be borne in mind that most of the regiments suffering mergers, disbandment etc have existed in their present form only since 1881—a mere 88 years. The original numbered regiments date back 200 years in most cases—although the men of C Company, 3rd Battalion, might not be too pleased to be known as the "Bombay Europeans."

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It would be interesting to hear what the infantrymen themselves think of such an idea.—H Eaton, 256 Wendover Road, Weston Turville, Aylesbury, Bucks.

Saluting bareheaded

Your feature on the Royal Horse Guards (March) refers in a photo caption to the custom of saluting without headdress by The Blues and the Fijians. Readers may be interested to know that in the Papua-New Guinea command of the Australian Army all ranks are required to salute with and without headdress in civilian clothes and in uniform both in barracks and in public places.

This custom took a lot of getting used to when it was introduced in 1966 and I found it even harder to break when I returned to the mainland.—"Digger."

HOW OBSERVANT ARE YOU?

(see page 15)

The two pictures differ in the following respects: 1 Third rug tassel in front of soldier's face. 2 Soldier's left shoulder. 3 Length of short cigarette. 4 Hair above girl's left eye. 5 Width of sandal on right. 6 Position of starfish. 7 Right end of top sea ripple. 8 Size of cigarette packet. 9 Fourth rug tassel on right of girl's feet. 10 Soldier's right elbow.

GIRLS AND BOYS

Despite the instruction in Competition 130 (March) to hunt for three more seven-letter names reading downwards in three of the vertical columns, many competitors came up with names in which the letters did not follow down the columns in their correct order. Stanley (in column 7), Natalie (6) and Bernice (4) were the popular choices and also accepted were Nichola (5), Adeline (6), Heloise (4), Othello (5), Noeline (6) and Anselmo.

No fewer than 72 other names were hopefully submitted, with Charles and Richard heading the field, but all 72 were either anagrams, not of seven letters or preposterous concoctions.

Prizewinners:

- 1 W J Pritchard, 20 Lavender Close, Blaby, Leicester.
- 2 L/Bdr R A Cochrane, K Bty, 5 Fd Regt RA, BFPO 47.
- 3 Sgt N Winder, 65 Corps Sp Sqn RE, BFPO 31.
- 4 L Armstrong, 62 Delaval Terrace, Blyth, Northumberland.
- 5 Tpr T D Watson, B Sqn, 17/21 Lancs, RAF El Adem, BFPO 56.
- 6 B A Hogan, 7 Sunnybank Avenue, Horsforth, Yorks.
- 7 WO1 C E R Hoe RAOC, Ord Depot Cyprus, BFPO 53.
- 8 Mrs E Weston, c/o S/Sgt Weston, Sgts Mess, 4 Armd Wksp, BFPO 41.
- 9 WO1 T H Ansell, RAC Gunnery Wing BAOR, BFPO 30.

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Royal Patriotic Fund Corp.,
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Buckingham Gate,
London, S.W.1.

10 Miss P Allen, 6 Monks Way, Reading RG3 3DP.

11 J M Armour, 1211 Arcadia Street, Hatfield, Pretoria, South Africa.

12 C/Sgt J Simmons, Sgts Mess, 3 R Anglian, Normandy Barracks, Aldershot, Hants.

REUNIONS

Beachley Old Boys Association. Annual reunion 26-28 September. Particulars from Hon Sec BOBA, Army Apprentices College, Chepstow, Mon.

The Scottish Horse (1900-1956) and Fife and Forfar Yeomanry/Scottish Horse (TA) (1956-68). Grand anniversary reunion, 8-9 November, Dunkeld. Dinner, bed, breakfast, lunch at special low subsidised price. Write Secretary, Scottish Horse Club, Crown Terrace, Aberdeen.

Royal Army Dental Corps. Reunion RADC Training Centre, Aldershot, 13-14 September. AD Corps/RADC ex-Service members invited. Details from Secretary, RADC Reunion Club, Ministry of Defence (AMD6), Lansdowne House, Berkeley Square, London W1X 6AA.

The Dorset Regiment Association. Annual reunion and dinner at Barracks, Dorchester, 13 September. Details from Secretary, The Keep, Dorchester, Dorset.

Kine Reunion (ex-ATS KT Detachments). Victory Ex-Services Club, London W2, 27 September. Details from G K Stapylton, 98 Paignton Avenue, West Monkseaton, Northumberland.

14/28 Field Regiment RA. Annual reunion dinner at Depot RA, Woolwich, 4 October. Tickets 30s. Accommodation can be arranged at Depot. Further particulars from Secretary, Old Comrades Association, 14/28 Fd Regt RA, TA Centre, Church Walk, Devizes, Wilts.

COLLECTORS' CORNER

Announcements in Collectors' Corner are published free of charge as a service to readers. Subsequent correspondence must be conducted direct between readers.

Cpl W J Adams, 98 Anzac Avenue, Seymour 3660, Victoria, Australia.—Collects worldwide parachute insignia and badges also cloth patches, cap badges, shoulder titles and SAS and German World War Two badges. Will exchange similar badges etc of Australian units.

B Martin, 251 Sixth Street, Hoboken, New Jersey, USA (07030).—Wishes purchase magazines of Royal Irish or Royal Ulster constabularies; also badges, helmet and crossbelt.

Miss Betty V Miller, 104 West Ivy Street, East Rochester, NY 14445, USA.—Collects magazine and newspaper clippings, photographs, programmes, Christmas cards, invitations, autographs, anything and everything to do with Victoria Cross. Would like to hear from other collectors with similar interest.

J B Langford, 21 William Road, St Leonards-on-Sea, Sussex.—Wishes purchase British Army headdress and collar badges (pairs) also buttons and shoulder titles.

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THERE'S SOMETHING ABOUT A SOLAIRLOR

You keep seeing these little bits in the papers about how the three Services are being integrated, conglomerated, amalgamated or just plain mixed up.

It may be a good idea mind you, in parts. But you have to use your loaf a bit. Give some air vice-marshals a jeep and they'll slap a pair of wings on it. Give some generals a pinch and they will take a missile. And nobody knows what an admiral will do with a tank.

So things have got to be done gradual like, as the Naafi girl said, putting the tea in the urn leaf by leaf at half-hour intervals. It would be hard to imagine a quartermaster-sergeant lobbing out kit aboard a battleship. And a bosun is going to be hard put to it piping a general aboard a jet fighter.

It's going to look a little out of place, if you see what I mean. Changing guard at Buckingham Palace will not be the same if the Old Guard does a jolly hornpipe all the way back down the Mall.

Many trials will be needed before a final decision can be made on uniform. It may well be that bell-bottom trousers with combat jacket and Air Force moustache will find favour with some. Or perhaps a naval jumper with Air Force trousers and a great big pair of Army boots will fill the bill. Better still, a sailor's hat topping a scarlet tunic sitting on a big horse in Horse Guards Parade.

"Integration manœuvres" could be very interesting. A convoy of Army lorries will run down to Pompey, the drivers will change places with the crew of a destroyer and set sail, no doubt a bit erratically, for the inside of the Outer Hebrides. A quick swap with the RAF boys for a set of Vulcan bombers and the Army will be off to a secret rendezvous.

Meanwhile big hairy sailors, with the help of a following wind and a set of friendly stars, will be steering the convoy to a secret rendezvous.

The Air Force, not to be outdone, will be putting up the channel with a saltcaked smoke stack, pointing the sharp end of the destroyer to a secret rendezvous.

None of them will ever get there of course and the taxpayers will be raising the roof for years afterwards about a destroyer, a flight of Vulcan bombers and a convoy of lorries that turned up in a government surplus sale.

Recruitment may raise a problem. A recruit once had the choice of joining the Navy to see the world, the Army to re-arrange it, or the Air Force to leave it. But with the help of a jar of Navy rum, served up by a smashing blonde member of the new WRNAAFS, the new boy will face an uncertain future with confidence.

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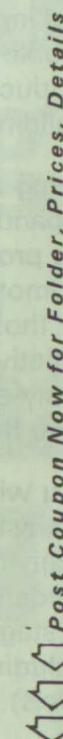
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British military uniforms

Pictured in colour on this month's back cover are four of the 18 very attractive British military uniform prints which have proved so popular with *SOLDIER* readers since their introduction last year.

These prints, from paintings by Laurence Keeble, are available singly or in sets of six, unframed with blue, black and gold mount and historical notes, or framed, with mount and notes, in black and gold Hogarth.

The prints are:

SERIES I (11 $\frac{3}{4}$ by 8 $\frac{1}{2}$ inches, including mount)

- 1 The Royal Marines (officer, full dress, 1805)
- 2 The Royal Navy (vice-admiral, full dress, 1805)
- 3 The 42nd Royal Highland Regiment of Foot (Black Watch) (officer, 1810)
- 4 The 7th Regiment of Light Dragoons (Hussars) (officer, 1810) (*pictured top left*)
- 5 The 2nd or Coldstream Regiment of Foot Guards (captain, 1815)
- 6 The Royal Horse Guards (officer, 1815)

SERIES II (17 $\frac{1}{2}$ by 12 inches, including mount)

- 7 The 14th Regiment of Foot (officer, 1802)
- 8 The 95th Regiment of Foot (Rifles) (officer, 1810)
- 9 Lieutenant-general (service dress, 1810)
- 10 The 12th Regiment of Light Dragoons (officer, 1812)
- 11 The 2nd Regiment of Dragoons (Scots Greys) (officer, 1815)
- 12 The Royal Horse Artillery (officer, 1815)

SERIES III (11 $\frac{3}{4}$ by 8 $\frac{1}{2}$ inches, including mount)

- 13 The 1st Regiment of Foot Guards (captain, 1688) (*pictured top right*)
- 14 The Royal Regiment of Artillery (lieutenant, 1743) (*pictured bottom right*)
- 15 The Wiltshire Militia (major, 1760)
- 16 The British Legion in North America (Tarleton's) (major of cavalry, 1780)
- 17 The Corps of Marines (captain, 1790)
- 18 The 79th Regiment of Foot (Cameronian Volunteers) (officer, 1799) (*pictured bottom left*)

Framed prints are available only in pairs, or multiples of pairs. A six-for-five special discount is given on sets of six, framed or unframed. Prices, including postage by surface mail to any part of the world are:

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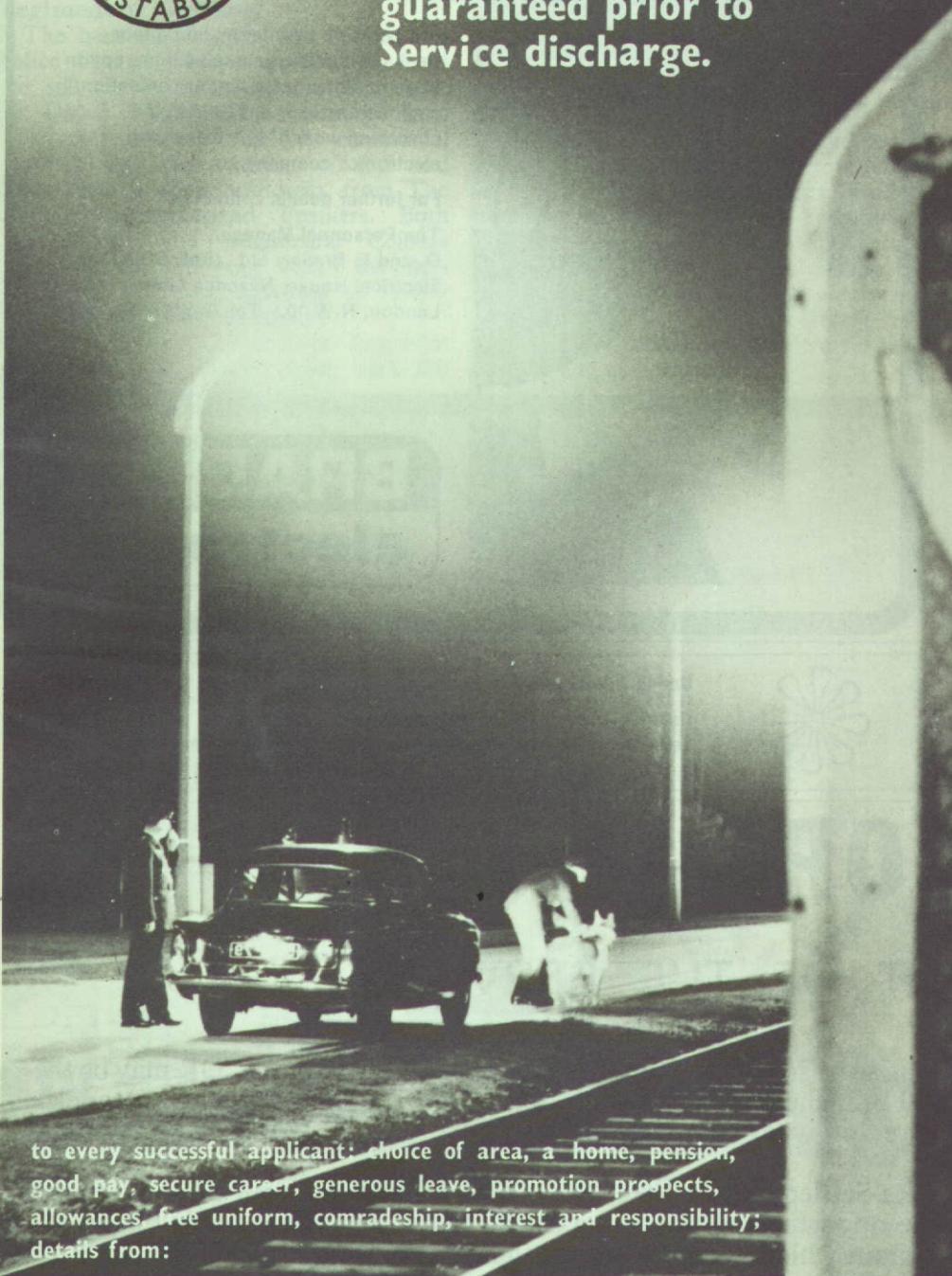
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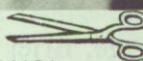
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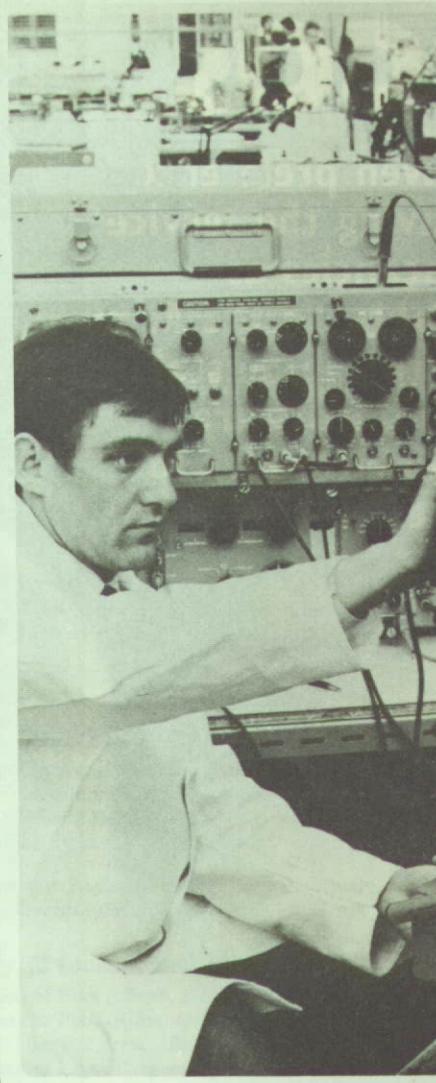
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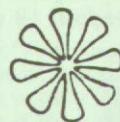
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Trooping the Colours

IMMACULATE in smart white summer uniforms, the Hong Kong-based 4th Battalion, The Royal Regiment of Fusiliers, trooped its Colours on a swelteringly hot St George's Day to mark the first anniversary of the formation of The Royal Regiment of Fusiliers.

The hour-long parade was held at the Police Sports Stadium in Kowloon and the salute was taken by the Governor, Sir David Trench. Three hundred men took part in the age-old ceremonial adopted, like the wearing of red and white roses in their headdress, from The Royal Northumberland Fusiliers. Both the Queen's and Regimental Colours were trooped, following which the Battalion marched past, advanced in review order and gave a Royal Salute.

The 4th Battalion, The Royal Regiment of Fusiliers, has a history going back 280



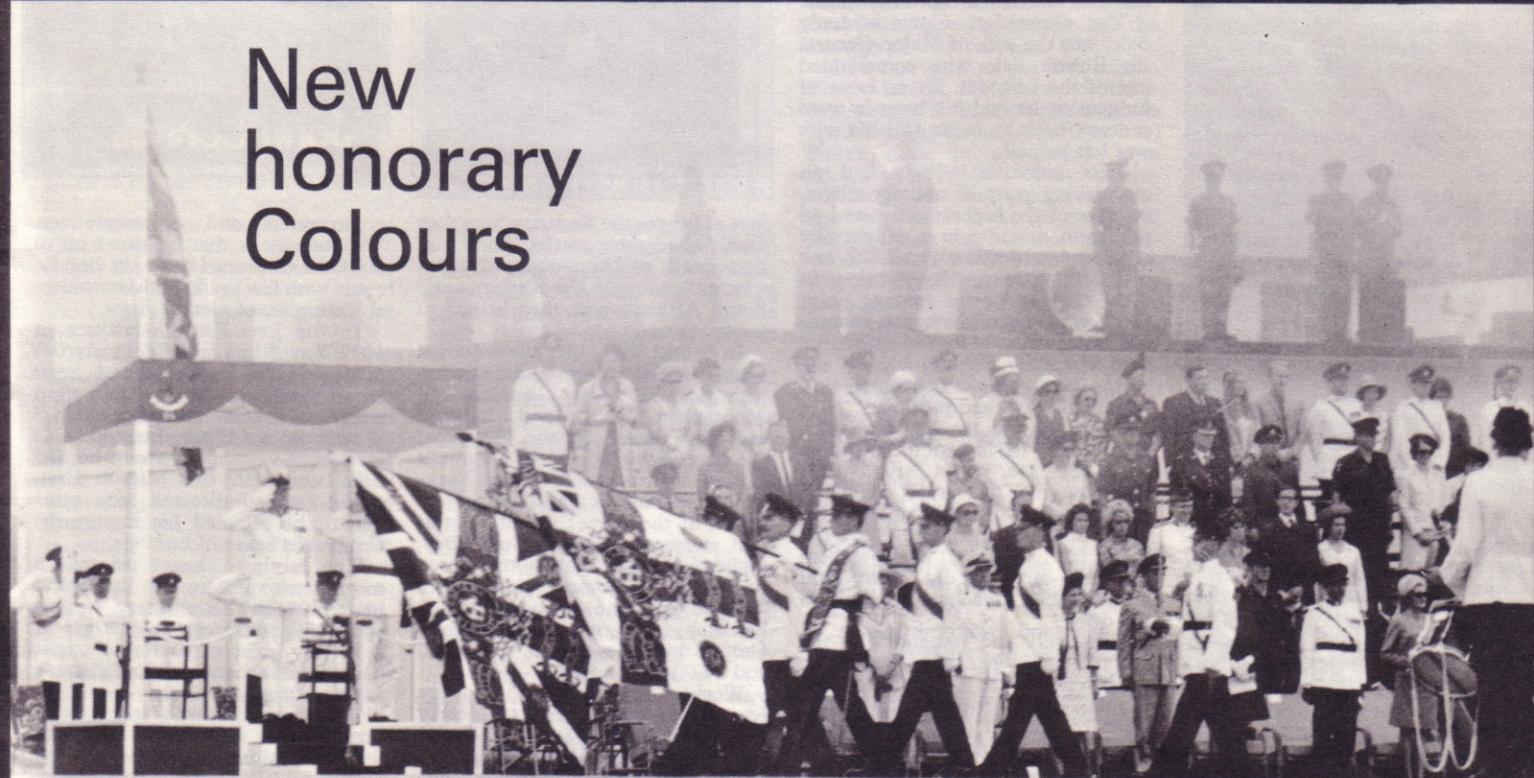
The audience stands and officers salute the Colours of the Fusiliers.

years to the time when it originated in Exeter, Devon. Under an Army reform in 1881 it became The Lancashire Fusiliers, retaining this title until the four fusilier regiments were combined into one large regiment. Although the 4th Battalion lost its "county" identity with the change of title it still draws its recruits largely from Lancashire, particularly from North Manchester and adjacent towns.

The 4th Battalion was posted to Hong Kong in October 1967 and is due to leave for home late this month and early next month.

During its tour in the colony the battalion was operational for a few months during the 1967 disturbances. It also sent troops to Malaysia to train at the Jungle Warfare School and to Korea as part of the United Nations Honour Guard.

New honorary Colours



NEW honorary Colours were handed over at an impressive ceremonial parade at Stanley Fort, Hong Kong, to 1st Battalion, The Duke of Wellington's Regiment, by General Sir Robert Bray, Deputy Supreme Allied Commander Europe, who is Colonel of the Regiment.

After being trooped, the old honorary Colours, which had served the Battalion since 1906, had their 1808 spearheads transferred to the new colour pikes.

A tangible link with the past, these historic spearheads went with the first honorary stand of Colours presented to the 76th Regiment in 1808 by the Honourable East India Company "in testimony of its meritorious services and distinguished bravery in the different actions recorded upon them."

After a long period of service in India and following the capture of Ally Ghur and Dehli in 1803 the Governor-General ordered that the 76th—raised in 1787 and

amalgamated with the 33rd Regiment in 1881 to become 2nd Battalion, The Duke of Wellington's Regiment—should be presented with an honorary stand of Colours. In addition the regiment was authorised to bear the elephant and the word "Hindoo-stan" on its Colours and appointments.

Subsequently the Colours were replaced in 1830 by the East India Company and in 1888 and 1906 by the India Office.

From Joint Services Public Relations, Hong Kong.

BOOKS

Logical approach

"The Roman Imperial Army"
(Graham Webster)

Their genius for adaptability brought the Romans success. Many of their ideas were copied from the Etruscans or the Greeks though the Romans were reluctant to admit this. Their flexibility is particularly obvious in the Punic Wars against Carthage. Never "sea-minded," the Romans were frequently defeated in naval battles until they converted their vessels to fighting platforms and invented the grapple.

The Roman Imperial Army demonstrates the logical and orderly approach of the Romans to any problem. Much attention was devoted to tactics and weapons and they were among the first to drop the massive Greek phalanx and stress mobility of line. The legions were élite troops; their enlistments were long, their training and discipline severe—sleeping sentries were beaten to death by their comrades!

The most highly developed military feature was their frontier system. Although preferring diplomacy and the creation of friendly buffer states, the Romans were willing to resort to assassination, hostages and finally military force if necessary. With Parthians, Dacians and Goths constantly looming on their borders, the Romans were compelled to build defensive lines of forts and towers from the Solway to the Danube.

This is a splendidly scholarly volume analysing every facet of the imperial military structure—equipment, medical services, diet, pay, postings. Well-written and with a host of fine plates and drawings it must surely be the most comprehensive study of its kind ever published in English. The enormous bibliography alone covers 22 pages.

A & C Black, 63s

AWH

Petticoat grenadier

"Lady Sale: Journal of the First Afghan War" (edited by Patrick Macrory)

In January 1842 a British force suffered the most crushing defeat ever inflicted by an Asian enemy until the humiliation at Singapore

The First Afghan War
Lady Sale



Edited by Patrick Macrory



D-Day VC

"The Green Howards" (Geoffrey Powell)

Like so many other regiments The Green Howards were raised in the troubled years at the close of the 17th century when William III challenged the Stuarts. Indeed, they were the first of his new formations. Their name, springing from the colour of their facings and their colonel's name, was adopted early and maintained till 1920 when it became the official title.

The Green Howards endured the

RHL

Mr Standfast

bitter experience of Fontenoy, Roucoux, Lauffeldt—defeats for the British Army but moments of glory for themselves. They increased their fame by a sea assault on Belle Isle, a long march through Carolina and at Eutaw Springs, the final battle of the American War of Independence.

They were given the tough job of containing the power of the Kandy Empire in Ceylon, in 1796-1820, where it was bayonet against kris. Casualties were extremely heavy, especially when a column was involved in a notorious massacre. In the Crimea, W H Russell, the first war correspondent, gave a glowing account of them marching in full dress into battle.

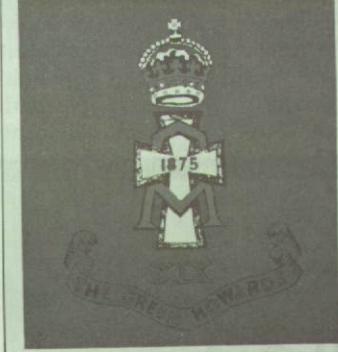
The rest of the century saw The Green Howards defending far-flung corners of Empire—the North-West Frontier, where they discovered the

FAMOUS REGIMENTS

Edited by
Lt.-General Sir Brian Horrocks

The Green Howards

Geoffrey Powell



joys of bingo; the Sudan, where they finally shed their scarlet tunics and first used machine-guns; Burma, where they fought the Kachins; and South Africa, where they helped to track down Cronje.

In World War One, one battalion served in India. The 2nd Battalion won glory at Ypres, Givenchy and Montauban Ridge and inflicted enormous losses on the Germans; the 4th and 5th Territorial battalions earned the nickname "The Yorkshire Gurkhas" at St Julien only to perish at the Aisne; the 6th Battalion stormed ashore at Suvla Bay, Gallipoli; the 7th Battalion endured the hell of the Somme and the 10th suffered the same at Loos. The ten battalions in Europe won 12 Victoria Crosses but at a cost of 7500 dead and 24,000 wounded.

World War Two casualties were fewer but the fighting was deadly enough as in the 1942 desert "Cauldron," at Alamein, Mareth (where the 7th Battalion's commanding officer won the VC), Sicily, Normandy (where a D-Day VC was won) and in Burma.

A well-written and well-illustrated addition to the "Famous Regiments" series.

Hamilton, 25s

AWH

and the whole edited by Brigadier Roberts. It takes the story from Wavell's arrival in India as Commander-in-Chief in July 1941 to his assumption of the viceroyalty in June 1943. These were two years of unbroken strain and defeat during which he was to become the first allied commander and direct campaigns in Persia, Malaya, Netherlands, East Indies and Burma.

Wavell had to cope with weak commanders, indifferent civilian advisers and badly trained and equipped troops whose morale was quickly shattered by never-ending defeats by a savage and well-trained enemy. He was always chronically short of all the weapons of war, particularly aircraft, and had to endure an incessant stream of prodigies from Churchill, the Chiefs of Staff and other allied

WAVELL

Supreme Commander



John Connell

Completed and edited by Michael Roberts

commanders and representatives. The wonder is that he stood up to it all and continued to do the best he could with few bricks and a considerable number of men of straw.

In the Lees-Knowle lectures in 1939 Wavell had said, "All materials of war, including the general, must have a certain solidity, a high margin over the normal breaking strain." Wavell did not break. Incredibly, in view of the enormous strain he had been under in the Middle East, where he had directed nine campaigns, he retained his imperturbability and sense of humour.

The authors have painted a magnificent picture of the worst period in British military history and a splendid portrait emerges of this truly great general who might have served as a model for Bunyan's Mr Standfast.

The book is well saluted with extracts from signals and appreciations and with quotations from the diary of his devoted aide-de-camp, Sandy Reid Scott. Exceptionally good value at the price, it is well-documented, illustrated and with adequate maps. A useful feature is a comparative chronological table of events in all world theatres at the time.

Collins, 45s

RHL

Hadrian's Wall

"The North-West Frontier of Rome"
(David Divine)

For centuries Hadrian's Wall was regarded by local farmers and builders as a legitimate source of building materials for sheep-folds,

cattle pens, inns and even churches. It was not till the early 19th century that a handful of antiquarians and schoolmasters began to agitate for the wall's preservation.

It has been left to this century to attempt a scientific investigation of the wall in order to understand its mysteries.

Britain was one of Rome's easiest victories for there was no unity among the tribes. Then came the great military blunder—the Romans decided to abandon complete conquest.

Content to hold the area with a defensive system of forts backed by punitive raids, they handed the initiative to their enemies, the savage Maeatae and Caledones.

To correct this weakness Hadrian ordered the rationalisation of the

THE NORTH-WEST FRONTIER OF ROME

A Military Study of Hadrian's Wall

DAVID DIVINE



frontier. There were several alterations in the basic concept of the wall and the amount of work involved was tremendous. As excavations at Chesters and Housesteads have clearly shown, the statistics of height, width, depth, fortlets, towers, bridges and roads are breathtaking even by modern standards.

In military terms the wall was effective and a success. It was manned by thousands of Rome's best troops and when danger threatened any sector some 200 men were on call within 15 minutes. Before and behind the wall (Antonine's Wall was merely a projection) lay a defence complex some 30 miles deep with a signalling system unrivalled for almost 2000 years.

In a period roughly comparable to that from Marlborough to Montgomery the wall was breached only four times.

Politically and economically the wall was a failure. Britain proved to be a great commercial disappointment to Rome; its exports were little more than a handful of slaves, a few hunting dogs and an occasional pearl yet it required a garrison of 55,000 men. The cost of constructing the wall was high; its upkeep was crippling. It is calculated that at least 63 per cent of the total Roman force was absorbed by the wall system.

In a field where academic theorists have savaged each other without mercy over minute details it is a pleasure to read an account of the wall which one can enjoy. Section by section it is described with reference to the OS map—and the plates are simply beautiful.

Macdonald, 50s

AWH

IN BRIEF

"The Zeppelin Fighters" (Arch Whitehouse)

The author has gained a considerable reputation in recent years on both sides of the Atlantic as the author of numerous books on all aspects of World Wars One and Two. Drawing on his own experience as a British gunner and air observer in World War One and Life war correspondent in World War Two, he has produced some highly readable and entertaining popular accounts.

His latest book deals with the first—and now almost forgotten—blitz of Britain, that carried out by Zeppelins in the early years of World War One. At first the country was

THE ZEPPELIN FIGHTERS



ARCH WHITEHOUSE

caught off guard but after young Reggie Warneford had shot down the L37 over Ghent and a little while later Leefe Robinson had downed another (and won the VC) on the outskirts of London, the tide turned in the British favour.

By 1918 the Zeppelin was regarded by the Germans as too vulnerable and too expensive ever again to be used as a weapon of war. Arch Whitehouse's book is exciting and dramatic.

Robert Hale, 35s

"Combat Notes From Vietnam, Parts I & II" (Editor: Lieutenant-Colonel Albert N Garland, US Army)

In these two extremely useful publications can be found a very valuable cross-section of military experience from Vietnam. The Americans have had to learn many lessons the hard way and develop new techniques as the occasion arose.

It is obvious from these notes that they have learned one or two tricks from the British Army and there is much information here which can be absorbed and stored away for possible future reference by the British soldier.

Perhaps of most interest are the notes covering night air assault, air mobility and the use of armed heli-

copters. Cordon-and-search and fire-flush are two other chapter headings which catch the eye.

The old trick of studying your enemy seems to have paid off. The Americans found that the Vietcong judged the safest place to be the one just vacated by US forces. The stay-behind ambush party was evolved to deal with this situation.

Infantry Magazine, US Army Infantry School, Box 2005, Fort Benning, Georgia 31905, USA, \$1.25

"The Essentials of Military Knowledge" (Major-General D K Palit)

A chapter on nuclear warfare explaining in simple terms the development of nuclear strategy from the earlier American policies to the later concepts of nuclear deterrence and nuclear stability brings this well-known military textbook right up to date. Although several times reprinted since first published in 1947, it now appears for the first time in a completely revised edition.

Subjects covered include an analysis of warfare from the operational and functional viewpoints; a history of the evolution of conventional tactics and strategy from the earliest times to the present; the "principles" and "realities" of war, based on the lessons of history; communist guerilla warfare and the strategy of deterrence.

In a foreword to the first edition Field-Marshal Sir Claude Auchinleck wrote: "I have no hesitation in commanding Major (as he then was) Palit's book to any officer who wishes to arrive at a clearer understanding of the principles and methods which make for successful leadership in war"—a recommendation which still remains valid. Today Major-General Palit is Commandant of the Indian Military Academy at Dehra Dun.

C Hurst, 32s

"Indian Army Uniforms" (W Y Carman)

This is the second volume of the uniforms of the Indian Army by Mr Carman, who is Deputy Director of the National Army Museum, Sandhurst. It deals with the artillery, engineers and infantry and covers the period from the 18th century to 1947. The previous volume dealt with the cavalry.

This authoritative book has been deeply researched, is well indexed, has a useful list of sources and an extensive bibliography. It is also well illustrated but surely, for this subject and at this price, many more, if not all of the plates should have been in colour. It is the most comprehensive book yet to have appeared on this subject and will prove a goldmine to the military and social historian. It is to be hoped the author will complete his work with a further volume covering the service corps, the staff and state forces.

Morgan-Grampian, 150s

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Keys and ravens

Sounds of HM Tower of London (for Ministry of Public Buildings and Works, West End Recordings Ltd TOL 1).

This is an absorbing record. From the opening of Side 1 the atmosphere of the Tower is created by the jingling of Her Majesty's Keys being carried through the dark and foreboding passages which still seem to echo the grim past.

Suddenly we are reminded of the close proximity of the Thames by the melancholy sound of a ship's siren. We are then taken step by step by the Chief Warder and escort through the nightly ceremony, ending with the duty bugler sounding the "Last Post" to the accompaniment of the Tower clock chiming ten.

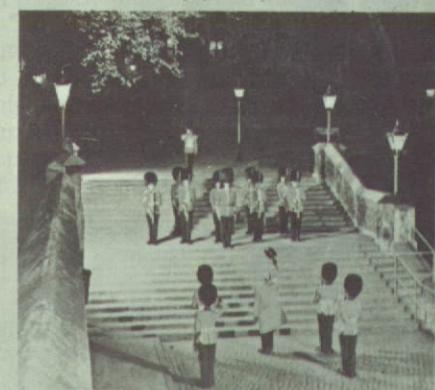
Side 2 is just as absorbing and perhaps more interesting because we hear the fascinating story of the Tower ravens told by the Yeoman Quartermaster, Mr H T Johns. This is extremely well done in a clear and concise

manner although a little more thought to production would have helped.

After a short opening by the ravens to create atmosphere, the story is told with further slight punctuation by the birds. This lasts about two minutes then the ravens take over completely except for some quite inaudible sounds, for six minutes, to create background colour. It would have been better to have spread the narration over a longer period with punctuations by the ravens and, to add the necessary colour, a moment or two from the chapel choir, a word of command from the guard commander and perhaps one or two snatches of conversation from the visitors.

However, an excellent record which should have an appeal to all collectors. Price 14s from Tower of London, or Receiver of Fees' Office, Lanthorn Tower, HM Tower of London, London EC3; 15s including postage.

SOUNDS OF HM TOWER OF LONDON
Volume one Ceremony of the keys & the tower ravens



"Sousa Plays Sousa and Other Cylinders" (Golden Guinea GGL 0431).

This is a wonderful collection of a few of Sousa's marches played by the maestro's own band and the United States Marine Band conducted by himself. Very early recordings by the Edison Concert Band and the Garde Republicaine are also included.

This musical miracle has been made possible by Mr Frank Wright, Director of Music of the Greater London Council and a world pillar of the brass band movement. In his travels he has collected a great number of early phonographic cylinders and records of brass and military bands plus symphonic and vocal discs. This issue of historic band recordings owes its origin in part to a BBC 2 television documentary series, "The Impresarios," in which Mr Wright demonstrated some Edison cylinder models.

The production quality of some of the

marches is astonishing considering the difficulty of sound reproduction from old cylinders and I think Pye Records have done a remarkable job. The disc includes "Semper Fidelis," "Stars and Stripes Forever," "Washington Post," "High School Cadets," "Manhattan Beach" and "El Capitan." The playing is superb and cannot be faulted. There seems to be more depth and precision in the Sousa Band and the playing of "Stars and Stripes Forever" is superb.

A highlight is Herbert L Clarke's (Sousa's Band) cornet solo, "Bride of the Waves." He has the legato technique of the immortal Charles Leggatt and the dexterity of Harry Mortimer. After some really brilliant triple-tonguing he ends his final Cadenza with a top F. An unnamed cornet soloist produces a perfect pedal F in the "Carnival of Venice."

Undoubtedly an unusual and most extraordinary record—and a collector's choice.

"Men of the Mall" (Pride of the '48 Band) (Marble Arch MAL 627).

Because it is most unmilitary in its musical texture, this LP cannot be recommended to anyone who knows how a massed Guards band sounds when marching up the Mall or on Horse Guards Parade. Ex-Regimental Sergeant-Major Ronald Brittain's voice is as strong and as vibrant as ever but it is hard to understand why he gives the order "Quick march" and the band then plays a slow march, "Rule Britannia."

It is also quite incomprehensible that the sound of marching feet should be dubbed on the record at 116 paces to the minute to be followed by the band coming in with a quick march tempo of 126 or 132! And in the British Army you do not prefix a quick march with four three-pace rolls—it is usually two three-pace or a five-pace, or even a seven-pace. Neither does The Light Infantry start its marches with eight three-pace rolls! The general quick marching tempo for the Brigade of Guards is 116 paces to the minute, not 126, and that of the highland regiments about 108.

Kneller Hall or any director of music of

the Brigade of Guards could have advised the record's producer on these points. It is a great pity too that the British National Anthem is played in the out-of-date key of Bb. For some years now there has been a new arrangement in existence in the key of G for all service bands.

There is no clue as to who or what is the Pride of the '48 Band or who is its director of music.

"John Philip Sousa" (Pride of the '48 Band) (Marble Arch MAL 588)

This is a very good LP of a few of Sousa's best-known marches including "Stars and Stripes Forever," "Washington Post," "King Cotton," "El Capitan," "Thunderer," "Semper Fidelis," "Manhattan Beach," "Liberty Bell" and "Hands Across the Sea." Also included is "Fairest of the Fair," one of his lesser-known works but nevertheless a delightful one.

The playing on this disc is excellent and the general sound and balance are enhanced by the maximum frequency range recording with the specialised "dynamic-metered" microphone placement, so expertly demonstrated.



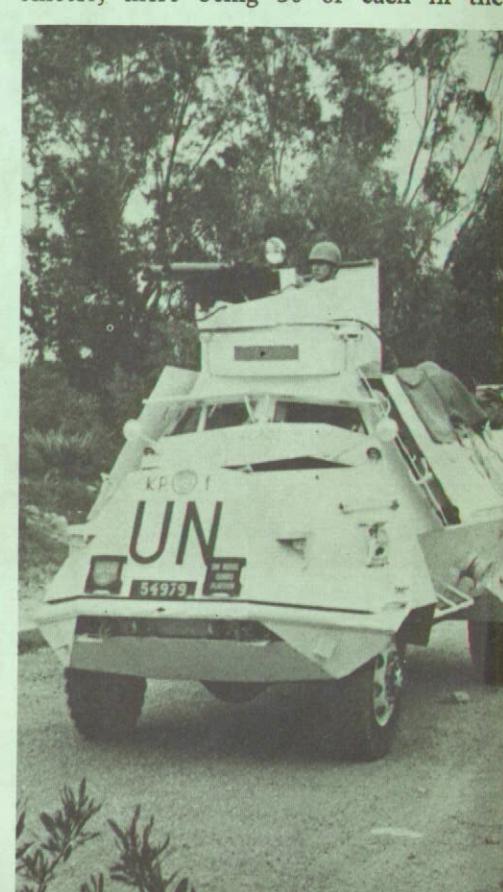
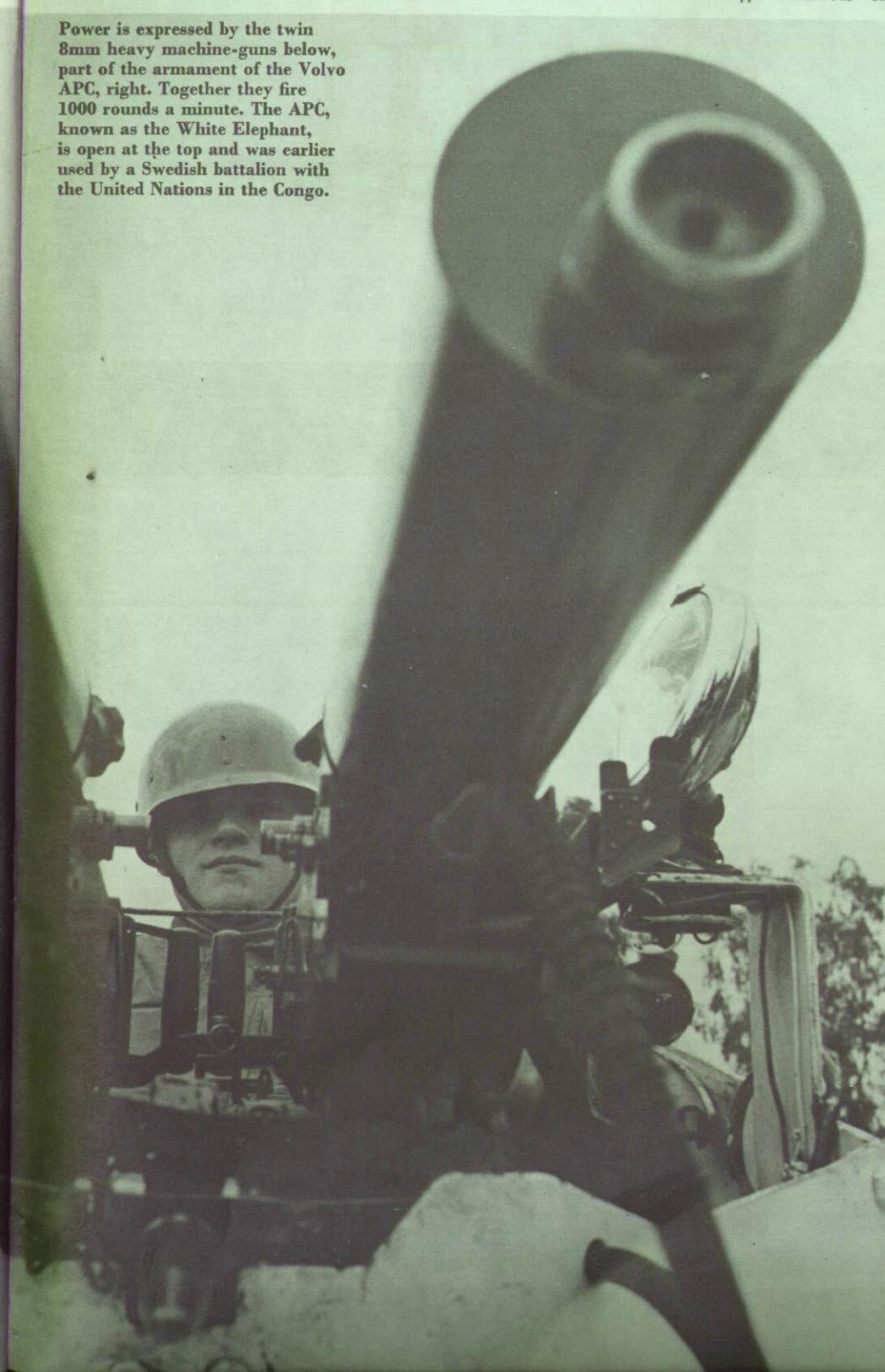
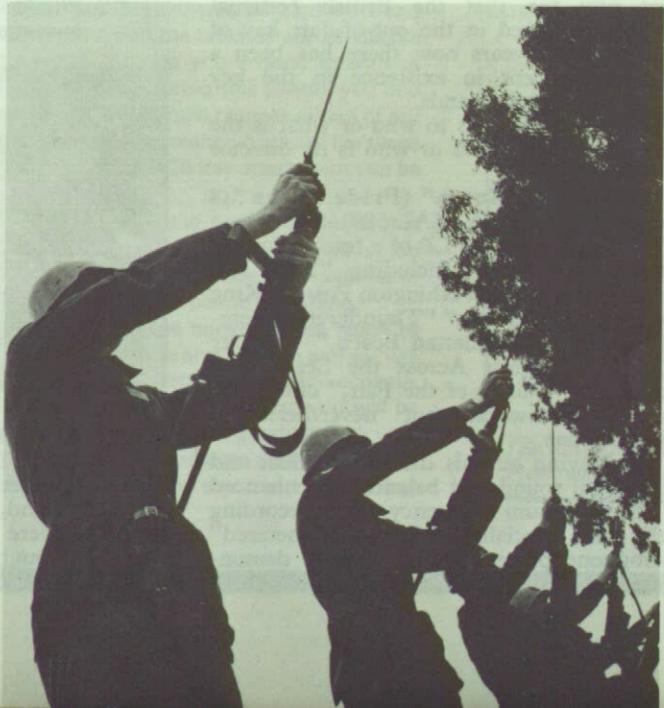
The sleeve states that Sousa was born in Washington DC in 1856 but according to Kenneth Berger's book, "The March King and His Band," he was born in 1854. Although there is doubt about the actual date, it is thought that Berger is correct.

This LP is thoroughly recommended.

THE PROFESSIONAL NEUTRALS



Sergeant Svensson, Sakarya outpost commander, typifies the full alertness of the Swedish soldier. His 9mm sub-machine-gun is to be superseded by the Belgian 7.62mm. Right: The new guard fixes bayonets at Carl Gustav Camp, near Famagusta.



SWEDEN is a neutral power whose 7,500,000 people have been sheltered from war for the past 150 years. It believes that it should stay out of the alliances of the great powers and this entails a national defence programme involving a high state of preparedness and the materials and ability to beat off an attack however quickly or strongly launched.

So Sweden is highly defended, ready and trained to evacuate its civilian population from the cities in emergency and with a compulsory military service system with a long tradition.

It has put thousands of men at the disposal of the United Nations for peace-keeping in the Congo, Gaza, Korea, Lebanon, Israel and Kashmir. In Cyprus it has a battalion of 400, chosen from 4000 volunteers most of whom go back to civilian jobs after their six months' tour.

The Swedes' weapons and equipment for the defence of their homeland are of top quality and include the British Bloodhound and Seacat missiles and Centurion tanks. Paradoxically, in contradiction of their desire for neutrality, their emphasis on preparedness makes them appear more warlike in Cyprus than most of the other national contingents of UNFICYP.

They have been under fire at Sakarya near Famagusta and they always carry arms. They fix bayonets on guard duties and patrol in Volvo armoured personnel carriers previously used in the Congo. Known as "White Elephants" because they look ungainly and still retain the white paint which made them easily visible in Africa, the Volvos weigh nearly seven tons each.

They carry ten men and are armed with twin 8mm heavy machine-guns mounted forward and firing 1000 rounds a minute,

a 7.62mm machine-gun and an 84mm anti-tank weapon. The heavy machine-gunner wears an armoured vest. The vehicle is open at the top and in that respect might be a doubtful asset in town fighting. However, the troops are highly trained to debus and embus with great rapidity and the vehicle has side rails to assist this.

The Swedish battalion in UNFICYP has the second largest area to control, the Famagusta District comprising nearly one-third of the island and including the 40-mile long, five-mile wide "panhandle" which juts north-eastward into the sea.

With the Mediterranean on three sides of the area there is a very long coastline to watch and this includes long sandy beaches suitable for landing operations. There are also the ports of Famagusta and Larnaca and the large eastern plain.

Because of the easing situation the

battalion's outposts have been reduced from 28 to nine but there are stand-by forces ready to move at very short notice and the whole battalion could change position in a few hours.

The Swedes are known as the "camera battalion" because of the Sakarya incident when outpost 207 was fired on in 1965. On hearing shooting in a nearby orange plantation the sentry left his observation post to get a camera. Then came a burst of fire directly on his position which could have killed him. The incident created the phrase, still current in the battalion, "First photograph, then shoot!"

The Swedish battalion in Cyprus is interesting in many ways. The men are so obviously keen and happy to be doing this peace-keeping task, their only opportunity to soldier overseas. There are separate messes for sergeants and warrant officers, there being 30 of each in the

battalion. There is only one cookhouse at Carl Gustav Camp where the battalion headquarters and staff and supply company are located. It serves all messes and all get exactly the same food.

The officers augment theirs with a first course of herring which they pay for themselves and their first-class schnapps, direct from Sweden, is another extra considered well worth the cost.

There is one slight bewilderment. Sweden used to drive on the left of the road, then recently changed to the right to fall in line with the rest of continental Europe. Now in Cyprus the Swedes are driving on the left again. "Why? Why?" they ask. "Is it something to do with Britain?"

SOLDIER



The 7th Regiment of Light Dragoons (Hussars) Officer 1810



The 1st Regiment of Foot Guards Captain 1818



The 7th Regiment of Foot (Cameronian Highlanders) Officer 1799



The Royal Regiment of Artillery Lieutenant 1753